Route 36 Corridor Study

MOUNT MORRIS + LEICESTER

March 2021

SRF ASSOCIATES

PLANNING & DESIGN INGALLS Since 2005

Plan Support by the Genesee Transportation Council (GTC)

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Acknowledgments

Many community members contributed significant time and effort to help develop the Mount Morris-Leicester Route 36 Corridor Study. Their passion, commitment, enthusiasm, and hard work are greatly appreciated.

Steering Committee

Joe Bovenzi, AICP – Program Manager, Genesee Transportation Council

Karen Bryson-Abbott – Mount Morris Resident

Barry Briffa - Mayor, Village of Leicester

Greg Bump – Superintendent, Mount Morris Central School District

Megan Crowe, AICP – Livingston County Planning

Bill D'Angelo – Chair, Partners for Progress

Kirstie DeGraff – Village Clerk, Village of Leicester

Chuck DiPasquale – Supervisor, Town of Mount Morris

Dave Fanaro – Supervisor, Town of Leicester

Lora Leon – New York State Department of Transportation

Nicole Manapol – Letchworth Gateway Villages

Frank Provo – Mayor, Village of Mount Morris

Dan Rittenhouse – Livingston County Sheriff's Office

Carl Swanson – Mount Morris Resident

Kristine Uribe – New York State Parks, Recreation, and Historic Preservation

Louise Wadsworth – Livingston County Economic Development

Project Partners

Genesee Transportation Council

Livingston County Economic Development Department

Livingston County Planning Department

New York State Department of Transportation

New York State Parks Recreation & Historic Preservation

Town of Mount Morris

Town of Leicester

Village of Mount Morris

Village of Leicester

Planning Consultants

Matt Ingalls, AICP, ASLA, Ingalls Planning & Design

Andy Martin, AICP, Ingalls Planning & Design

Stephen Ferranti, P.E., PTOE, SRF Associates

David Kruse, AICP, PTP, SRF Associates

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Section 1: 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 have land within the project boundary including the Villages of Mount Morris and Leicester and the Towns of Mount Morris and 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.

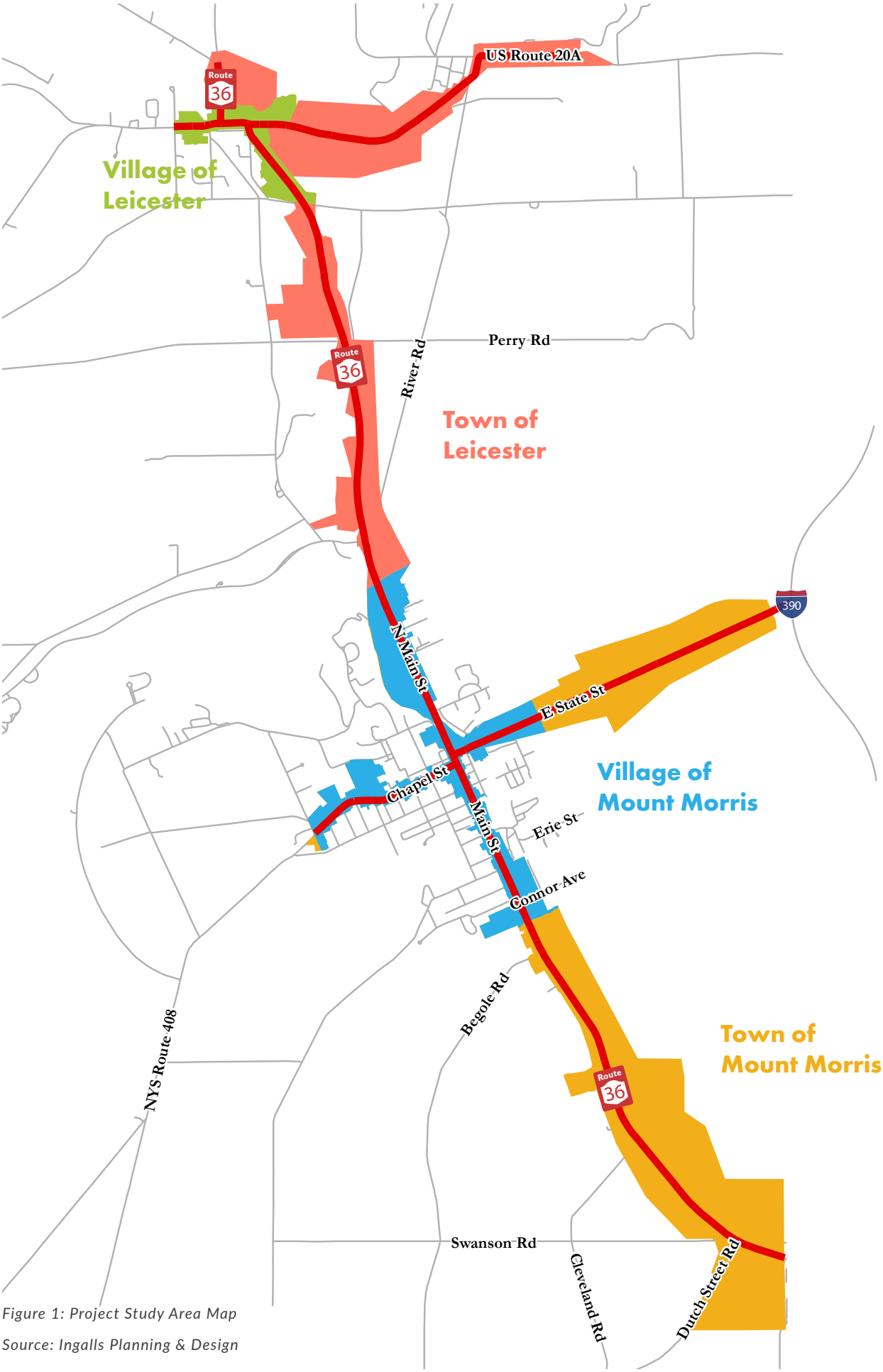


Figure 1: Project Study Area Map

Source: Ingalls Planning & Design

Section 2: Existing Conditions Assessment

Previous Plans & Studies

There are a wide range of plans and studies that were reviewed to support and inform this corridor study. This includes plans and studies at regional, county, and municipal levels.

Town and Village of Mount Morris Comprehensive Plan (1997)

The 1997 update to the Mount Morris Comprehensive Plan contained planning initiatives for both the Town and the Village of Mount Morris. The 1997 update identified goals and objectives from the 1970 plan that would continue to be relevant for the future of Mount Morris. Several of these may still be relevant for the purpose of this study including:

- Discouraging strip development along major traffic arteries;
- Concentrating business activity within and near the Village;
- Addressing existing roads with sharp curves and poor sight distances;
- Developing specific land use regulations that influence growth and development;
- Developing a set of guidelines leading to good design and harmonious use of materials in exterior construction; and
- Analyzing parking needs including existing inventory.

Some recommendations that weren't implemented from the 1997 plan may still be relevant today and for this study. These recommendations are divided into priority areas and listed below.

The Town of Mount Morris started a comprehensive plan update, which they hope to complete soon.

Central Business District Revitalization

- Establishing architectural design standards consistent with the character of the Village Central Business District (CBD);
- Amending the Village Code to incorporate design standards;
- Upgrade the quality and design of signage in retail areas of the Town and in the CBD of the Village; and
- Make the CBD comfortable and convenient for pedestrians.

Economic Development

- Ensure that all roads and streets are constructed to avoid sharp dangerous curves with poor sight distances.

Transportation and Circulation

- Make physical improvements to enhance pedestrian safety;
- Reduce, to the extent possible, the volume of truck traffic that passes through the Town and Village;
- Attract and encourage retail/commercial development in the Town and Village business districts; and
- Develop a theme for the community that will give Mount Morris a unique identity and use this to promote the community and attract tourists.

Land Use and Zoning

- Discourage any further "strip" development along arterial highways; and
- Concentrate business development in areas of Town adjacent to the Village in which public water and sewer are most feasible and in the Village.

Mount Morris Strategic Plan for Downtown Revitalization (2006)

Mount Morris developed a strategic plan to guide future decision-making and foster economic revitalization of the Village's Central Business District. The plan included recommendations for measures to retain existing businesses, recruit new businesses, restructure the mix of types of businesses, and attract pedestrian traffic into the business district.

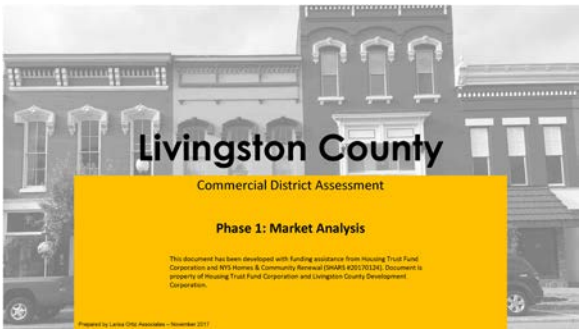
One of the objectives of this plan was to develop a vision statement for the Village downtown. The vision statement that was crafted for the strategic plan includes elements that are relevant to this corridor study including developing a theme for the downtown and capitalizing on the many tourists who are drawn to the region each year.

Mount Morris Facade Renovation Guidelines (2009)

The Village of Mount Morris developed guidelines for façade improvements and renovations in the Central Business District. These guidelines targeted general areas for physical improvements including linking buildings to local history, capitalizing on surviving pieces of architectural character, and enhancing decorative parapets. These guidelines provide detailed examples of appropriate facades elements including windows, doors, building materials, signage, and lighting.

Livingston County Commercial District Assessment (2017)

In 2017, Livingston County secured funding from the Housing Trust Fund corporation and New York State Homes and Community Renewal to conduct a commercial district assessment for the County. This assessment included a retail market analysis that would help the County determine both where to encourage and/or incentivize new retail and targeted investment and development and the kinds of physical improvements and downtown projects that should be prioritized.



Several recommendations from this assessment are relevant to this corridor study, including:

- Installing pedestrian lighting and landscaping;
- Repaving and restriping parking lots to ensure maximum capacity;
- Installing gateway signage at entrances to downtowns; and
- Funding a downtown safe streets transportation study to determine the need for street improvements in downtown business districts.

Some recommendations from this study have already been implemented that could provide useful resources to Mount Morris and Leicester including the Livingston County Downtown Wayfinding Master Plan and the Livingston County Downtown Brand. Both efforts are carried out through Livingston County Economic Development.

Genesee-Finger Lakes Regional Trails Initiative (2002)

The purpose of this initiative was to develop a comprehensive and achievable action plan for community leaders. This action plan would help create and maintain a safe, accessible, and highly functional regional trail system that would be integrated with the existing transportation system while providing a nationally recognized and distinguished feature of the Genesee-Finger Lakes region. The geographic focus of the trails initiative was the Rochester Transportation Management Area (TMA). This included developed areas of Livingston County including the Genesee Valley Greenway within the Town and Village of Mount Morris.

Letchworth Gateway Villages Initiative (Established in 2017)

Letchworth Gateway Villages is a municipal collaboration between the Villages of Mount Morris, Perry, and Geneseo. This collaborative initiative was established in 2017 with the goal of catalyzing economic growth and enhancing tourism-related market opportunities for these three Villages. Mount Morris, Perry, and Geneseo are viewed as the "gateways" to Letchworth State Park, which generates hundreds of thousands of visitors each year.

Ideal goals for this initiative include:

- Increasing visibility for the region's unique attractions and businesses;
- Fostering a shared identity that encourages collaboration; and
- Developing a regional strategy.

Livingston County Housing Needs Assessment and Market Analysis (2019)

Livingston County completed a housing assessment and market analysis in 2019 that evaluated various real estate trends in the County including the number of homes sold between 2012-2018, median home sale prices from 2008-2018, and the length of time homes remained on the market.

The study identified the O'Connell Organization as a group that has been actively renovating properties in the Village of Mount Morris, leading to a range of second story apartments near and in the Village center. These represent the most significant residential growth in the study area, and could indicate potential for demand in similar housing developments.

The Town of Leicester was identified as one of few municipalities with a high number of vacant rental units. Leicester has few existing multi-family properties with many available to rent, and the Town has expressed interest in continuing to better pursue and provide housing.

The study concluded that the housing market in Livingston County is relatively tight with a low inventory, fast sales, and low apartment vacancy rates. Given low interest rates and a strong labor market, Livingston County will continue to have relatively strong home sales activity in the near-term. Low inventory and the absence of new housing developments will continue to pose challenges to the County moving forward.

Livingston County Wayfinding Study (2020)

The primary objective for the Livingston County Wayfinding Study is to develop a master plan that enhances the pedestrian experience, particularly for visitors and tourists, within nine designated downtown districts in Livingston County.

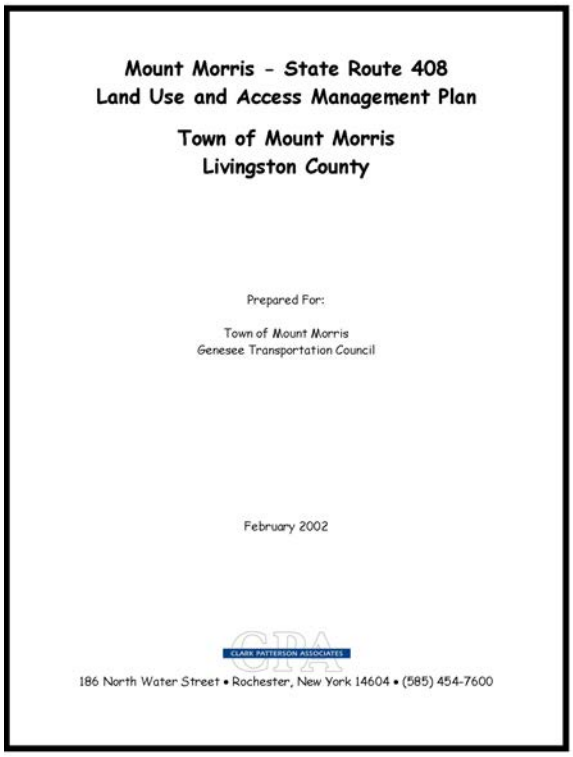
This study will inventory local sites and assets, identify sign designs, types, treatments, and an installation schedule and phases. The ultimate goal of this study is to create a unified, consistent visual impression across the designated downtown districts throughout the county.

Mount Morris – State Route 408 Land Use and Access Management Plan (2002)

Focusing on NYS Route 408 between Interstate 390 and the railroad crossing, the LUAMP contained recommendations on land use and access management strategies responding to potential development pressures along the corridor.

To ensure quality economic development with regards to safe and efficient movement of traffic, recommendations included:

- Land use density and type adjustments;
- Shared and joint access requirements;
- Driveway spacing and corner clearance standards;


Mount Morris – State Route 408
Land Use and Access Management Plan

Town of Mount Morris
Livingston County

Prepared For:

Town of Mount Morris
Genesee Transportation Council

February 2002

CLARK PATTERSON ASSOCIATES

186 North Water Street • Rochester, New York 14604 • (585) 454-7600

- Improved site circulation; and
- Creation of system of interconnected access roads and an extension of the Genesee Valley Greenway Trail.

Route 63 Corridor Study (Updated 2007):

Beginning in 2002, the Route 63 corridor study south to address rising truck traffic along Routes 63, 20, 77, and 36 within the counties of Genesee, Livingston, and Wyoming between I-390 and the NYS Thruway exit in Pembroke. The study also reviewed seasonal traffic variations related to nearby recreational destinations. Two primary objectives included reducing the frequency and severity of crashes and address the rise in commercial traffic as it relates to the "safety, quality of life, and economy of the area."

Of the 13 location-specific issues/needs areas identified in the plan, the intersection of Route 36/Route 20A offset intersection was specifically called out. This intersection was noted as having safety issues related to right angle and rear end crashes. Horizontal curve and access were non-standard features were identified. The preferred recommendation for this intersection consists of realigning the eastern intersection to form a 90-degree ("T") intersection or signalize both offset intersections. Corridor-wide considerations related to truck traffic consisted of incentives to keep commercial traffic on I-390 and the Thruway and better enforcement or traffic calming measures along the corridors to manage the traffic to the extent practicable.

Transportation Analysis

The information utilized for the transportation component of this study was obtained from a variety of available sources including the Genesee Transportation Council (GTC) and the New York State Department of Transportation (NYSDOT). Additional data were collected from the field, such as turning movement counts and speed studies.

Within the study area, the primary roadways are NYS Route 36, NYS Route 408, and US Route 20A/ NYS Route 39. These highway segments provide local and regional access to destinations, such as Letchworth State Park, Geneseo, Perry, and Batavia. At the greater region level, these arterials function as alternative routes for truck traffic seeking alternative routes for shorter access between I-390 and the NYS Thruway.

Figure 2 illustrates the general study area and transportation network as depicted in the study's RFP.

Roadways

Roadway conditions are generally good for both the travel lanes and shoulders per the NYSDOT. Travel lanes are 11-12' wide. Figure 3 (Village/Town of Mount Morris) and Figure 4 (Village/Town of Leicester) show the travel way conditions.

Intersections

Within the study area, there are 10 major and seven minor intersections as identified by the study's Steering Committee. Of the 17 total intersections assessed, two are signalized. For the most part, all roadways are one travel lane in each direction, aside from auxiliary turn lanes at select intersections. Existing intersection geometry is shown at the major and minor intersections on Figure 5 (Village/Town of Mount Morris) and Figure 6 (Village/Town of Leicester).

Intersection Conditions

How one experiences an intersection can be viewed through two lenses: one as a motorist and one as a pedestrian or wheeled user. In regard to the latter cohort, intersection conditions are measured in terms sidewalk presence, curb ramps, pedestrian crossing signals, and overall compliance with the Americans with Disabilities Act (ADA).

It is important that pedestrian related facilities be provided in areas that experience frequent pedestrian traffic (e.g., sidewalks, street furniture, lighting, crosswalks, and curb ramps). Pedestrian facilities can encourage a more active lifestyle leading to improved health, lower transportation related costs, and reduced roadway congestion.

Focusing investments on pedestrian-related improvements can improve safety for children and adults alike. Taking from Gil Penalosa, a worldwide adviser on creating vibrant and healthy communities, "if everything we do in our cities is great for an 8 year old and an 80 year old, then it will be great for all people (www.880cities.org)."

This evaluation focuses on the major and minor intersections, as described earlier. A transportation network cannot truly be complete unless it consists of a well-connected and inclusive system of amenities for all users, regardless of age or ability.

Table 1, on page 13, describes the intersection features and amenities at the major and minor intersections along the corridor.

Daily Traffic Volumes

Daily traffic volumes along the study corridors was obtained from the NYSDOT based upon the most recent available data. Figure 7 shows the average daily traffic (ADT) volumes and years for which the data was collected.

Vehicle Speeds

Posted speed limits vary from 30 mph within the villages to 55 mph in the undeveloped segments between and outside villages.

To get a better understanding of actual vehicle speeds, data was obtained from the NYSDOT and supplemented with bi-directional data collected in the field. Figure 8 illustrates the posted and actual vehicle speeds throughout the study area.

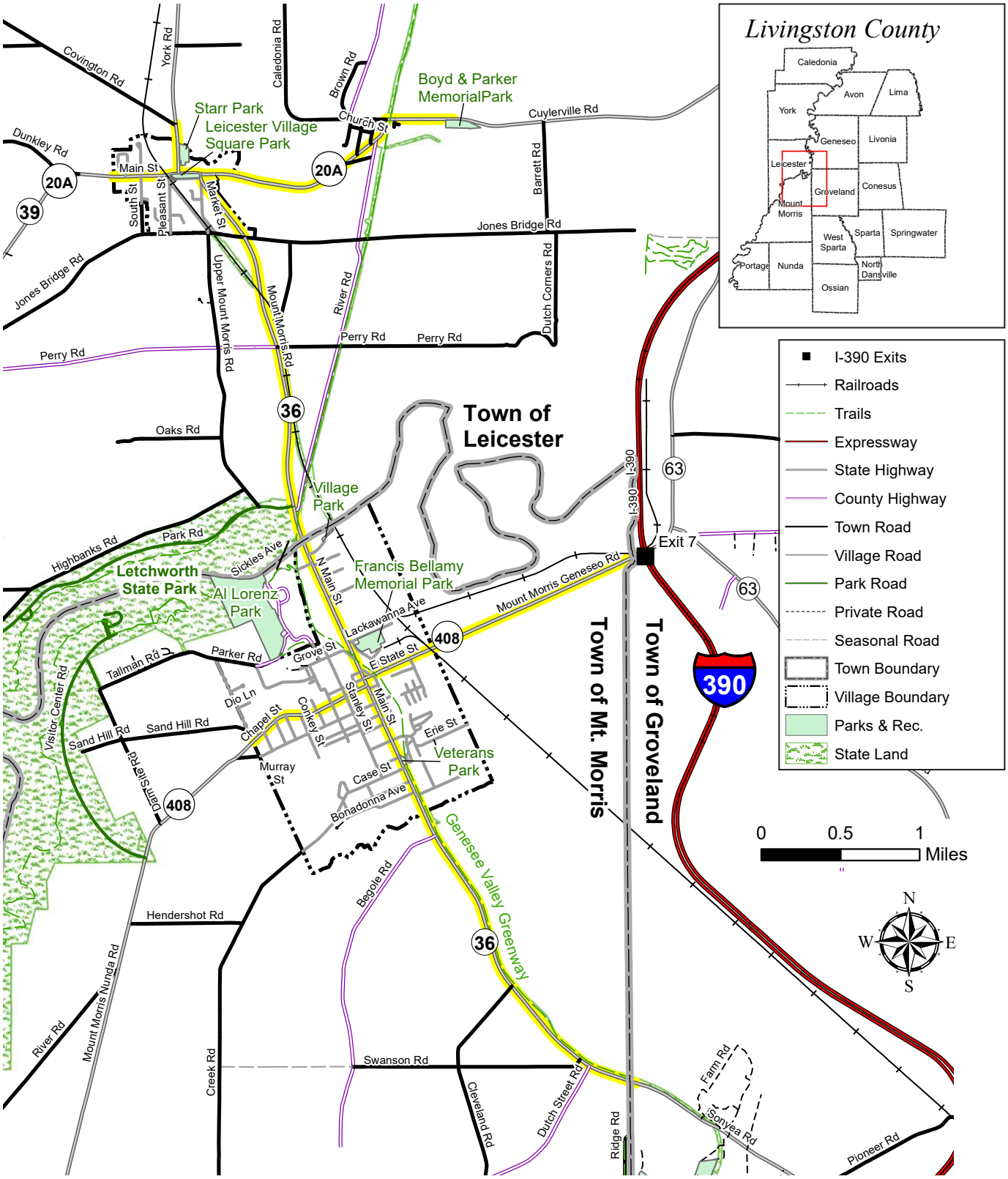


Figure 2: Transportation Network

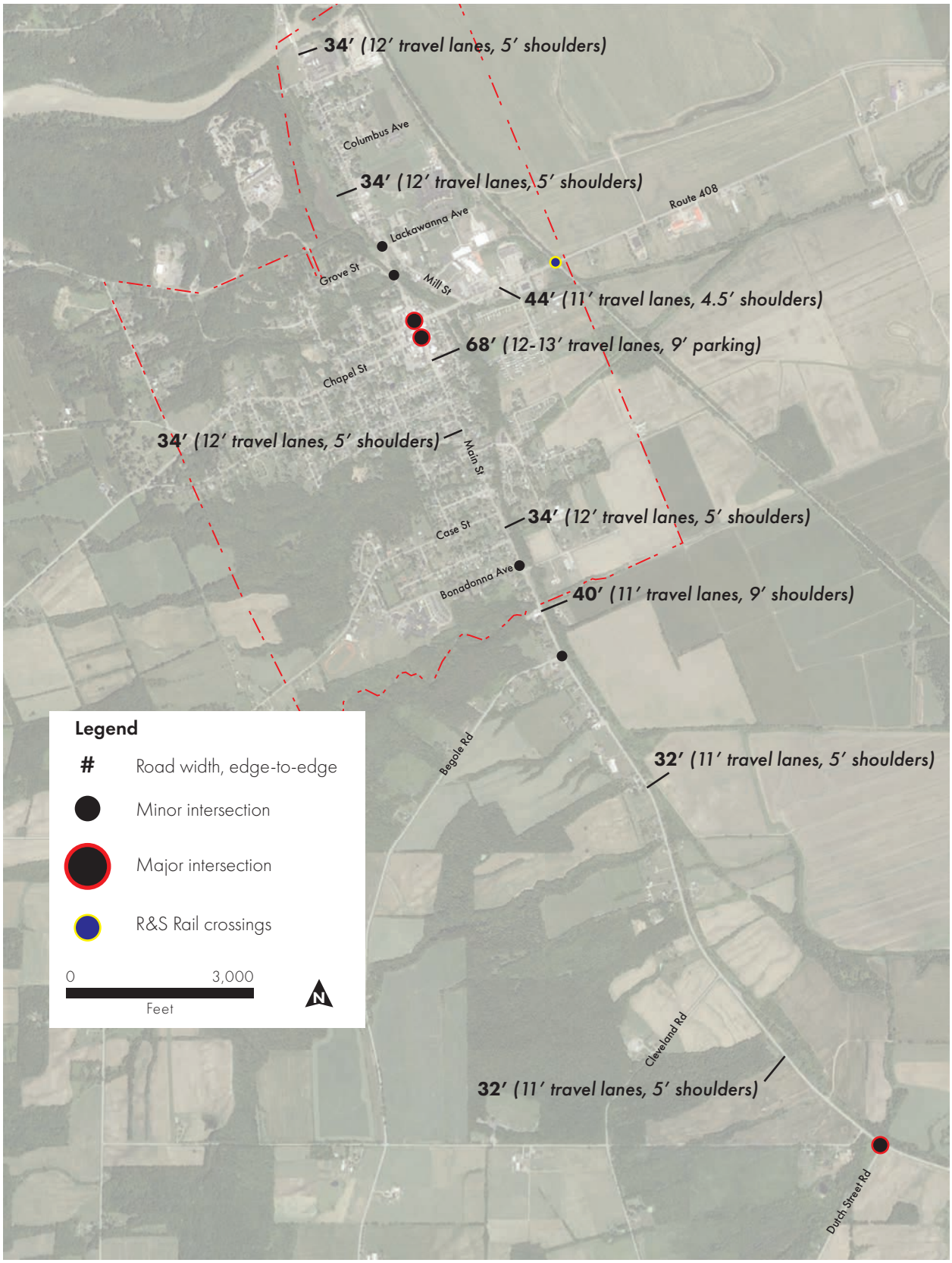


Figure 3: Travel Way Conditions (Village/Town of Mount Morris)

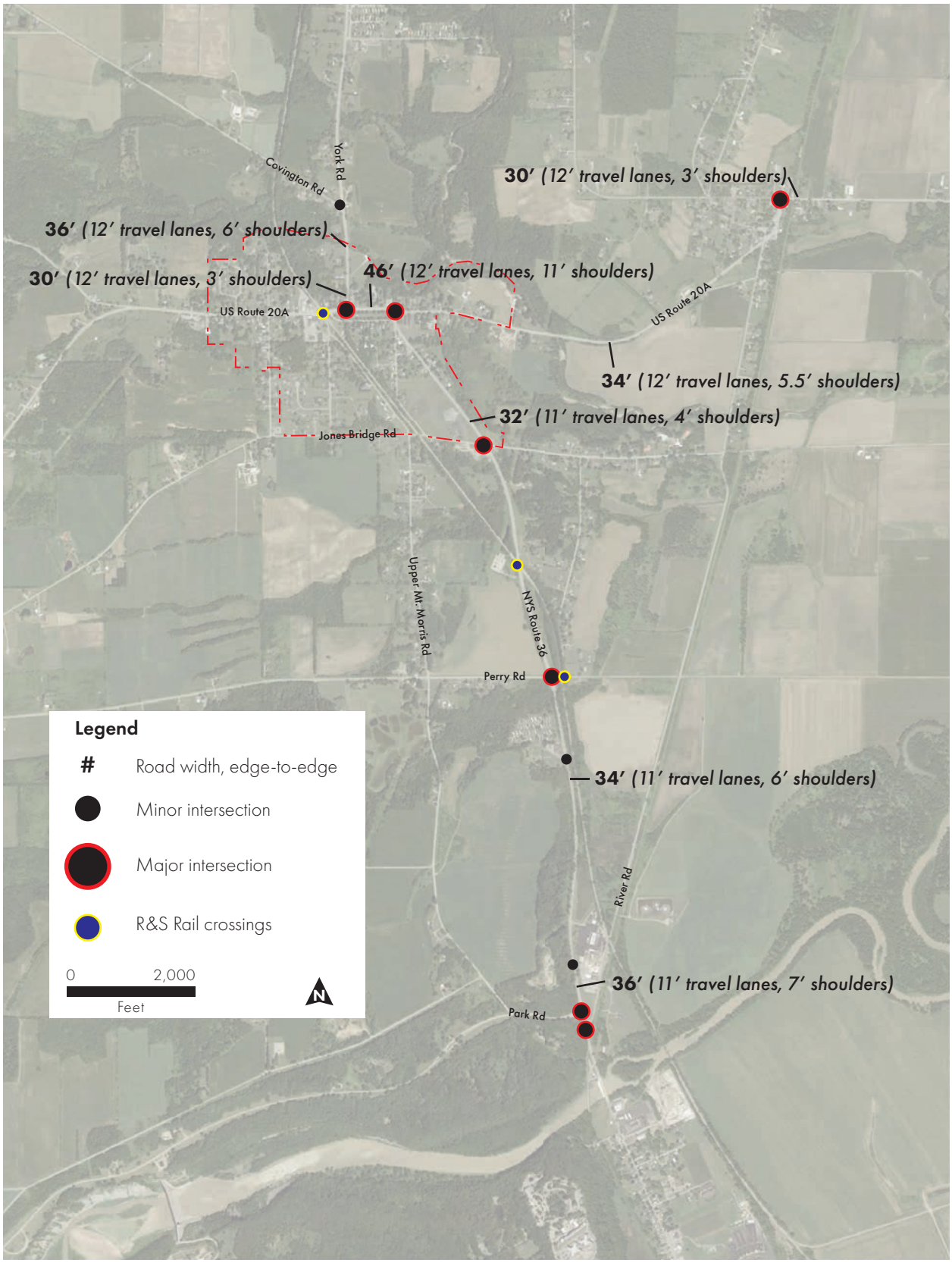


Figure 4: Travel Way Conditions (Village/Town of Leicester)

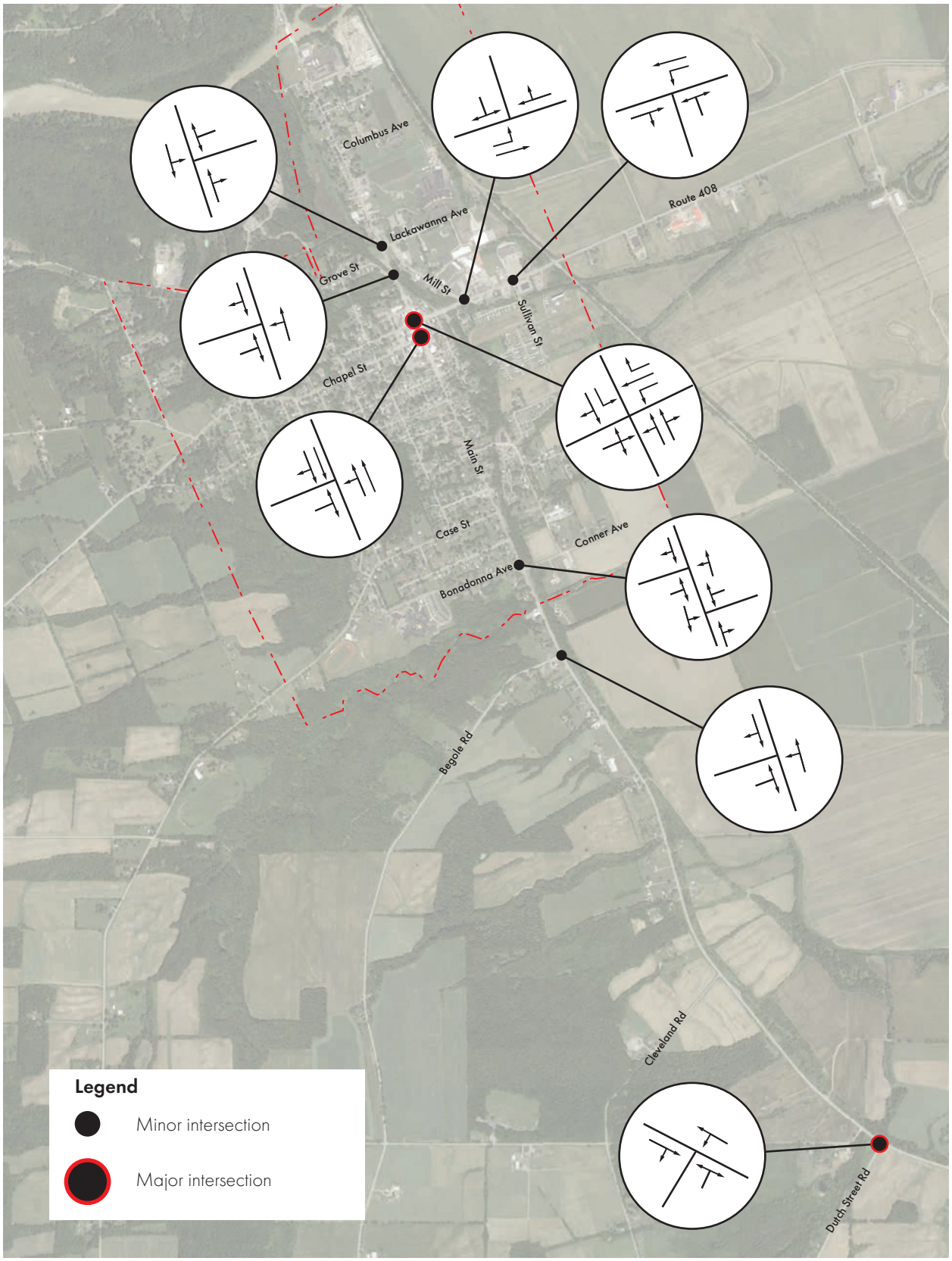


Figure 5: Intersection Geometry (Village/Town of Mount Morris)

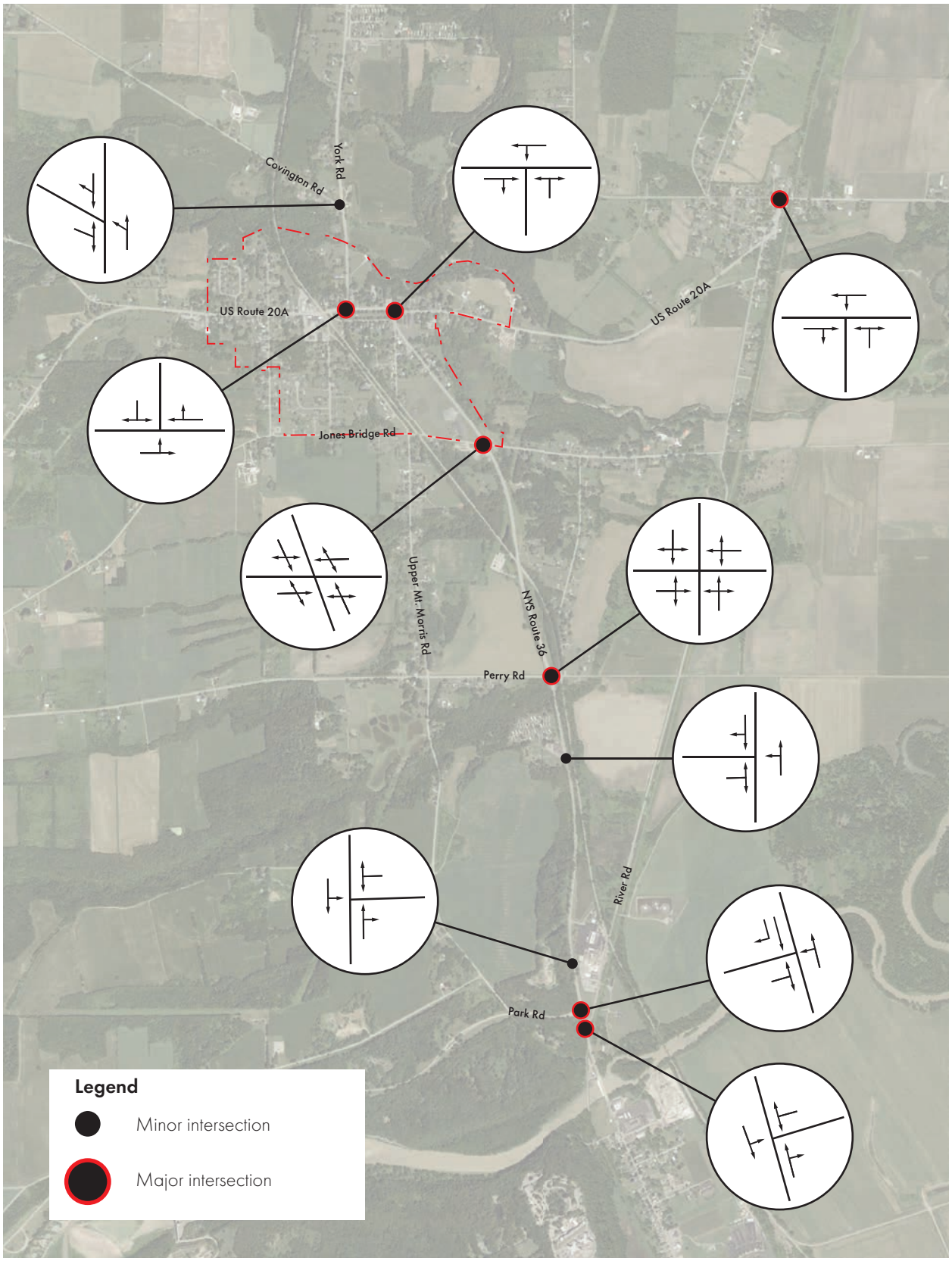


Figure 6: Intersection Geometry (Village/Town of Leicester)

INTERSECTION	CROSSWALKS	ADA COMPLIANT CURB RAMPS	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	PEDESTRIAN COUNTDOWN TIMERS	LIGHTING	SIDEWALKS
NYS Route 36/Dutch Street Road	○	○	○	○	○	○	○
NYS Route 36/Begole Road	○	○	○	○	○	●	○
NYS Route 36/Bonadonna Avenue	◉	●	○	○	○	●	●
NYS Route 36/Chapel Street	◉	●	●	●	◉	●	●
NYS Route 36/NYS Route 408	●	●	●	●	◉	●	●
NYS Route 408/Mill Street	◉	●	○	○	○	◉	●
NYS Route 408/Sullivan Street	◉	●	○	○	○	◉	●
NYS Route 36/Grove Street	◉	●	○	○	○	●	●
NYS Route 36/Lackawanna Avenue	◉	●	○	○	○	●	●
NYS Route 36/River Road	○	○	○	○	○	○	○
NYS Route 36/Park Road	○	○	○	○	○	●	○
NYS Route 36/Seneca Foods	○	○	○	○	○	○	○
NYS Route 36/Mint Trailer Park	○	○	○	○	○	○	○
NYS Route 36/Perry Road	○	○	○	○	○	◉	○
NYS Route 36/Jones Bridge Road	○	○	○	○	○	●	○
NYS Route 36 (Mt. Morris Road)/US Route 20A	◉	◉	○	○	○	◉	◉
US Route 20A/York Road	◉	○	○	○	○	◉	◉
York Road/Covington Road	○	○	○	○	○	○	○
US Route 20A/Canandaigua Street	○	○	○	○	○	◉	○

Key

○ No feature present

◉ Feature present on some corners/approaches

● Feature present on all corners/approaches

Table 1: Intersection Features and Amenities

NYS Route 36 (Mount Morris Rd)/US Route 20A facing

River Road and Park Road facing north

Misplaced pedestrian crossing sign on NYS Route 408

Mint Trailer Park

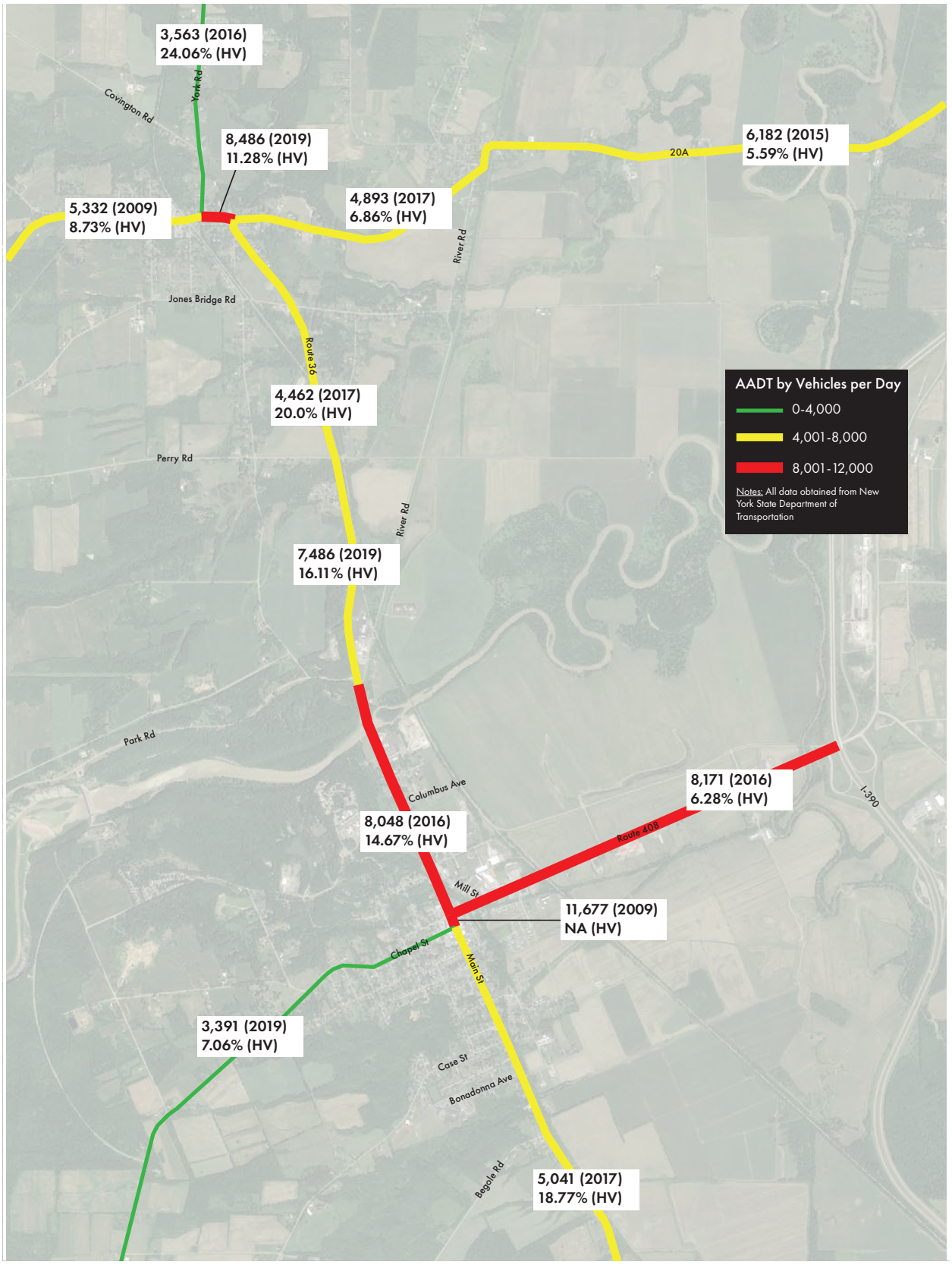


Figure 7: Average Daily Traffic

HV = Heavy Vehicle (e.g., tractor trailers)

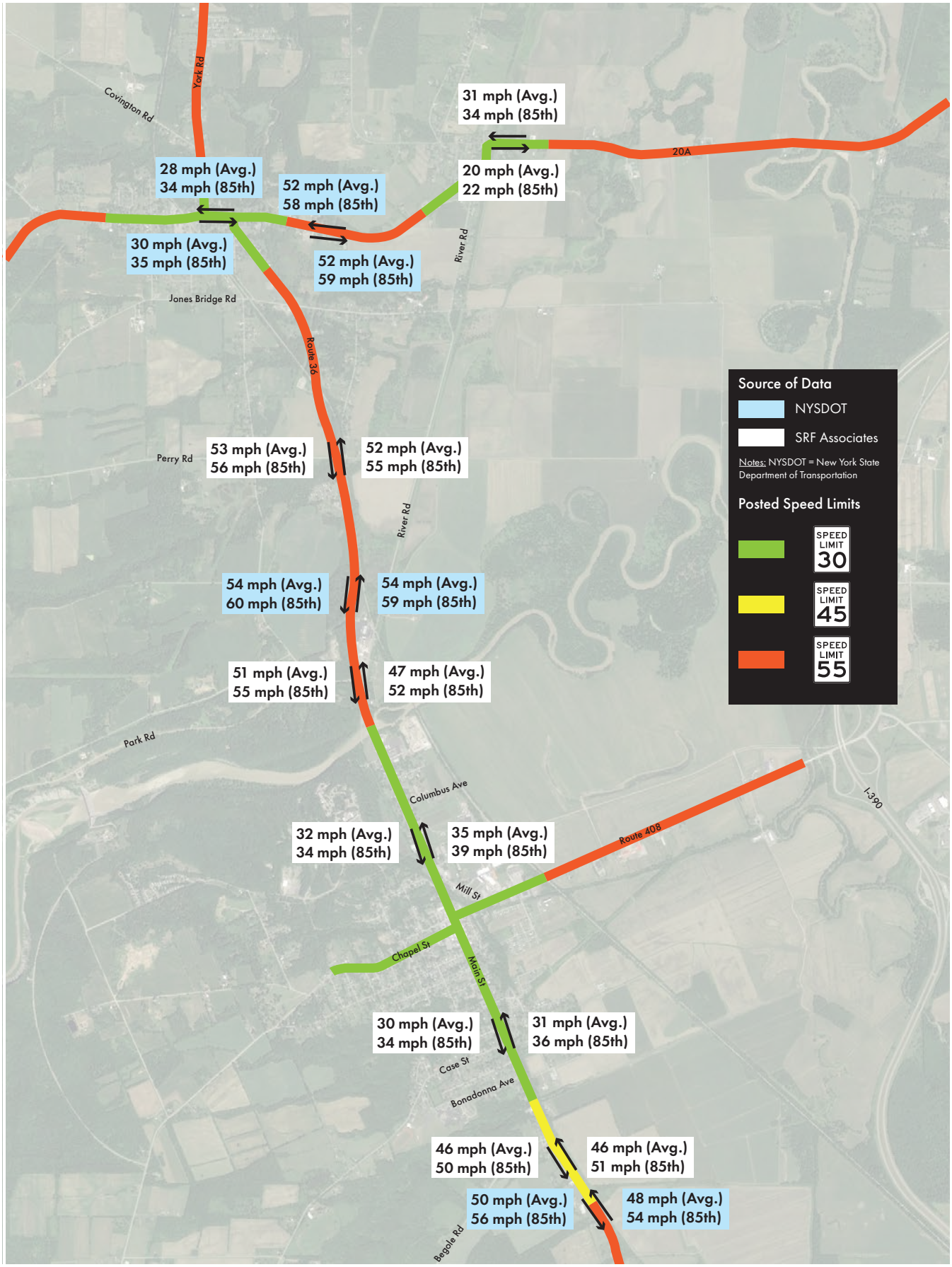


Figure 8: Vehicle Speeds

Existing Intersection Operations

Weekday evening vehicular turning movement counts crossings were collected via video data collection provided by GTC at four intersections within the Villages of Mount Morris and Leicester on July 20, July 21, and July 28, 2020 at the intersections of Main Street (NYS Route 36)/ Chapel Street (NYS Route 408, Mount Morris), Mount Morris Road (NYS Route 36)/Main Street (US Route 20A, Leicester), and Main Street/York Road, respectively. Manual turning movement counts were performed at Main Street/State Street (NYS Route 408, Mount Morris) on August 6. Generally, the peak hour was 4:00-5:00 PM.

Data was collected to assess the quality of traffic flow for the existing PM peak hour conditions. Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis typically focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing operating conditions with little to no delay. LOS"F" is the least desirable operating condition where longer delays are experienced by motorists.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the Highway Capacity Manual (HCM) 6th Edition (2016) published by the Transportation Research Board (TRB). Traffic analysis software, SYNCHRO 10, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a LOS based on the HCM 6th Edition as an indicator of how well intersections operate. The traffic analysis models are calibrated based on existing operating conditions documented in the field.

Existing operating conditions during the peak study period are evaluated to determine a basis for comparison with the projected future no-build conditions.

It is noted that this study is being performed during the COVID-19 pandemic. Thus, traffic volumes are less than reported levels during the same time in 2019. Using Federal Highway Administration (FHWA)/USDOT data, the percent change of vehicle miles traveled (VMT) between May 2020 and May 2019 was a 33.4% decrease in the northeast. In the case of this study and when the peak hour traffic volumes were collected, it is likely to be a 25-30% decrease for the months of June/July. Therefore, a 30% increase in the recorded traffic volume data was applied in order to obtain the 2020 Existing Base Condition. Figure 9 illustrates the adjusted peak hour volumes and associated levels of service. The following discusses the results at the four study intersections.

All intersection movements generally operate at an acceptable LOS "D" or better. The exception is the southbound approach at Main Street/York Road, which operates at LOS "E". However, this is a borderline condition as the threshold between LOS "D" and "E" is 35.0 seconds of delay per vehicle. The signalized intersections operate at an overall LOS "C".

Truck and vehicle queuing between State Street and Chapel Street did occur at times throughout the study period and would reach the upstream intersection. This condition was also observed in the traffic modeling for the intersections.

Corridor Crash Investigation

Providing safe routes of travel for pedestrians, bicycles, and vehicles is a responsibility and priority for all communities.

The following crash evaluation is based on data obtained from the GTC via the Accident Location Information System (ALIS) provided by the NYSDOT.

Crash reports were investigated to assess the safety history at the study area intersections. The vehicular crashes included in the current review collectively covered a ten-year period from 2009 through 2019. This time frame was subdivided by context and crash type:

- Pedestrian/Bicycle crashes (entire study area) - 10 years
- Crashes within Town (excluding the Villages) - 5 years
- Crashes within Villages - 3 years

Crashes are classified as either reportable or non-reportable. A reportable crash is one that involves either a death, personal injury, or property damage exceeding $1,000. All other events are considered non-reportable. They are classified as non-reportable, injury, property damage, and property damage and injury.

Tables 2 and 3 on the following pages depict the results of the crash investigation at intersections and along the study corridor. Figure 10 illustrates locations of crash events over a five-year period.

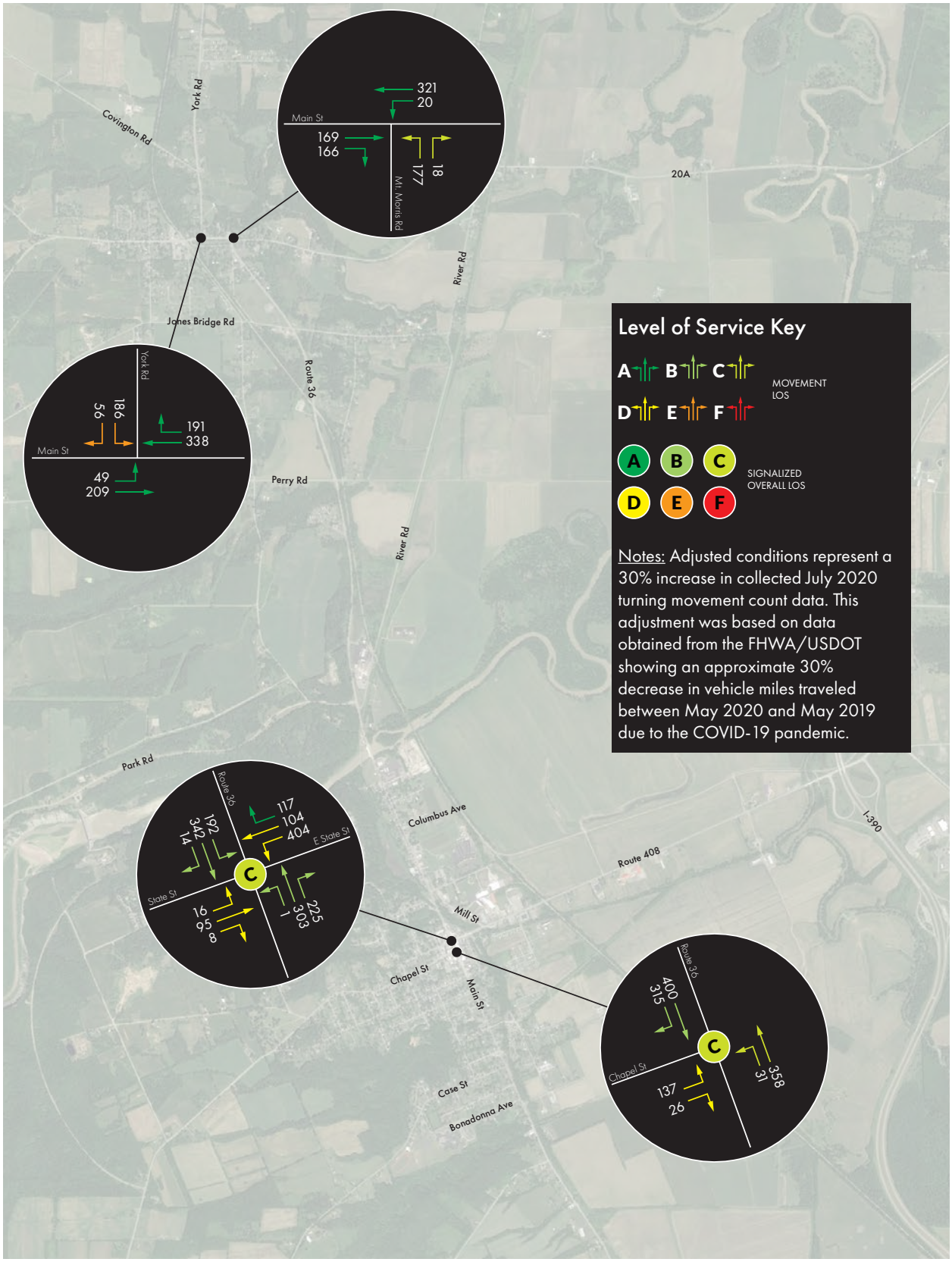


Figure 9: 2020 Existing Base Condition

INTERSECTION	MUNICIPALITY	PED	BIKE	MISC.	MULTI.	TOTAL	COMMON INTERSECTION COLLISION TYPES
NYS Route 36/Dutch Street Road	Town of Mt. Morris	0	0	4	1	5	Deer
NYS Route 36/Begole Road	Town of Mt. Morris	0	0	3	0	3	Deer
NYS Route 36/Bonadonna Avenue	Village of Mt. Morris	0	0	0	1	1	Unlisted
NYS Route 36/Chapel Street	Village of Mt. Morris	1	1	1	9	12	Rear end, overtaking, sideswipe
NYS Route 36/NYS Route 408	Village of Mt. Morris	3	2	0	21	26	Rear end, overtaking, sideswipe
NYS Route 36/Grove Street	Village of Mt. Morris	1	0	1	1	3	Rear end, deer
NYS Route 36/Lackawanna Avenue	Village of Mt. Morris	1	0	3	3	7	Fixed object, left-turn
NYS Route 36/River Road	Town of Leicester	0	0	3	1	4	Deer, rear end
NYS Route 36/Park Road	Town of Leicester	0	0	3	2	5	Deer
NYS Route 36/Seneca Foods	Town of Leicester	0	0	2	0	2	Deer
NYS Route 36/Mint Trailer Park	Town of Leicester	0	0	1	6	7	Rear end, overtaking
NYS Route 36/Perry Road	Town of Leicester	0	0	8	16	24	Rear end, overtaking, deer
NYS Route 36/Jones Bridge Road	Town of Leicester	0	0	1	2	3	Right angle
NYS Route 36 (Mt. Morris Road)/US Route 20A	Village of Leicester	0	0	3	2	5	Fixed object
US Route 20A/York Road	Village of Leicester	0	0	1	4	5	Rear end
York Road/Covington Road	Town of Leicester	0	0	9	0	9	Deer, fixed object
US Route 20A/Canandaigua Street	Town of Leicester	0	0	0	2	2	Right angle, sideswipe

Source: NYSDOT Accident Location Information System (ALIS)

Key

Ped = Pedestrian-related crash

Bike = Bicycle-related crash

Misc. = Events refer to single-vehicle crashes with something other than a pedestrian or bicyclist (deer, utility pole, sign post, etc.)

Multi. = Multiple vehicle crash

Table 2: Crash History at Intersections

ROADWAY	SEGMENT	MUNICIPALITY	NR	I	F	PDO	PD+I	TOTAL	COMMON SEGMENT COLLISION TYPES	LIGHT CONDITIONS
NYS Route 36	Southern Study Limits to Village of Mt. Morris	Town of Mt. Morris	14	1	1	20	8	44	Deer, rear end	20 day, 24 night
NYS Route 36	Southern Village Limit to Northern Village Limit	Village of Mt. Morris	28	2	0	48	13	91	Rear end, fixed object, right angle, left-turn, overtaking	81 day, 10 night
NYS Route 408	NYS Route 36 to Eastern Village Limit	Village of Mt. Morris	12	3	0	14	3	32	Rear end, left-turn, pedestrian	28 day, 4 night
NYS Route 408	Village/Town Line to I-390	Town of Mt. Morris	3	0	1	9	6	19	Deer, rear end	14 day, 5 night
NYS Route 36	Village of Mt. Morris to Village of Leicester	Town of Leicester	28	2	1	61	15	107	Deer, rear end, sideswipe	63 day, 44 night
NYS Route 36	Village/Town Line to US Route 20A	Village of Mt. Morris	2	0	0	0	0	2	Deer	2 night
US Route 20A	Eastern Village Limit to Western Village Limit	Village of Mt. Morris	6	0	0	17	0	23	Rear end, fixed object	17 day, 6 night
US Route 20A	Village/Town Line to Boyd Parker Memorial Park	Town of Leicester	13	0	0	23	0	36	Deer, rear end, sideswipe	18 day, 18 night

Source: NYSDOT Accident Location Information System (ALIS)

Key

NR = Non-reportable

I = Injury

F = Fatal

PDO = Property Damage Only

PD+I = Property Damage and Injury

Table 3: Crash History in Segments

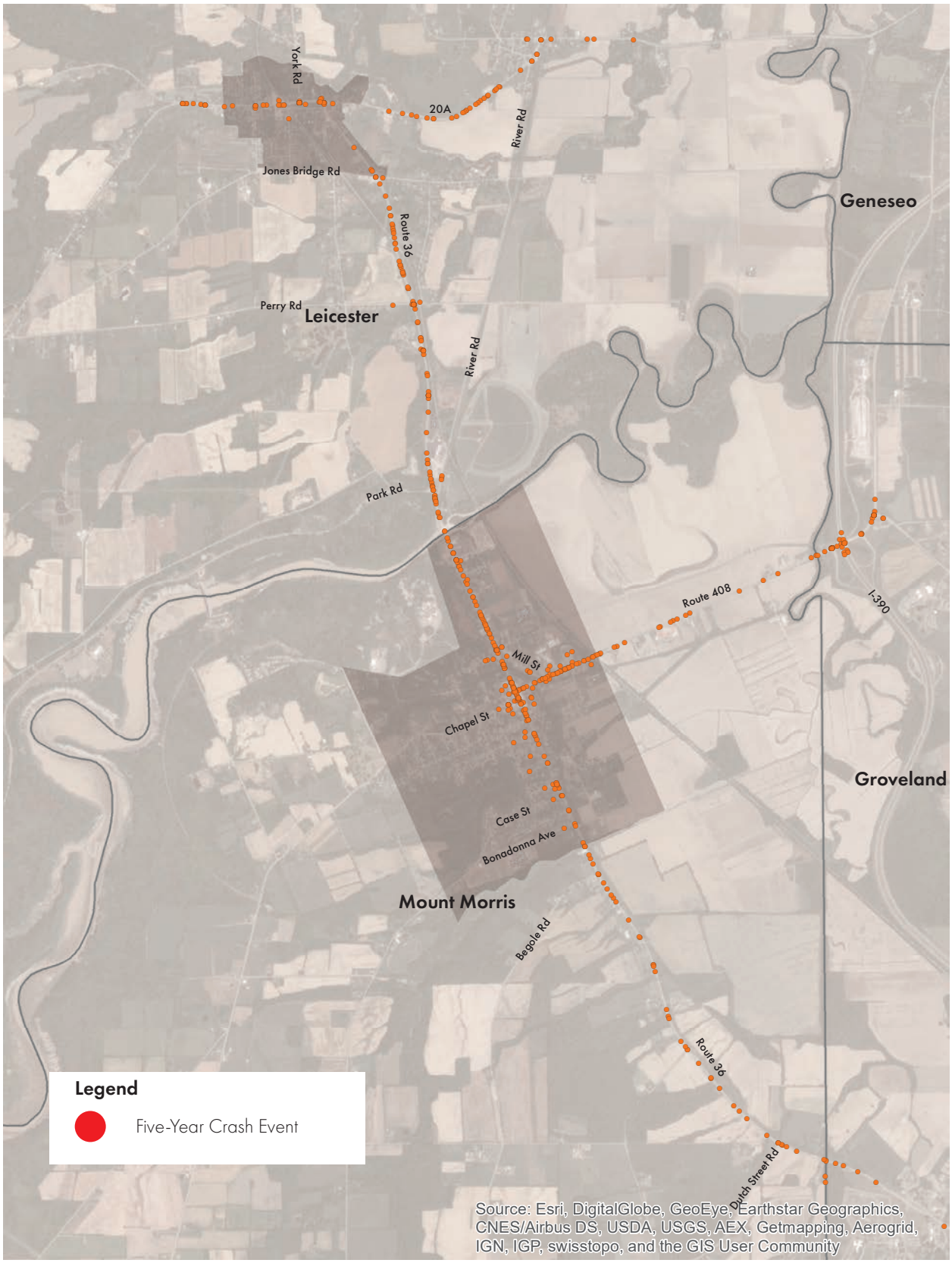


Figure 10: Five-Year Crash Locations

Significance of Truck Traffic

Truck traffic is a part of the communities' daily lives. According to data obtained from the NYSDOT, heavy vehicle traffic can constitute up to 25% of daily vehicle traffic within segments of the corridor.

This can be felt, most significantly, within the Villages of Mount Morris and Leicester. For the Village of Mount Morris, noise (over 100 dB) and vibrations can be felt by pedestrians on the street or patrons within the adjacent shops and businesses. Other challenges facing both Villages is the turning radius of longer trucks and its impact on roadside conditions.

Encroaching tire tracks

Heaving due to heavy vehicle traffic

In the Village of Leicester, there are clear signs of roadside degradation due to truck turning at the Main Street/York Road intersection for trucks turning right from Main Street onto York Road. The following image shows the affects of their movements.

The core of the Village of Mount Morris consists of two travel lanes in each direction generally between Trumbull Street and Murray Street. Field observations showed that trucks turning at the intersections of Main Street with Chapel Street or State Street can encroach into opposing travel lane. Trucks turning from Main Street are prone to using the additional space afforded to them from the two travel lanes.

Large trucks in Mount Morris

Sight Distance at York Road / Covington Road

Sight distance was investigated at York Road/ Covington Road. Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid a collision at the intersection.

A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO, 2011) was used as a reference to establish the required Stopping Sight Distance (SSD) and desirable Intersection Sight Distance (ISD).

Required SSD and desirable ISD are based on the design speed for a given section of roadway; generally, the design speed is the posted speed plus 5 mph. In this case, the posted speed limit along York Road at Covington Road is 55 mph. Thus, a design speed of 60 mph was used.

Data was applied in order to obtain the 2020 Existing Base Condition.

Intersection warning sign at Covington Road

Enhanced intersection warning sign, Penfield, NY

The required SSD for this location is 570 feet and ISD is 665 feet. To the right, the measured sight distance exceeds both the SSD and ISD. However, to the left, the SSD was measured at 540 feet while the ISD was measured at 470 feet.

For both approaches to this intersection, there are existing intersection warning signs. This is a recommended treatment for locations deficient of required and desirable sight distances. Consideration may be given to installing a speed advisory plaque on the existing southbound approach sign to reduce vehicle speeds to 40 mph, which would bring the required SSD and desirable ISD into compliance, or enhancing the existing signage with flashing beacons.

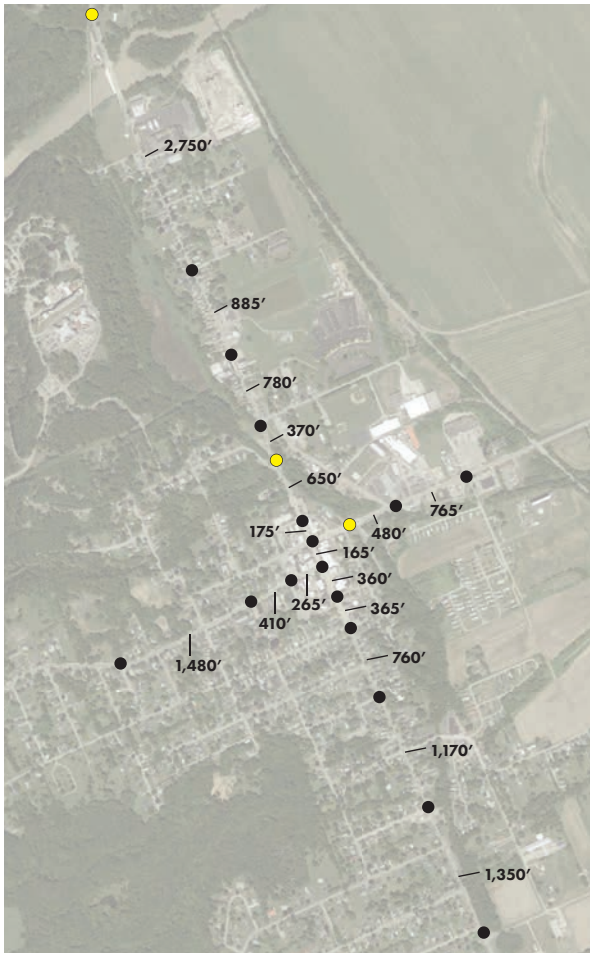
Crosswalks

Five crosswalks within the Village of Mount Morris along the NYS Route 36 and NYS Route 408 corridors were assessed by the NYSDOT in 2018. As part of this study, the NYSDOT recommended that existing signs and pavement markings at 18 uncontrolled crossings be brought to current Pedestrian Safety Action Plan (PSAP) standards.

Example of RRFBs at marked crosswalk

The NYSDOT noted that the use of Rectangular Rapid Flashing Beacons (RRFB) did not meet typical guidelines for installation.

The following image shows the marked crosswalk locations in yellow and trail crossings in green for Mount Morris. The Town/Village of Leicester are shown on the following pages. Distances between select crosswalks are noted on the images.

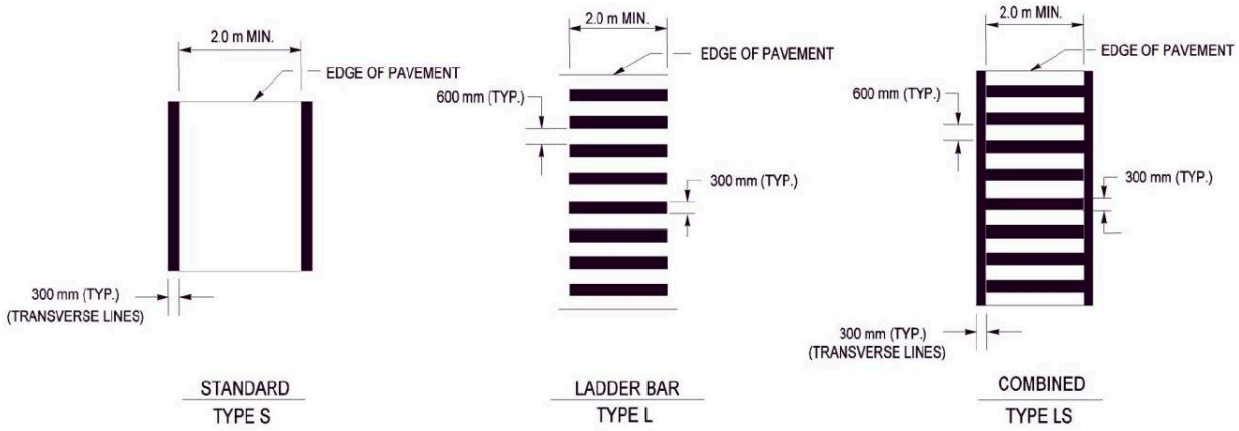


Marked crosswalks and trail crossings in Mount Morris

Desirable distances between crosswalks in populated, walking districts is 300-450 feet according to the NYSDOT. In less dense areas, distances are not to exceed 1,320 feet.

Within Mount Morris, the crosswalks are generally Type L when crossing NYS Route 36 and NYS Route 408. The side streets are generally Type S. Within the heart of the Village, the crosswalks are decorative within the crosswalk and are striped as Type S on the outside of the crosswalk.

Marked crosswalks and trail crossings in Leicester



Crosswalk type according to the NYSDOT

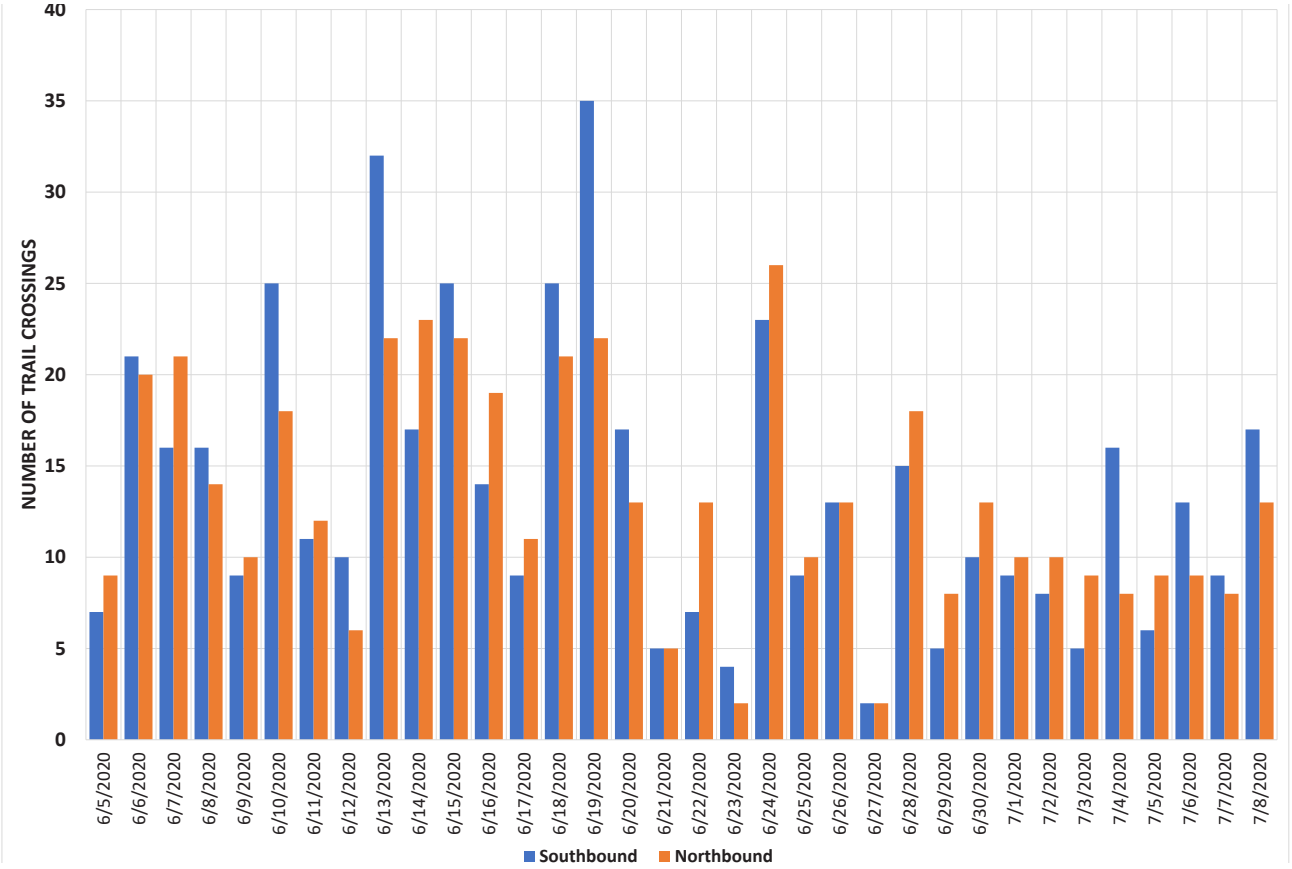
Crosswalk signage in Mount Morris

School crossing at Bonadonna Ave

In Leicester, the crosswalks are Type L. The crosswalk across York Road is Type S.

Enhanced crosswalks, such as Type L and Type LS, increase the visibility for approaching drivers. The NYSDOT crosswalk types are shown on this page. It is noted that crosswalk surfaces can impact visibility, durability, and functionality.

Concrete or asphalt is the preferred choice. Stamped pavement, although decorative, can adversely impact pedestrians if the surface becomes jointed and overly worn. Additionally, an overly textured surface can be unwelcome to wheeled users. Textured crosswalks should be marked with reflective lines to increase visibility.



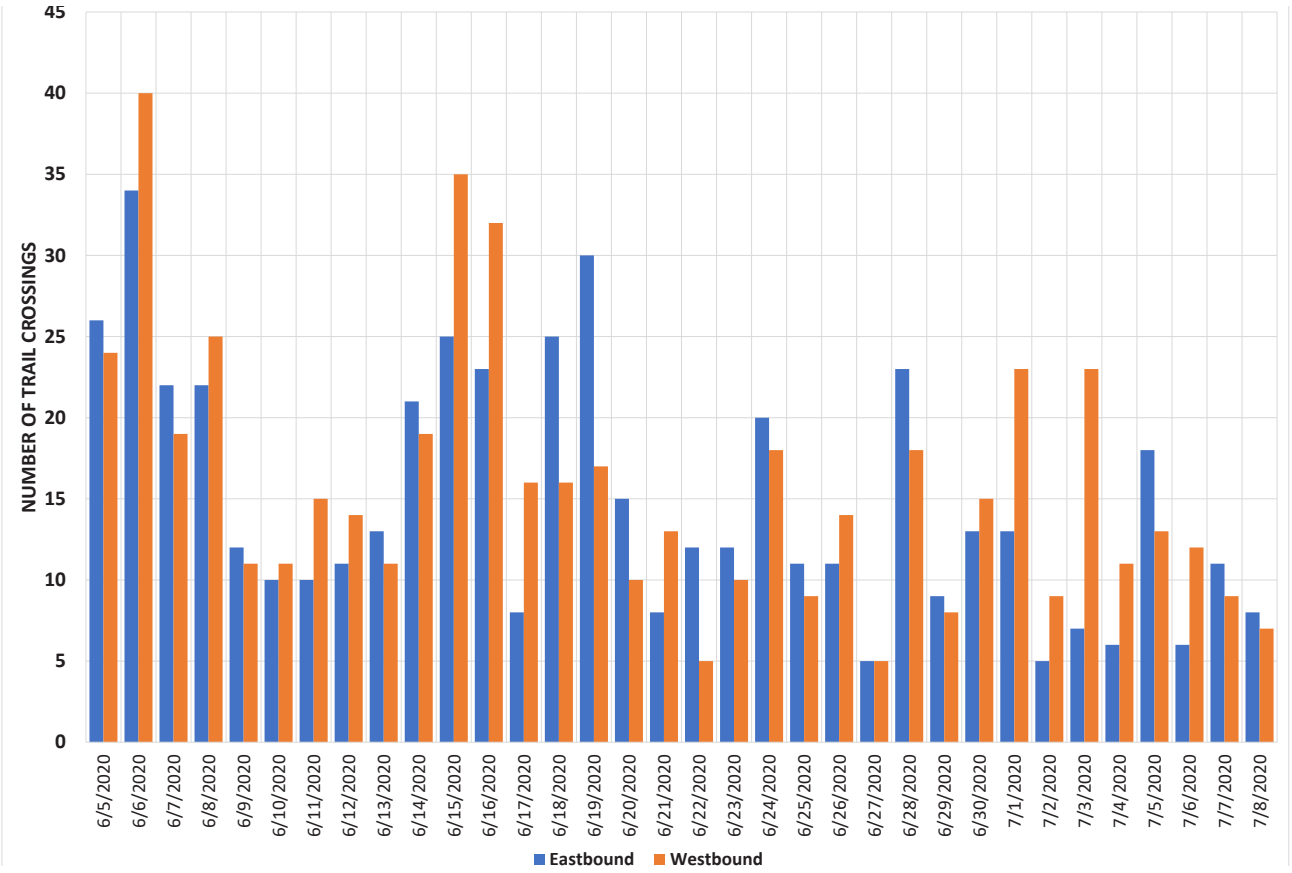
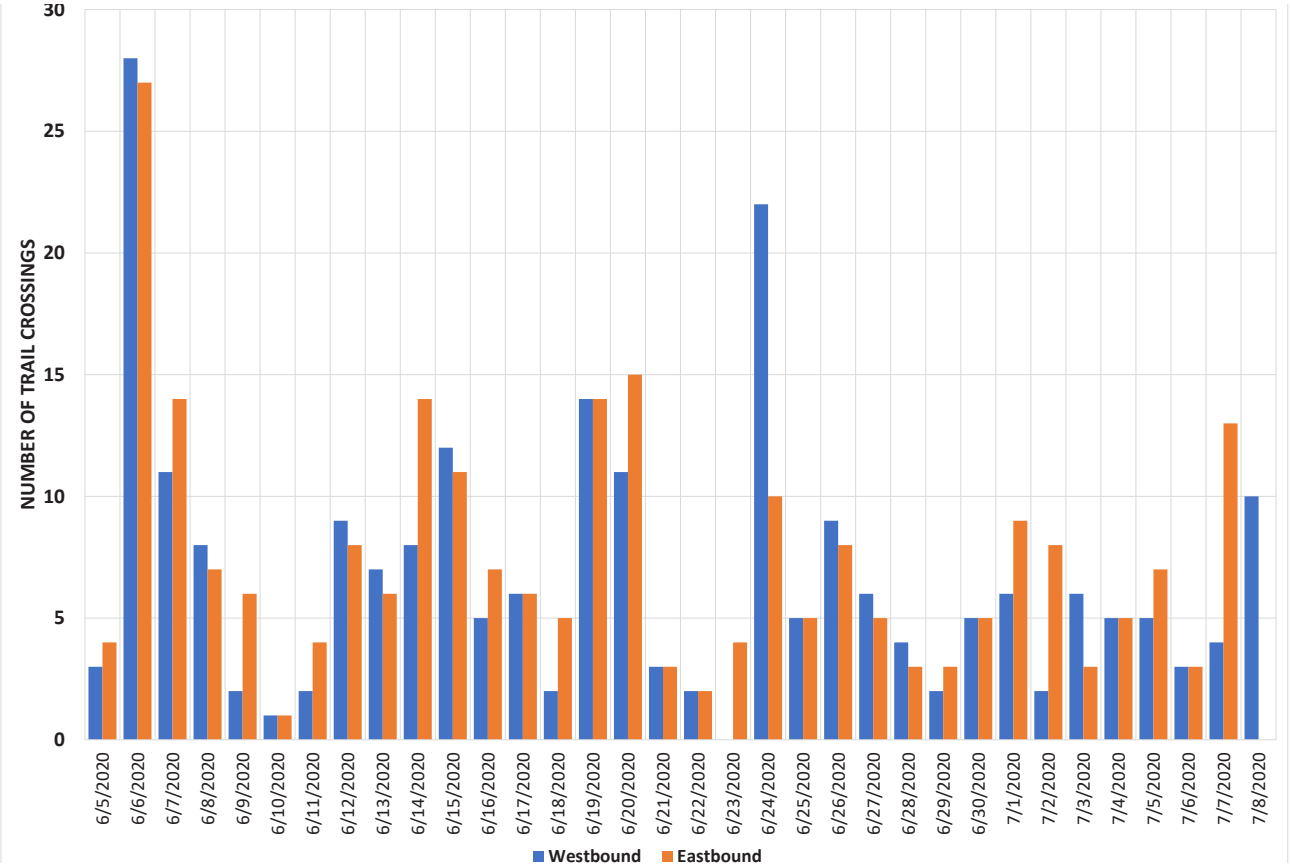


Figure 11 (top) - Crossing at Genesee Street

Figure 12 (bottom) - Crossing at Grove Street, Lackawanna Avenue



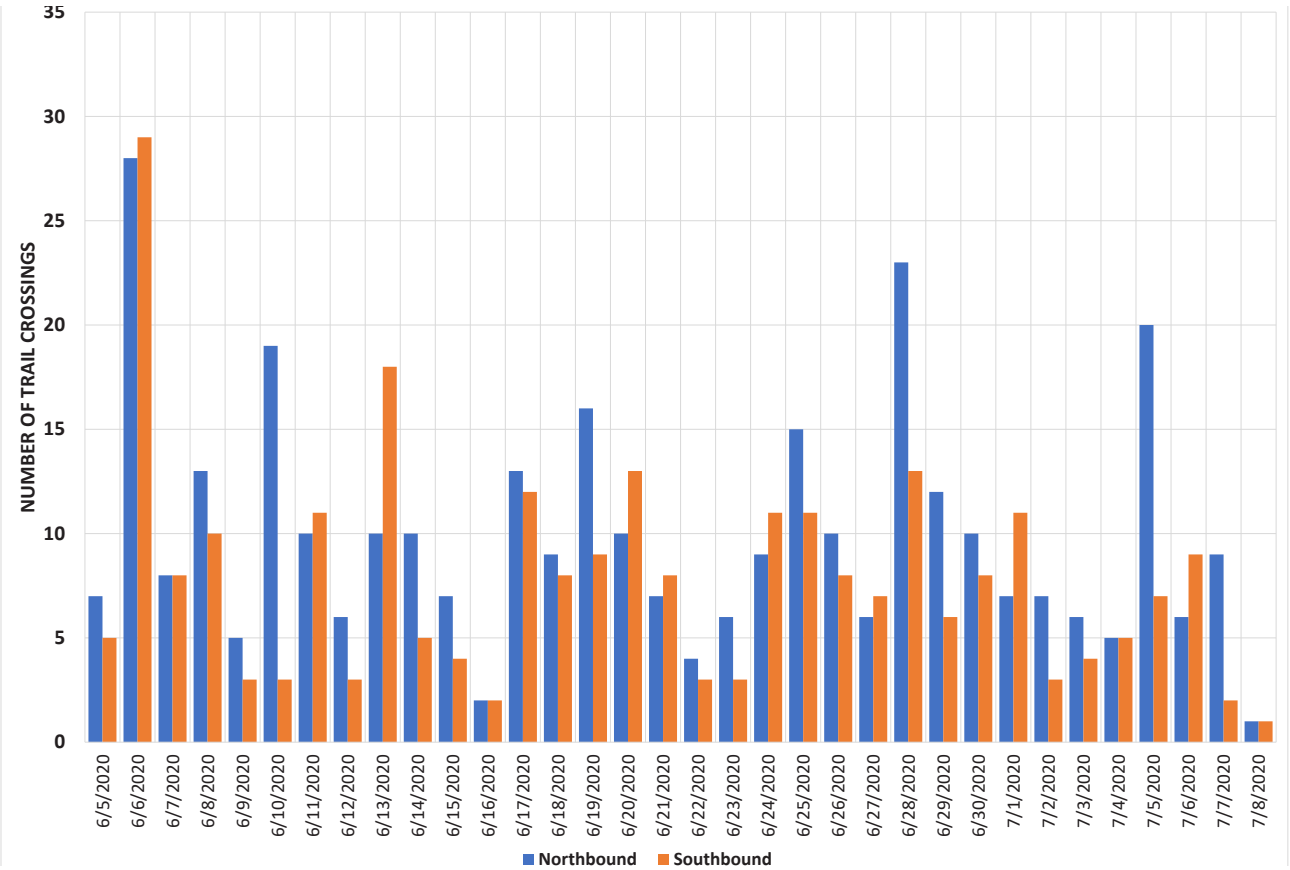


Figure 13 (top) - Crossing at Letchworth State Park

Figure 14 (bottom) - Crossing in Cuylerville

Genesee Valley Greenway State Park Crossings

With the assistance of GTC, the study recorded hourly and daily Park head users at four locations throughout the corridor between June 5 and July 8, 2020. There are three locations within the Village of Mount Morris and one in Cuylerville.

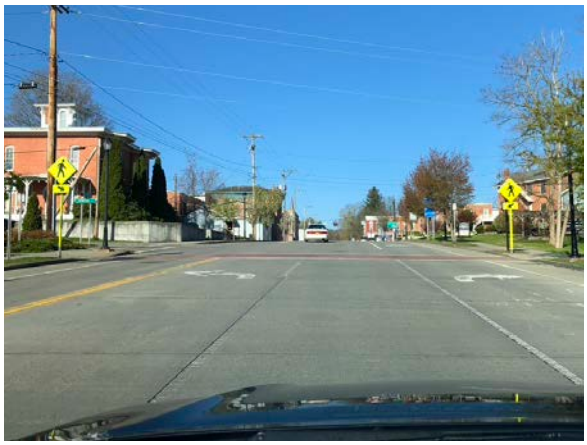
Figures 11 through 14, on the previous pages, show the bi-directional Park crossings at each of the locations.

The Park crossing in Cuylerville lacks pavement markings and signage typically found at other locations, such as adjacent to Letchworth State Park. However, the Cuylerville Park crossing is located adjacent to a curve and has an advanced pedestrian warning signage for drivers traveling west to east.

Trail crossing near Letchworth State Park

Advanced pedestrian warning signage in Cuylerville

Signage at Grove Street, Lackawanna Avenue



Trail crossing on NYS Route 408

Trail crossing in Cuylerville


DO NOT
BLOCK
TRAIL

NYS Route 36 / Perry Road Intersection

This intersection was observed during peak and off-peak times. Several items of note were:

- There is a predominant northbound left-turn and eastbound right-turn movement pattern, likely due to drivers traveling to/from Perry and US Route 20A.
- There is an informal northbound by-pass lane. That is, the outside shoulder space has seemingly been widened over the years to create a by-pass space for through motorists to travel around motorists turning left onto Perry Road.
- A review of the crash history at this intersection reveals rear-end and sideswipe incidents, in both the northbound and eastbound approaches.
- There are supplemental intersection signs warning side road drivers that cross-traffic does not stop.

A sensitivity analysis was performed to determine at what threshold a northbound left-turn treatment is warranted. Hourly traffic volumes obtained from the NYSDOT during the morning and evening peak periods were used for this assessment.

By-pass lane facing north at Perry Road

Perry Road facing west at NYS Route 36

Using advancing and opposing for the northbound movement, as well as the design speed at this intersection (60 mph), the percentage of potential northbound left-turn traffic was increased by one percentage point starting at 0%.

The results showed that during the morning peak hour, the warrant for a left-turn treatment was met when approximately 20% of northbound advancing traffic turned left onto Perry Road from NYS Route 36. During the evening peak hour, the warrant for a left-turn treatment was met when approximately 6% of northbound advancing traffic turned left onto Perry Road from NYS Route 36.

Rochester & Southern Railroad Crossings

There are four at-grade rail crossings, three in Leicester and one in Mount Morris. The crossings and associated railway are part of an approximate 110 mile network that extends from Dansville and Silver Springs to Rochester. Each crossing was reviewed for crossing gates, surface quality, and signage.

The NYS Route 408 crossing has crossing gates, pavement markings, advance signage, and the surface quality is good.

NYS Route 408 rail crossing

The Perry Road crossing does not have gates, pavement markings, nor advance signage. Additionally, the surface quality is good for pedestrians and wheeled users to cross.

The NYS Route 36 rail crossing has crossing gates, pavement markings, advance signage. The crossing surface is good, but is skewed with the roadway. Bicyclists are likely to use caution when crossing to avoid getting their wheels stuck in the rail flanges.

The US Route 20A crossing has crossing gates for both vehicles and pedestrians using the adjacent sidewalk. There are pavement markings and advance signage. Since the start of the study, the ADA detectable warning pads have been replaced on all approaches to the grade crossing.

The River Road crossing can be a challenge for Genesee Valley Greenway State Park users and motorists should both parties be using this location simultaneously. The roadway becomes a one lane road underneath the overpass. Greenway users are expected to exit the trail and enter the roadway, and travel underneath the rail overpass before reentering the trail as there is no grade crossing provided. This can become a pinch-point for some users as visibility may be challenging as well as following proper yielding procedures.

Perry Road rail crossing

US Route 20A rail crossing

NYS Route 36 rail crossing

River Road rail crossing

Zoning and Regulatory Summary

Town of Mount Morris Zoning Code

Organization

The Town's Zoning Code is organized into 13 articles including articles detailing district regulations, signs, special permitting, and parking and loading. The Zoning Code also includes supplementary regulations for additional commercial site plan review design guidelines, which may be relevant and helpful to the implementation of this corridor study.

Design Standards

Commercial design standards could help to implement a desired build-out scenario in the project study area within the Town. However, the existing guidelines do not include key aspects of design that would be helpful in creating a safe environment for all modes of travel including pedestrians. There are no existing guidelines for building placement, building orientation, setbacks, parking location, landscaping and screening, and other design elements critical to developing a safe, comfortable, and interesting corridor.

Transition areas in the Town that are adjacent to the Village of Mount Morris represent important gateways to the corridor's most significant downtown business district. The character and design of the built environment in these areas is critically important to providing a safe and comfortable transition for all modes of travel, but particularly for bicyclists and pedestrians. The Town should strongly consider developing strong design guidelines in these transition areas.

District Framework and Takeaways

The following districts are within the project study area:

- Low Density Residential (LR);
- High Density Residential (HR);
- B-1 Business District (B-1);
- B-2 Business District (B-2);
- Industrial District (I); and
- Residential, Commercial, Professional Office District (RCPO).

It's unclear if there is any difference between the B-1 and B-2 districts as they both permit the same uses and have the same dimensional regulations. There may be a purpose to having separate established business districts in the Town's Zoning Code, but that purpose is unclear. Industrial uses should also be reconsidered, as it seems that the I District covers the same land as the B-1 District. Industrial uses may not be appropriate or desired along East State Street and adjacent to the Village's eastern boundary.

The HR District does allow for multifamily housing options, but there are several requirements that may prevent housing flexibility. Density requirements prevent multifamily housing from exceeding 8 units per gross acre and this could be relaxed to encourage more density in targeted location.

Dimensional Regulations and Takeaways

Existing dimensional regulations for the Town of Mount Morris are included in a comprehensive table including minimum lot size, yard setbacks, and maximum lot coverage for uses in each district. Generally, these dimensional regulations are consistent with most rural Towns including larger minimum lot sizes, larger front yard setbacks, and lower maximum lot coverages.

Consideration should be given to adjusting dimensional requirements for districts with Route 36 frontage, particularly in the project study area. The high-density residential district may also need to relax some of these dimensional regulations to encourage more housing flexibility in targeted locations in the project study area. Some of the dimensional regulations in the RCPO District are also excessive, particularly considering how close this district is to the Village of Mount Morris.

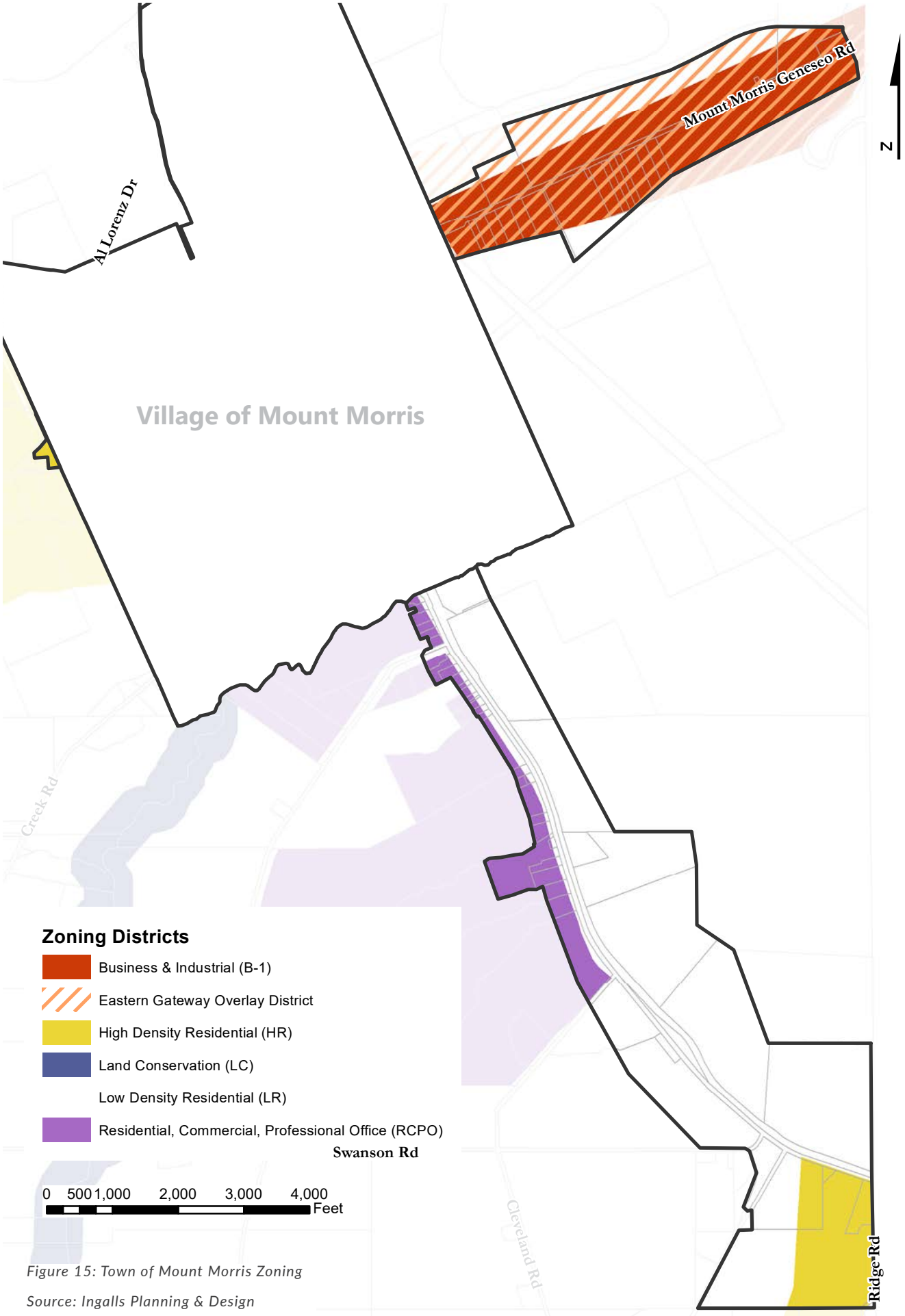


Figure 15: Town of Mount Morris Zoning

Source: Ingalls Planning & Design

Village of Mount Morris Zoning Code

Organization

The Village's Zoning Code is organized into 12 articles including articles detailing district regulations, and additional requirements for multifamily structures, parking and loading requirements, and mobile homes. Signs are listed but are contained in a separate Chapter in the Village's code.

The district regulations are organized into Article V, but prohibited uses are outlined in a separate article. It would be simpler to include permitted, specially permitted, and prohibited uses in the same article within the code.

Design Standards

Design standards will help ensure future development and redevelopment improves and adds to the Village's existing built environment. Communities use design standards to embrace the public realm, encourage sustainable practices, promote walkability and bikeability, and contribute to an attractive and consistent street wall. Villages are urban environments, and Mount Morris should ensure that the built environment continues to reflect a compact and walkable urban village.

There are currently no design guidelines or standards for the Village. Mount Morris should consider developing design guidelines or standards related to building placement, building orientation, setbacks, location of parking, landscaping and screening, transparency, façades, and other design elements the Village wishes to include. These design standards should apply to all properties included in the project boundary. The Village should also consider design standards for all commercial and mixed use property in the Village's downtown business districts (B-1 and B-2).

District Framework and Takeaways

The following districts are within the project study area:

- Single-Family Residential (R-1);
- Two-Family Residential (R-2);
- Multi-Family Residential (R-3);
- Local Business (B-1);
- Central Business (B-2);
- General Highway Business (B-3); and
- Industrial (I).

Multifamily housing is only permissible in R-3, a small district that is near the Village center on streets that appear to have a lot of existing single-family homes. Additional requirements for multifamily structures may make it difficult to develop existing lots in this district for multifamily housing. These requirements include a high minimum lot size, a low maximum lot coverage, and excessive off-street parking requirements.

Combining these requirements with the small size of most of the existing lots in the R-3 District makes potential multifamily development challenging.

Dimensional Regulations and Takeaways

Existing dimensional regulations for the Village of Mount Morris are included in a comprehensive table including minimum lot size, yard setbacks, maximum building height, and maximum lot coverage for uses in each district. Some of the dimensional regulations are appropriate for a walkable urban village including no front yard setback requirements for the B-2 District and minimal front yard setbacks for other districts. Maximum heights are also appropriate for most of the districts in the project study area.

There are instances where regulations are too restricting as well as instances where they do not restrict enough. Minimum lot size for single-family homes in the R-1 are 115,000 square feet, and while this may be appropriate for larger rural parcels, many of the R-1 lots are smaller parcels near the Village center along Route 36. This creates a scenario where a single-family home may not be able to locate on a parcel in the R-1 District due to restrictive dimensional regulations. The B-1 District has no dimensional requirements except for off-street parking and loading requirements, and this could prove problematic. For instance, there is nothing that could stop building with excessive height and no front yard setback on a small parcel.

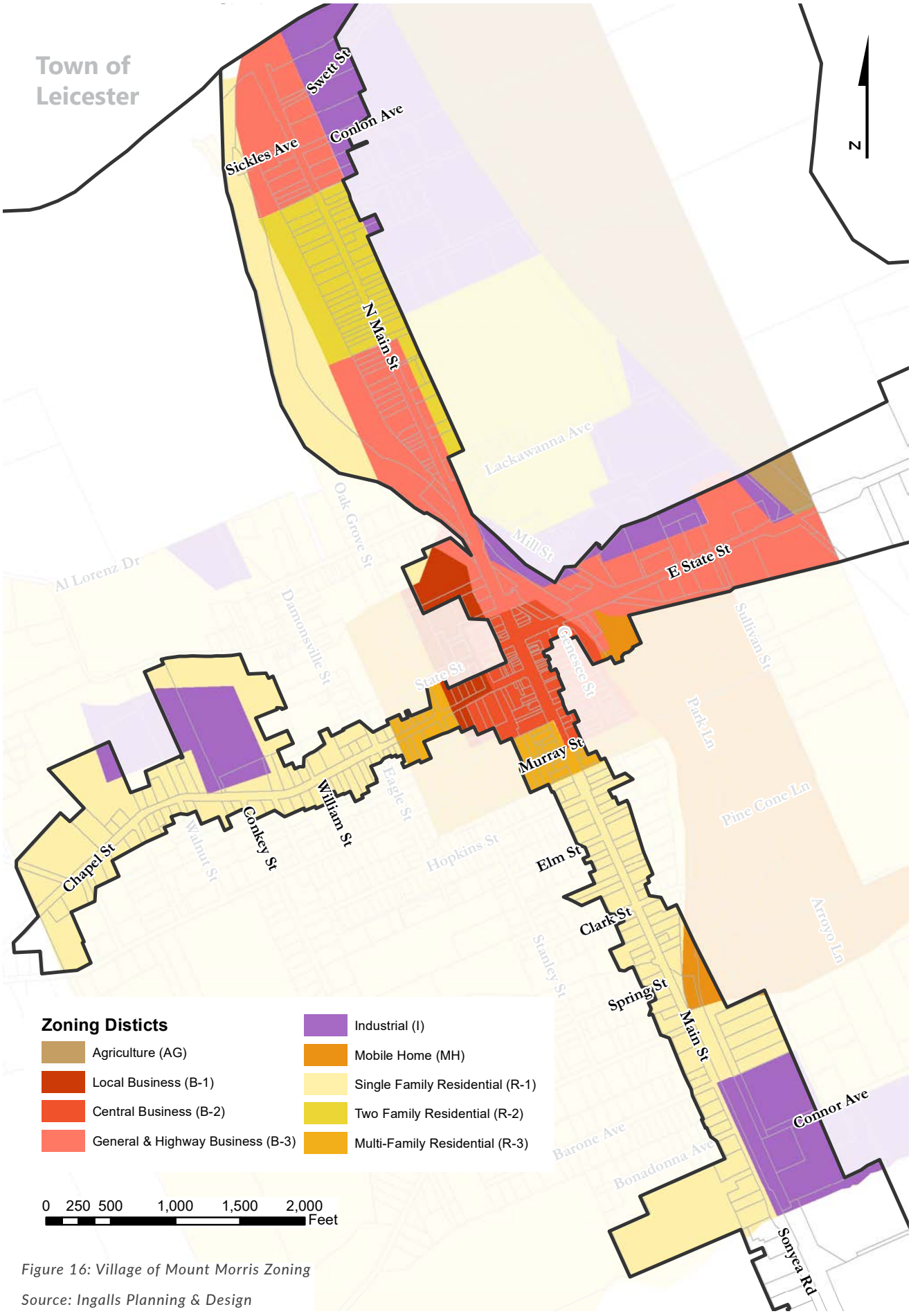


Figure 16: Village of Mount Morris Zoning

Source: Ingalls Planning & Design

Town of Leicester Zoning Code

Organization

The Town's Zoning Ordinance is organized into 26 different sections including district and use regulations with accompanying dimensional regulations, and additional regulations for certain uses and districts.

The Town of Leicester's Zoning Ordinance is organized in a confusing way, including many sections. There is one section that includes general regulations for all districts followed by several sections that apply to individual districts, which makes the code cumbersome to navigate. To understand all the regulations for one district, a person would need to read and review many different sections.

District Framework and Takeaways

The following districts are within the project study area:

- Agricultural & Residential Use (A&R);
- Business Use (B-2); and
- Industrial Use (I).

Permitted uses in the code and labeled districts on the map appear to be somewhat inconsistent. The A&R District is the only district on the map that is labeled as either residential or agricultural in nature. The code indicates that residential uses, including single-family homes and two-family homes, are only permissible in "residential use districts." It appears that these uses are not, however, permitted in "agricultural use districts." The map only shows the A&R District, which combines both agricultural and residential uses. Vagueness like this can be challenging to people interpreting the Zoning Ordinance.

It may make sense for the Town to establish a residential district nearer the Village of Leicester that permits single-family and two-family homes. In this way, the A&R District can remain largely the same, and there will be a separate district for residential uses that would be more appropriate along Route 36 in closer proximity to the Village of Leicester.

Dimensional Regulations and Takeaways

The dimensional regulations for each district are included under the same section that details use regulations for each district. Agricultural uses are largely unregulated and do not need to adhere to any height, lot, or setback requirements. The Town has actively sought to protect and preserve existing agricultural land, and thus these limited dimensional requirements may be appropriate.

Residential uses have excessive lot size requirements including 40,000 square feet for single-family homes and 62,000 square feet for two-family homes. Front yard setbacks for residential uses are also excessive at 60 feet.

Commercial uses have a high maximum lot coverage, some excessive setbacks, and no minimum lot sizes. The front yard setback in the B-2 District should be reduced to encourage development closer to the street. This is particularly important for the transition area near the southern boundary for the Village of Leicester.

Industrial uses have minimal setback requirements. The Town should consider greater front yard setback requirements for industrial land uses, particularly those that do not have prominent frontage along the corridor. There are no lot coverage requirements for

The Town's Zoning Ordinance would benefit from a comprehensive table detailing the dimensional requirements for all districts. There should also be more consistency. For instance, some districts have no lot area requirements while others do have them, and some districts have lot coverage limits while others do not. Lastly, and as indicated earlier, some of the regulations are excessive for land along Route 36 particularly nearer the Villages of Leicester and Mount Morris.

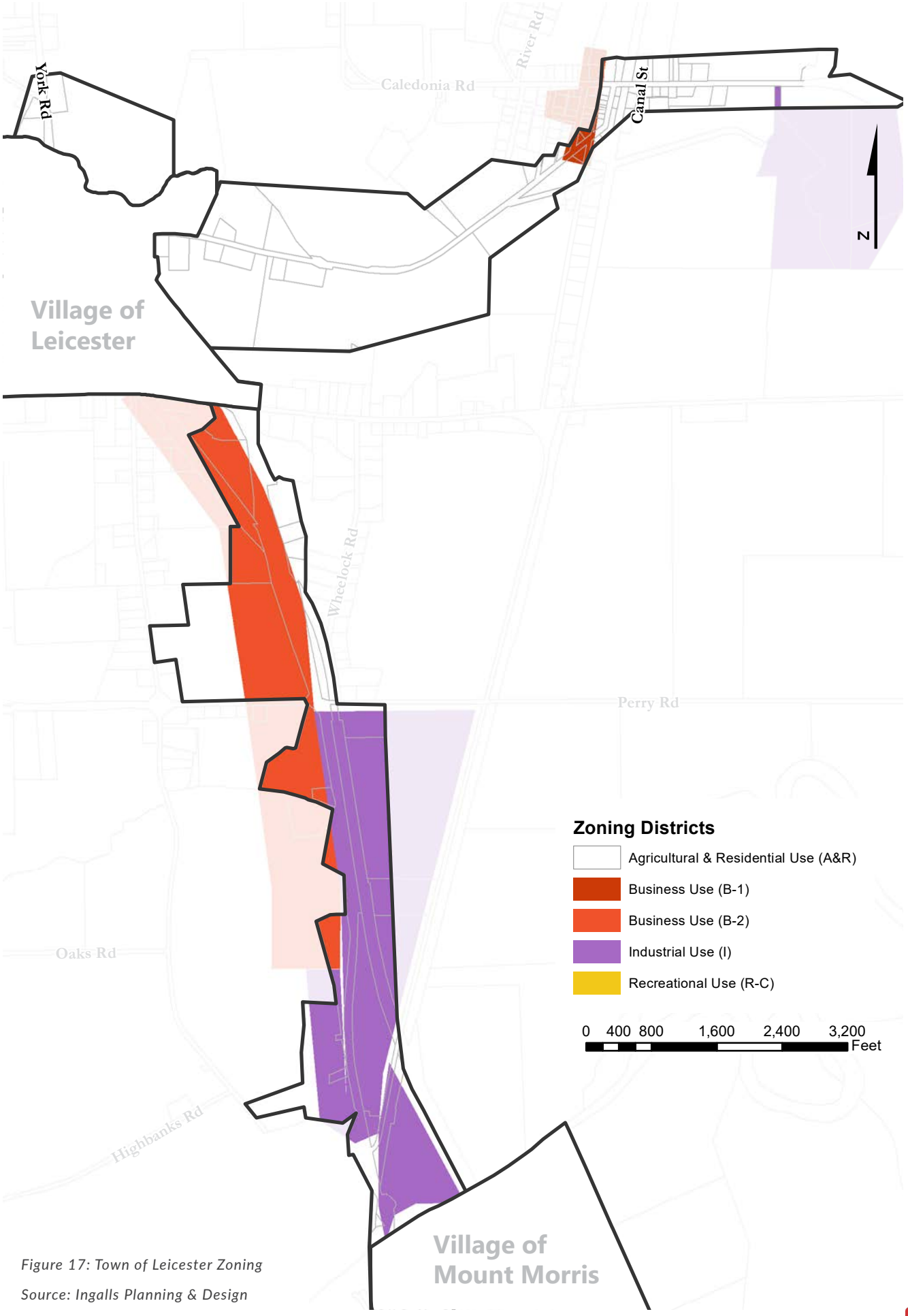


Figure 17: Town of Leicester Zoning

Source: Ingalls Planning & Design

Village of Leicester Zoning Code

Organization

The Village of Leicester's Zoning Code is organized into 5 articles including articles detailing district regulations, and supplementary regulations for off-street parking and loading, signs, fences, and some more intense land uses including gas stations.

Design Standards

Similar to the Village of Mount Morris, Leicester is a more compact community where walkability and bikeability should be prioritized. Design standards can help the Leicester develop a more pedestrian-friendly community.

Currently, there are few standards or regulations helpful in creating a safe environment for all modes of travel including pedestrians. There are no existing guidelines for building placement, building orientation, setbacks, parking location, landscaping and screening, and other design elements critical to developing a safe, comfortable, and interesting corridor. The Village should consider adopting design standards in the commercial district.

District Framework and Takeaways

The following districts are within the project study area:

- Residential 1 District (R-1);
- Residential 2 District (R-2);
- Residential 3 District (R-3); and
- Neighborhood Commercial District (C-1).

Listed commercial uses should be organized in a simpler use table instead of the current format. The Village may also want to re-consider some of these uses for the commercial district including warehousing, storage, medical facilities, gas stations, drive-in establishments, and self-service storage facilities.

Dimensional Regulations and Takeaways

The Village of Leicester's dimensional regulations include large minimum lot sizes for most districts, and low maximum lot coverages. Maximum lot coverage is 30% residential for uses in all districts, which is low for a village. Villages typically encourage slightly higher lot coverages for residential uses to allow for denser walkable development. Yard setbacks include 20 feet setbacks for all residential front yards, which is appropriate for a Village setting.

Minimum lot requirements for Leicester's residential districts are particularly excessive for a village setting. The R-2 District, which contains the most land in the Village of any district, requires 15,000 and 18,000 square feet for single-family dwellings and two-family dwellings, respectively. This leads to development of larger lots, which negatively impacts walkability and is inappropriate for a village.

The Village should consider adjusting some of these dimensional requirements to encourage denser development that contributes to a walkable village setting.

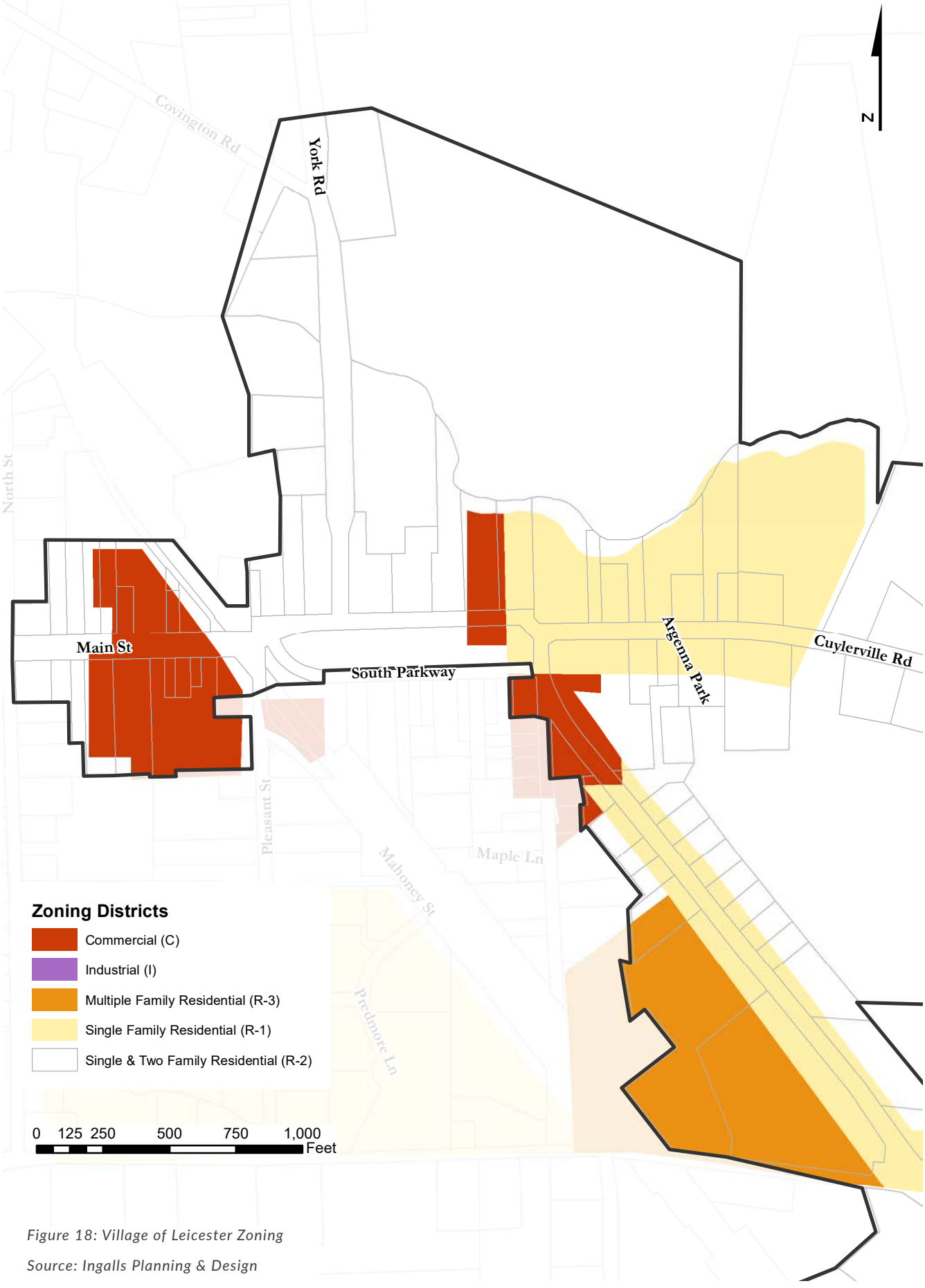


Figure 18: Village of Leicester Zoning

Source: Ingalls Planning & Design

Land Use Summary

The existing land use pattern within the project boundary is shown in maps for each of the four municipalities. Existing land use is broadly described in the following pages as it relates to the Route 36 corridor and identified project area.

Town of Mount Morris Land Use

Land use along the corridor in the Town of Mount Morris is largely comprised of rural uses including large lot residential properties and agricultural land. There are a few smaller commercial and residential properties just south of the southern Village boundary on the western side of NYS Route 36. This area is denser than other areas in the Town, and could possibly support additional residential and commercial uses in denser clustered development near the Town's boundary with the Village.

The portion of the Town that falls within the eastern side of the project boundary contains a few larger commercial properties on the southern side of NYS Route 408, but most of this land is agricultural and rural. Some of the land on the northern edge of East State Street/ NYS Route 408 is listed as vacant farm land. This is another area where the Town could pursue clustered residential development to help soften the transition from the Town to the Village of Mount Morris.

The Town of Mount Morris should consider provisions for clustered residential development in these targeted areas that will promote dense and efficient residential development in desired areas. Clustered development helps to preserve open space and rural land while also providing residential growth and development. Additionally, clustered development provides for efficient use of infrastructure that will be less burdensome for the Town than traditional large-lot rural residential development.

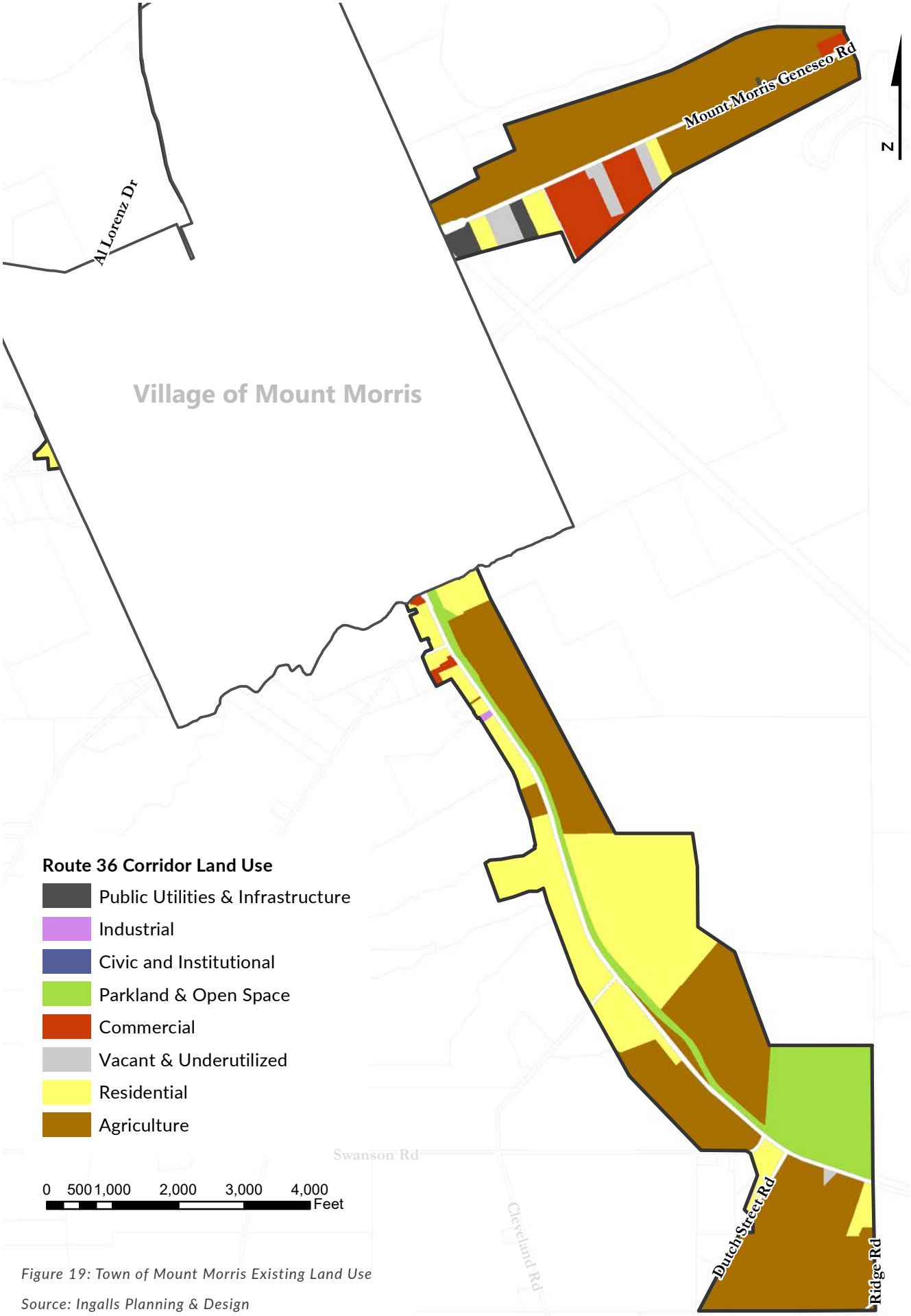


Figure 19: Town of Mount Morris Existing Land Use

Source: Ingalls Planning & Design

Village of Mount Morris Land Use

Much of the land use that is both within the Village of Mount Morris and inside the project boundary is either residential or commercial. Residential development in the Village largely consists of single-family homes, although there are some multifamily homes near the center of downtown on Main Street, Chapel Street, Murray Street, and Hopkins Street.

There is also significant single-family residential development along parts of Route 36/Main Street, particularly north of Lackawanna Avenue. Homes on this part of Main Street are closer to the street, which is tree-lined. There is contiguous sidewalk in this area as well. These conditions contribute to a walkable village setting and transition nicely to the downtown business district.

Most of the commercial land within the boundary is located near the heart of the Village downtown along Main Street, State Street, and Chapel Street. This commercial area has the most significant business activity in the project area.

While the Village Zoning Code does not explicitly permit or encourage mixed use development, the built environment in Mount Morris's downtown is appropriate for mixed use development. Many existing buildings contain a mix of uses, with retail on bottom floors and office or residential space above. This central area of the project boundary would be an ideal location to start fostering mixed use development to further improve walkability.

There are a few larger vacant properties in the project area that could present opportunities for new development for a variety of uses. Two of these larger vacant properties are located on the north side of Chapel Street. Developing a vision for some of these larger properties will help to give guidance for potential future redevelopment.

The land use within the Village that is nearer the eastern Village boundary with the Town of Mount Morris is starkly contrasted with downtown Village development. This transition zones abruptly changes from pedestrian-oriented, dense, urban development to auto-oriented, sprawled, suburban development. Much of the auto-oriented commercial development is east of Mill Street along East State Street.

Focusing on softening these transition zones to contribute to a walkable and bikeable environment should be a consideration for the Village. This could include regulatory changes that address design elements for properties that front the corridor within the boundary. Design standards will help to improve walkability on East State Street closer to the Town boundary as redevelopment occurs.

Genesee Valley Greenway Visitor's Center

The Village is working with New York State Parks to site a future visitor's center. Below are pros and cons to two of the potential locations within the project boundary.

One of the locations is at 8 O'Connell Avenue near the intersection of Main Street and East State Street. This is a centralized location with plenty of space to formalize parking. Additionally, it is located near several parks (Bellamy Park and the Village Pocket Park) as well as the greenway trail. However, the existing structure at this address is in bad condition and would possibly need to be razed for a new building for the visitor's center.

Another possible location is 158 Main Street near Clark Street. This location has plenty of space for parking, but it is not as close to the Village's business district. It is, however, within quick walking distance to Memorial Park which connects to the greenway trail. The structure at this address would also require far less rehabilitation than the property at 8 O'Connell Avenue.

The Village should consider both of these properties carefully, weighing costs and location of both in addition to other factors.

Pictured above is one of the expansive commercial parking lots on East State Street. Excessive front yard setbacks and off-street parking requirements should be reconsidered and adjusted for this area of the Village.

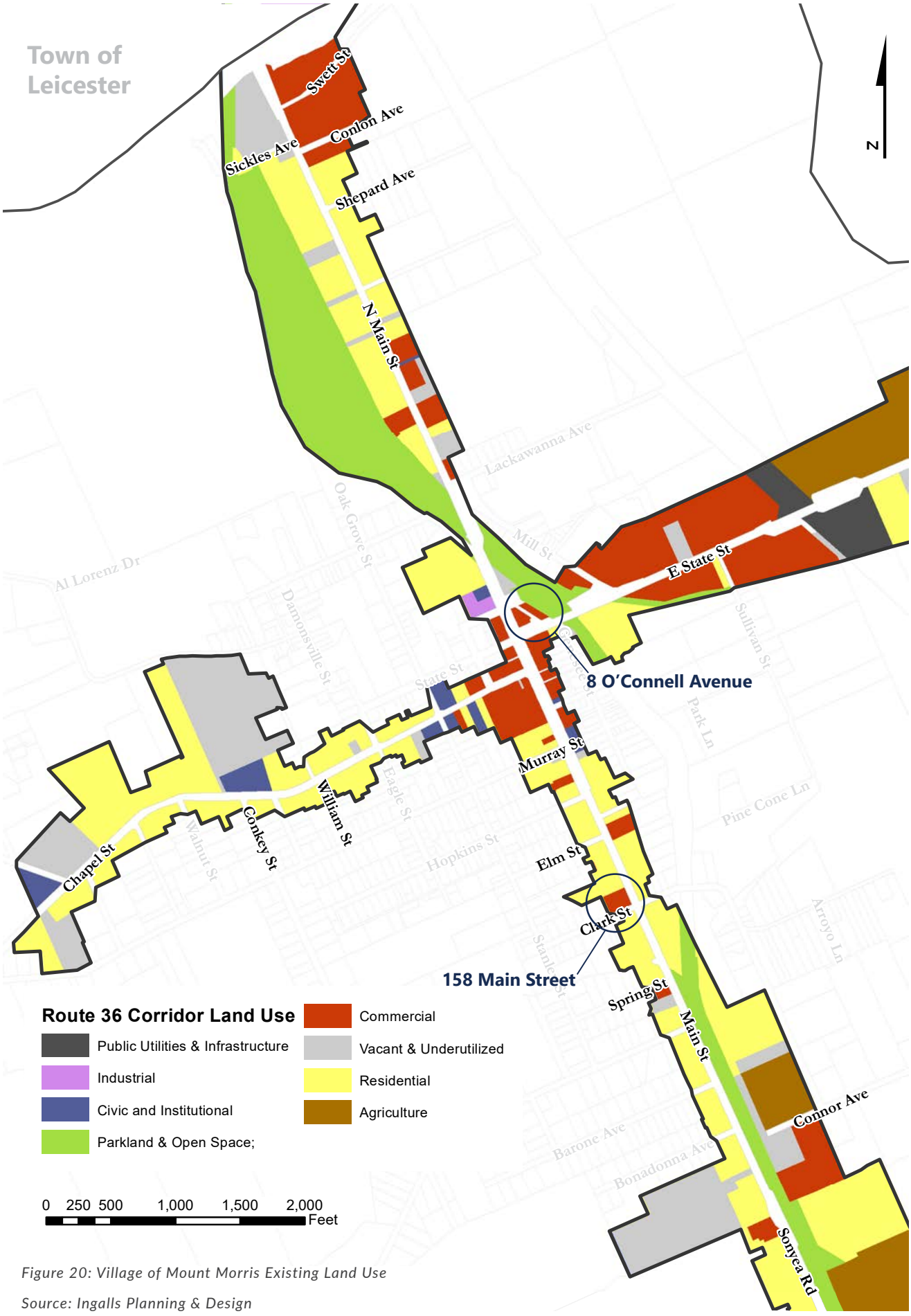


Figure 20: Village of Mount Morris Existing Land Use

Source: Ingalls Planning & Design

Town of Leicester Land Use

Most of the land in the Town of Leicester that lies within the project boundary is either existing agricultural land or rural open space. There are also a number of large-lot residential properties, and all of the residential properties inside the boundary are single-family homes.

Commercial land that is both in the Town of Leicester and within the project boundary is mostly clustered in the Hamlet of Cuylerville in the northeastern portion of the boundary. There are several smaller businesses located near the bend in Route 20A/Cuylerville Rd. One of these commercial parcels is A.R. Christiano Farms which operates a farm stand. The Town should consider encouraging mixed use development in the Hamlet, particularly given its proximity to the Genesee Valley Greenway Trail.

There is one significant industrial property, Seneca Foods Corporation, that falls within the project boundary located in the southern end of the Town of Leicester. Some of the industrial land in this area appears under-utilized, and there may be an opportunity to re-think some of this land for light industrial or mixed industrial use.

There are many agricultural and large-lot residential properties in the Town of Leicester. Many large Leicester parcels are identified as vacant in the County's property information file, including some vacant agricultural land.

It's important to note that the A.R. Christiano Farm partnered with the Genesee Valley Conservancy to permanently protect a total of 732 acres of farmland in the Town of Leicester as part of a Conservancy Project to protect important rural land. So, while some of these large parcels may be underutilized or vacant, they may not be developable land. The two large vacant properties just east of the Village of Leicester boundary could be considered for clustered residential development. Neither of these properties were included in the Conservancy Project.

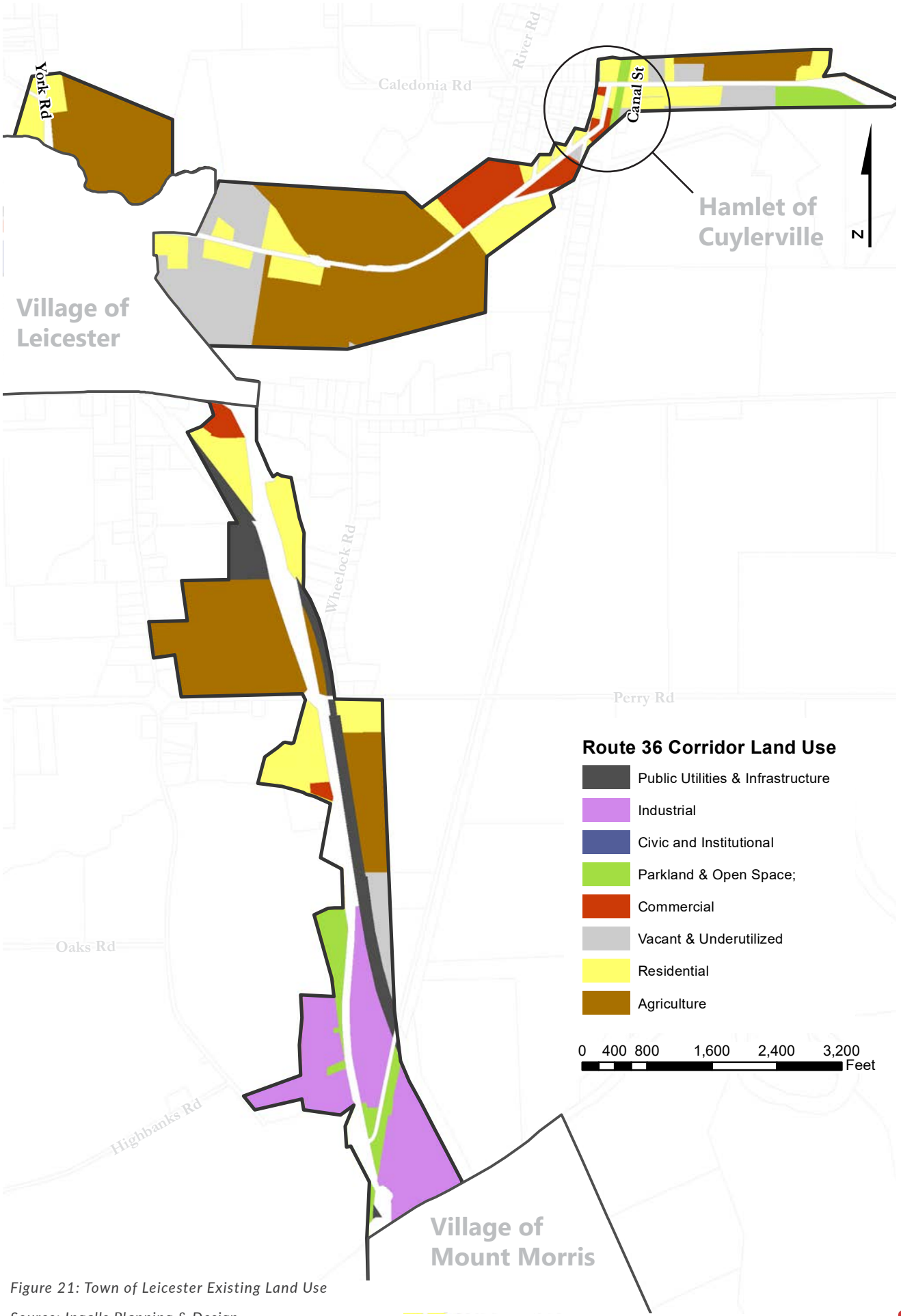


Figure 21: Town of Leicester Existing Land Use

Source: Ingalls Planning & Design

Village of Leicester Land Use

Land within the project boundary and the Village of Leicester is largely residential. There are several residential streets, containing mostly single-family homes, just outside the project boundary including Pleasant Street, South Street, and North Street. Most of the residential property in the Village is comprised of single-family homes, and many of these are on larger lots. The Village should consider encouraging future residential development to occur on smaller lots to increase Village density and improve walkability.

Commercial properties in Leicester are located on the Village's Main Street between NYS Route 36 and South Street. The Leicester Town Hall is located within this cluster of commercial properties adjacent to the railroad and west of Pleasant Street. While there are not many commercial properties here, this area includes development and land uses that are appropriate for a village setting.

There are a handful of commercial properties located nearer Route 36 including a convenience store and a gas station. These land uses are not particularly appropriate for a village setting as they encourage driving and auto-oriented development often at the expense of pedestrians and bicyclists. They often include wide expansive driveways that encourage drivers to pull in quickly and comfortably which can create conflicts with bicyclists. Additionally, these driveways often break up sidewalk connections, leading to unsafe pedestrian conditions. The Village should encourage uses that will contribute pedestrian and bicycle safety and comfort, and consider regulatory measures to ensure that auto-oriented uses also provide design elements that do not inhibit safety of pedestrians and bicyclists.

The Village Park is located in the heart of the Village and provides space for recreation, events, and gatherings. This park is an important community asset and should be a consideration moving forward. Pedestrian connections to the park should be pursued moving forward, and this will be further detailed later in this section.

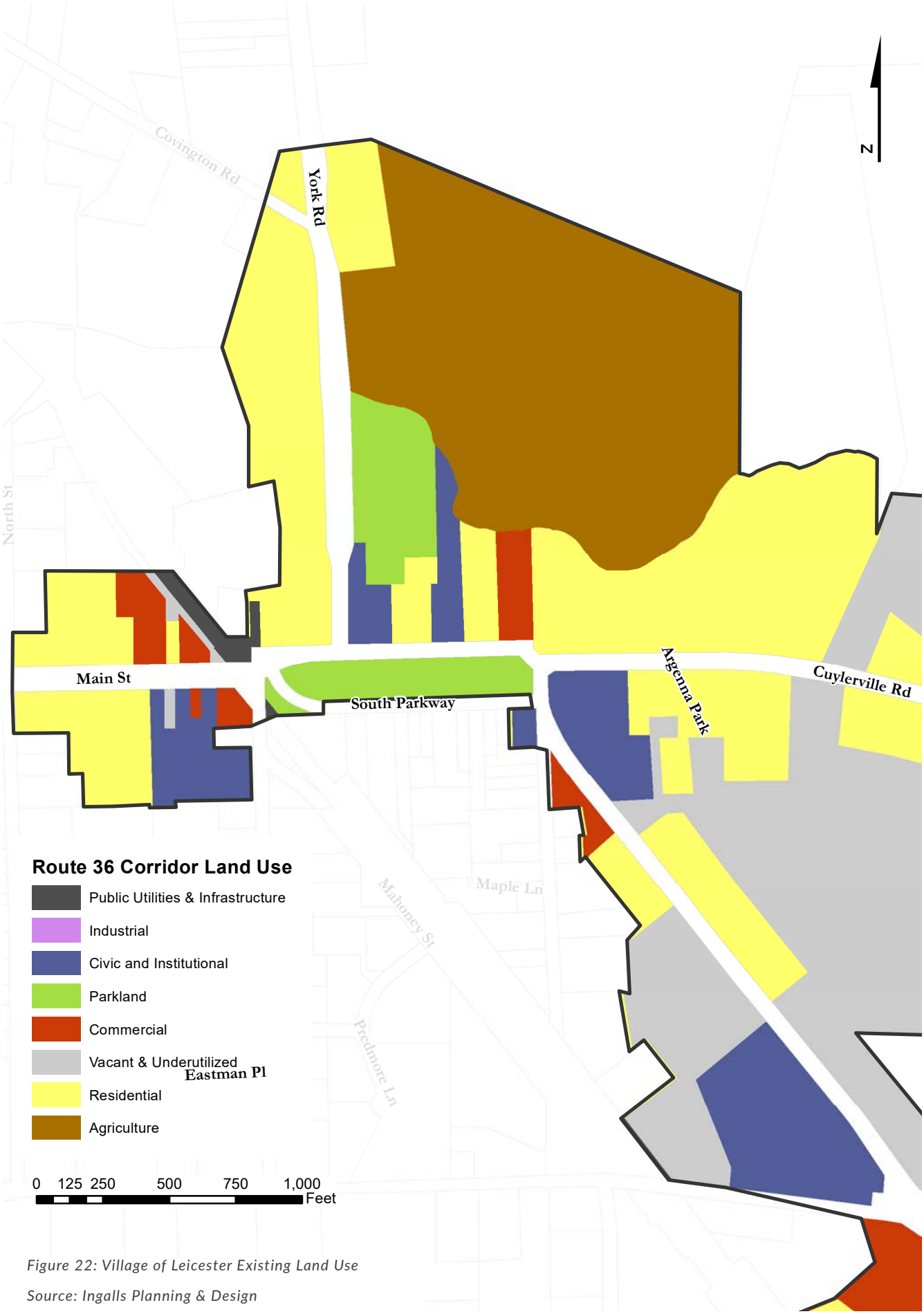


Figure 22: Village of Leicester Existing Land Use

Source: Ingalls Planning & Design

Existing Parking

Parking is an important, yet sometimes unconsidered, aspect of vehicle transportation. It is vital for communities to provide some parking, but it is just as important to avoid dedicating too much land to parking, particularly for dense villages such as Mount Morris. This section determines the capacity, ownership, signage, and wayfinding of existing parking stock in the project area. Existing parking regulations for both Villages were also considered. Parking within the project area is concentrated in the Villages of Mount Morris and Leicester.

Village of Mount Morris Parking

A walkshed was drawn using a 10-minute buffer from a point on Main Street between E. State Street and Chapel Street. All of the public and private parking within this walkshed is included on the map below. There are a total of 488 parking spaces within a 5-minute walk of the center of Mount Morris's downtown.

There are many more private parking lots that are within the Village but farther away from downtown. Several of these private lots are quite large and could provide overflow parking for the Village if private property owners are willing. There are 922 private parking spaces in the Village, including 148 in the Save-a-Lot parking lot which is just outside the 10-minute walkshed.

Figure 23: Village of Mount Morris Parking

Source: Ingalls Planning & Design

Village of Leicester Parking

A walkshed was drawn using a 10-minute buffer from a point near the T-intersection of Main Street and NYS Route 36. All of the public and private parking within this walkshed is included on the map below. There are a total of 274 parking spaces within a 5-minute walk of the center of Leicester's downtown.

There are also two significant private surface lots within the vicinity of downtown. One of the lots is located on the east side of Route 36 south of Main Street, while the other is north of Main Street and behind a cluster of businesses adjacent to the railroad.

Parking Signage and Wayfinding

The public parking lots in the Village of Mount Morris are all located within walking distance of downtown businesses, but there are few directional signs to guide motorists to these lots. Additionally, there are very few wayfinding signs or kiosks to direct pedestrians to popular locations. There are no parking or wayfinding signs in the Village of Leicester. This study will seek to identify wayfinding solutions and themes for the corridor, which will be detailed in later sections.

Figure 24: Village of Leicester Parking

Source: Ingalls Planning & Design

Walkability Assessment

The quality of the pedestrian experience is equally, if not more, important than pedestrian level-of-service (PLOS). This is especially true for denser and urban environments like the Villages of Mount Morris and Leicester. People are less likely to use pedestrian ways when they look and feel uninviting or if they are perceived to be unsafe. In village downtowns that are substantially built out, there is often no need nor is it physically and/or financially possible to increase the capacity of the pedestrian ways without acquiring additional right-of-way. Therefore, rather than solely focusing on PLOS, the consultant team, in collaboration with the project steering committee, focused on evaluating the quality-of-service (QOS) for pedestrian ways in the Villages of Mount Morris and Leicester.

It is well documented that urban design characteristics such as enclosure, transparency, articulated building facades, and street trees impact people's desire to walk and their enjoyment on the street. Allan Jacob's 1995[1] book based on his research of streets and the role they play in urban life is the most notable work on these characteristics. Jacobs describes in detail the characteristics that are needed to develop "great streets." His work has led others in countless studies involving qualitative factors and pedestrian comfort.

Quality-of-service analysis utilizes several qualitative factors that are not addressed in customary level-of-service analyses. The steering committee can identify specific recommendations for improvement based on the careful evaluation of each pedestrian way. For example, if a street scored a very low score of "1" on shade trees, then the planting of trees is a promising course of action.

The pedestrian routes were evaluated using the following 7 qualitative factors:

Enclosure/Definition – The degree to which the edges of the pedestrian realm are well defined. Excellent enclosure focuses a pedestrian's eyes along the street and has positive impacts on safety by conveying a feeling of narrowness to motorists, slowing vehicular traffic.

Transparency – The ability to see through the transition between private and public space

Interface – The interaction and blending between the public and private realms that clearly defines the space as pedestrian-friendly.

Shade Trees - The presence of street trees improves the comfort level of pedestrians by providing protection from harsh weather and helps to define the pedestrian realm.

Buffer from Street – A "buffer zone" between pedestrians and moving vehicles enhances pedestrian safety and increases the level of comfort

Connectivity/Crossings – The ability of the pedestrian to have the option to cross at a dedicated crosswalk and/or connect to another pedestrian way

Amenities – The presence of benches, trash receptacles, and other street furniture

Scoring

Routes were divided into route segments, which were comprised of one or two blocks. Each side of the street was rated based on the 7 factors. Route segments were rated on a scale of 1 to 5 where a score of 1 is 'Very Poor' and a score of 5 is 'Excellent.' The maps on the following pages show the average scores for the rated street segments in each of the two villages.

Village of Mount Morris Walkability

For the most part, existing pedestrian facilities in the Village of Mount Morris contribute to a walkable urban environment. Street segments nearest the center of downtown showcase the best blend of walkability factors including the presence of street trees, benches and trash receptacles, a well-defined street enclosure, transparency and a clear interface blending public and private property. The biggest existing challenge is providing proper street trees and materials. Some of the existing street trees are too small to provide enough buffering from noise. Additionally, some of these trees have roots that are close to the ground, which could present future problems to Village sidewalks and curbs. The Village should consider different species of trees that are more compatible with downtown streets. Existing pavers used for crosswalks and other areas on Main Street are beginning to look dated. The Village should pursue uniform materials that will age well.

East State Street segments have a lot of room for improvement. Land use here is largely suburban in nature and design, which does not contribute to walkability. Buildings are set far back from the road and there are few street trees, leading to a lack of enclosure for pedestrians. Design standards would be helpful for future redevelopment and could be used to position

1 Jacobs, Allan (1995), Great Streets. The MIT Press.

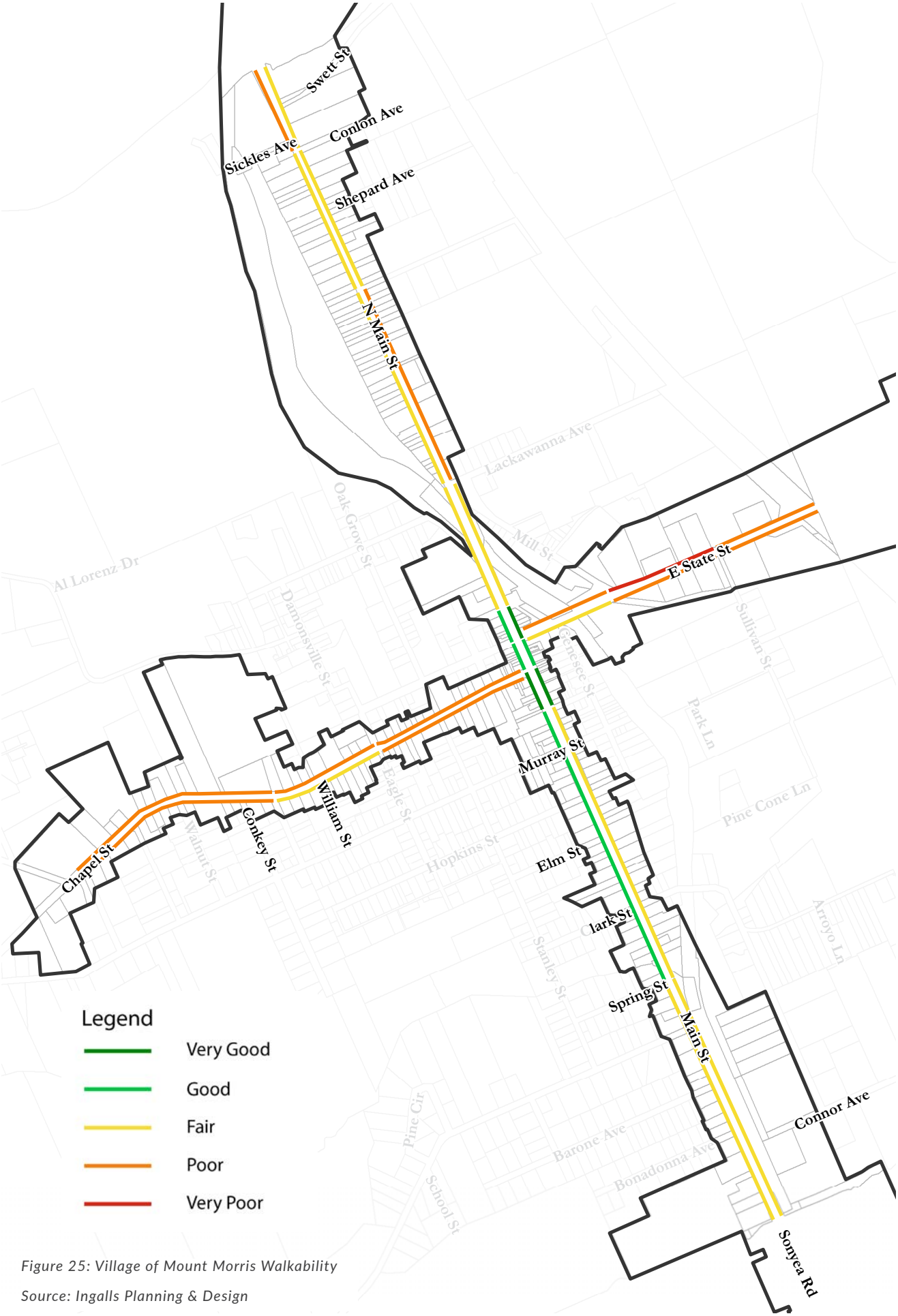


Figure 25: Village of Mount Morris Walkability

Source: Ingalls Planning & Design

future buildings closer to the street, helping to create a stronger enclosure for pedestrians.

Chapel Street has many strong pedestrian-friendly features including street trees, frequent crossings, and relatively good enclosure from existing buildings. The interface could be improved in several areas on Chapel Street, including some existing parking lots and building entrances with little or no definition. Some of this development also has little transparency, creating large areas of blank wall that provides little interest or intrigue to passing pedestrians.

There are several areas, including parking lots, on Main Street, Chapel Street, and East State Street where landscaping and screening could provide a safer and more comfortable pedestrian environment.

A majority of Village crosswalks are highly visible, and most are comprised of brick pavers for heightened visibility to motorists and pedestrians alike.

Village of Leicester Walkability

The Village has some significant challenges that prevents Leicester from being a walkable community. The intersection of Route 36 and Leicester's Main Street and connections to the Village Park are two areas that will require careful consideration to improve conditions for pedestrians.

Few areas in the Village have a high level of definition or street enclosure. Existing sidewalk on the north side of Main Street has few elements that draw pedestrian's eyes along the street. There are larger open lots, inconsistent street trees, and buildings that are set farther back from the street. None of these conditions help to enclose the pedestrian realm or orient pedestrians in relation to the street. The Village should consider planting street trees at regular intervals between the sidewalk and the street will help to define a street enclosure. This will provide additional comfort to pedestrians.

The interface between the public and private realms is inconsistent and, in some areas, confusing in Leicester. Some of the commercial properties west of the railroad on Main Street have no separation from the sidewalk, and this can potentially create confusion without landscaping, outdoor displays, outdoor seating, or other indicators that help to tie the public and private realms together. In other areas, the sidewalk is not contiguous across driveways and properties. This sends a mixed message to pedestrians and does not contribute to a comfortable pedestrian experience.

There are only two existing crosswalks in the Village of Leicester. Both of these crossings are located on Main Street, one near the intersection with Route 36 and one by South Street and North Street. Notably, neither of these crossings provide direct access to the Village Park in the center of Leicester. Additionally, the crossings are at either end of the Village's business district. This forces pedestrians to walk farther on one side of the street before being able to cross. Both existing crossings utilize a continental design, which is more visible than standard crosswalks. In the future, Leicester should consider brick pavers or other materials to increase visibility to motorists.

Commercial land use on East State Street near the Village of Mount Morris's eastern boundary is auto-oriented and has a suburban feel that does not contribute to a walkable environment. The picture above includes a wide driveway with little buffer to the street, no street trees, no pedestrian enclosure, and a confusing interface of public and private land.

Vehicle speeds through the Village of Leicester's Main Street can be a problem. The lack of enclosure including wide shoulders, buildings set far back from the street, and a lack of street trees combine to make an overly comfortable environment for drivers at the expense of the pedestrian.

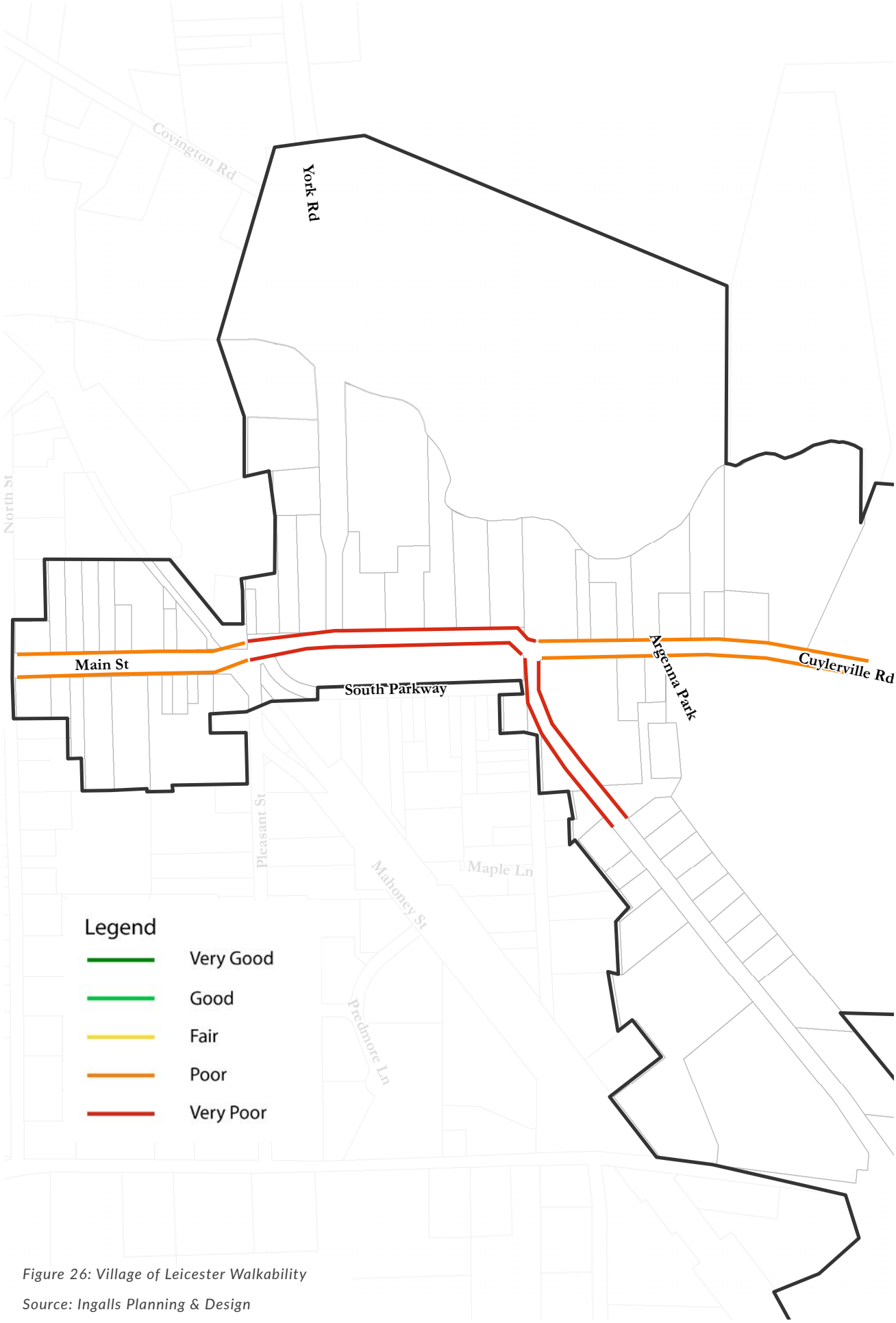


Figure 26: Village of Leicester Walkability

Source: Ingalls Planning & Design

Parks and Trails

There are a number of parks in and near the project boundary. Parks in the project boundary include Letchworth State Park, Al Lorenz County Park, and various smaller municipal and neighborhood parks.

Additionally, the Genesee Valley Greenway intertwines through the project boundary, and is roughly adjacent to Route 36 from the southern project boundary north to County Road 37.

Regional Recreation and Tourism

This area in Livingston County is fortunate to have significant recreational assets that drive a wide array of local, regional, national, and global tourism. Two of these important community assets are Letchworth State Park and the Genesee Valley Greenway Trail.

Letchworth State Park has anywhere between 750,000-800,000 annual visitors from all over the world. The park's peak season is approximately the 3rd week in June through Columbus Day weekend. The busiest time of the year is when the leaves turn colors in late September through mid-October.

The Genesee Valley Greenway is a 90-mile open space corridor that includes both natural and historic resources, passing through wetlands, river valleys, farmland, gorges, and several Village downtowns including Mount Morris.

With a consistently high amount of annual tourists, all four municipalities in the study area should better position themselves to capture tourist dollars. This could start with improving the corridor. Improving safety, comfort, and accessibility to all users of the corridor will only help to enhance existing recreation assets, enticing visitors to spend more time in the region.

Al Lorenz Park - Town of Mount Morris

This Livingston County park is 80 acres of parkland just north of the Village of Mount Morris. It's adjacent to the Genesee River to the south. The park has several trails, pavilions and picnic areas, restrooms, and other recreation facilities.

A County complex, including several Livingston County services and departments, is located adjacent to the parkland. There is an existing trail from the northern edge of the County complex into the park leading to the Mount Morris Dam.

There is existing sidewalk on the west side of Murray Hill Drive approaching the County complex, but this sidewalk does not extend to Al Lorenz Park's main entrance on Al Lorenz Drive. The Village and Town of Mount Morris should coordinate with Livingston County to explore possible connections from the Village to the park.

Figure 27: Town of Mount Morris Parks

Source: Ingalls Planning & Design

John Wesley Powell Riverside Park - Village of Mount Morris

This is a future park that is to be located along the Genesee River in the northern part of the Village off of Swett Street. The park will include a boat launch and other water-enhanced amenities.

Bellamy Park - Village of Mount Morris

Bellamy park is located on the southern side of Lackawanna Avenue and while it's not within the project boundary, it is near enough to analyze and consider, particularly given its proximity to Main Street and the Genesee Valley Greenway Trail. The park contains several playing fields and both tennis and basketball courts.

Existing pedestrian access to the park is inconsistent. There is currently no sidewalk on the south side of Lackawanna Avenue, so pedestrian access requires a crossing from the sidewalk on the north side of the street. Installing sidewalk on the south side of the street will create a more comfortable and accessible route to the park's entrance near the ballfields.

The park is bordered by Lackawanna Avenue to the north and Mill Street to the west. Despite having frontage on two streets, Bellamy Park does not have an obvious formalized entrance. The Village should consider developing a formal entrance from Mill Street near existing parking adjacent to the Village DPW building. The Genesee Valley Greenway Trail runs between Mill Street and Main Street before crossing Main Street south of Lackawanna Avenue. There is an opportunity to better connect this portion of the trail to Bellamy Park via sidewalk on North Main Street/Route 36 that could tie into a formal entrance to the park from Mill Street.

Village Pocket Park - Village of Mount Morris

This park is located near the intersection of East State Street and Main Street. It includes several benches arranged around a fountain as well as some small trees and shrubs. The park provides a great asset to the Village and contributes to a walkable downtown.

Veteran's Memorial Park - Village of Mount Morris

Veteran's Memorial Park is located in the southern portion of the Village along Main Street and across from Spring Street. The park provides access to Main Street from the Genesee Valley Greenway Trail and vice versa. This smaller park is geared more toward passive recreation. There are several monuments and seating areas.

The parking area for Veteran's Memorial Park is sizable and includes four charging stations for electric vehicles. There is no available bicycle parking on the lot, and the Village should consider this for the future, particularly considering the park's connection to the greenway trail.

Connor Avenue Connection - Village of Mount Morris

The Genesee Valley Greenway Trail has several crossings in the Village of Mount Morris including ones over Main Street and East State Street. There is also a crossing and small parking area off of Connor Avenue near the Village's southern boundary.

This crossing is fairly recent and is now one of the Village's most used trail connections. There may be a need for additional parking in this location as well as some added bicycle parking and a pedestrian connection to sidewalk on Main Street.

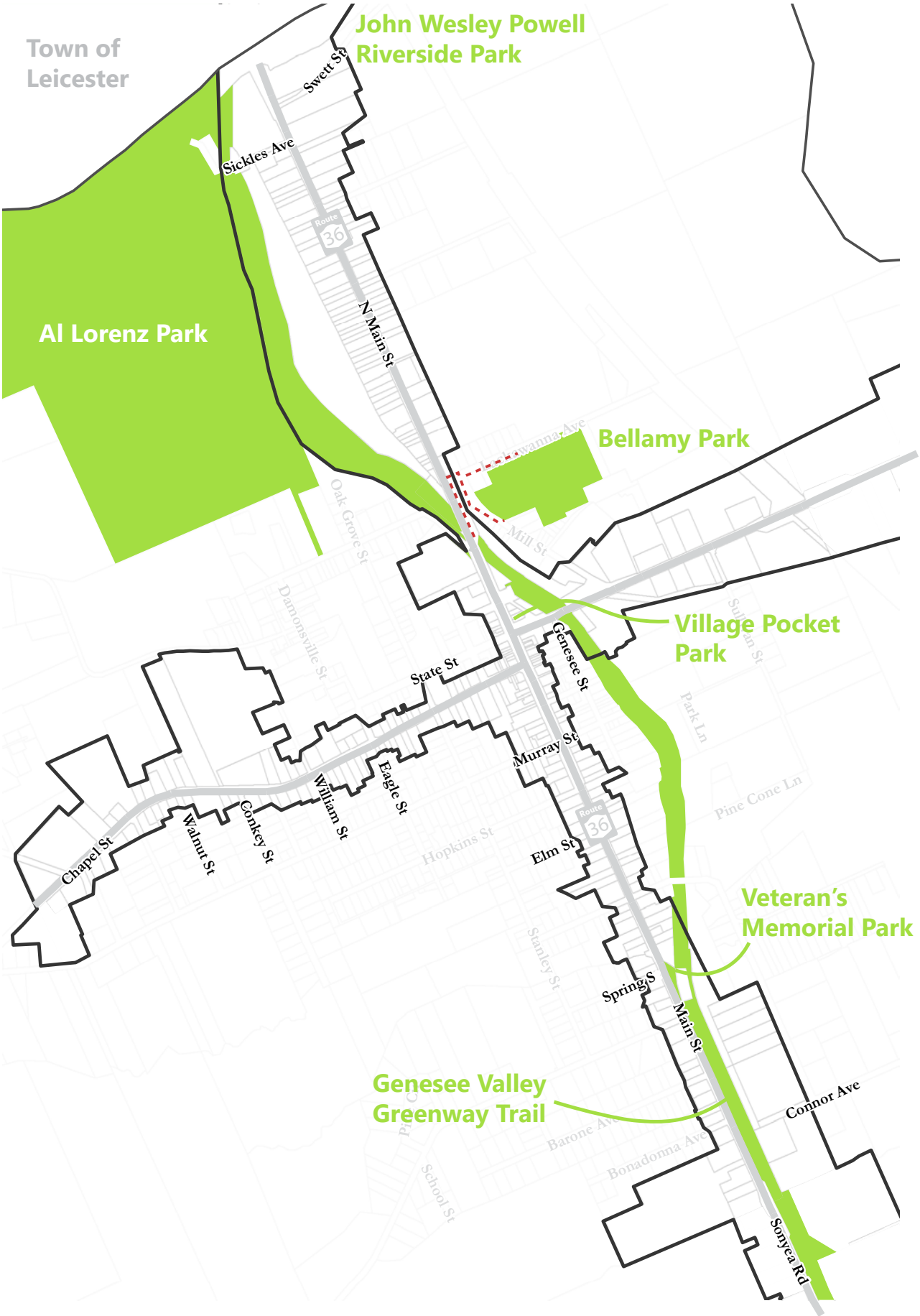


Figure 28: Village of Mount Morris Parks

Source: Ingalls Planning & Design

Boyd Parker Memorial Park - Town of Leicester

Boyd Parker Memorial Park is located in the Town of Leicester and is just east of the Hamlet of Cuylerville along US Route 20A. The park includes a historic tree and American Revolution monument.

The park is a unique and interesting community asset, and there is potential to better connect the park to Cuylerville and the greenway trail. There is a crossing and trailhead on US Route 20A that is 0.5 miles from Boyd Parker Memorial Park.

This is both a walkable and bikeable distance from the trailhead, but there are no existing sidewalk connections on either side of the street or within the Hamlet. There is potential for additional signage and wayfinding directing people from the trail to the park.

Genesee Valley Greenway Trail - Town of Leicester

The Genesee Valley Greenway Trail runs roughly adjacent to County Route 37 in the Town of Leicester after crossing Route 36 near the Town's southern boundary.

The trail provides a valuable connection from Seneca Foods Corporation to downtown Mount Morris. The company employs hundreds of seasonal employees that work and stay on the property in the summer months, and they use both the trail and existing sidewalks.

As mentioned earlier, the greenway trail crosses US Route 20A in the Hamlet of Cuylerville. The Hamlet has almost no sidewalk and no connections to the trailhead. The Town should consider and pursue potential pedestrian and bicycle connections from the Hamlet to the trail.

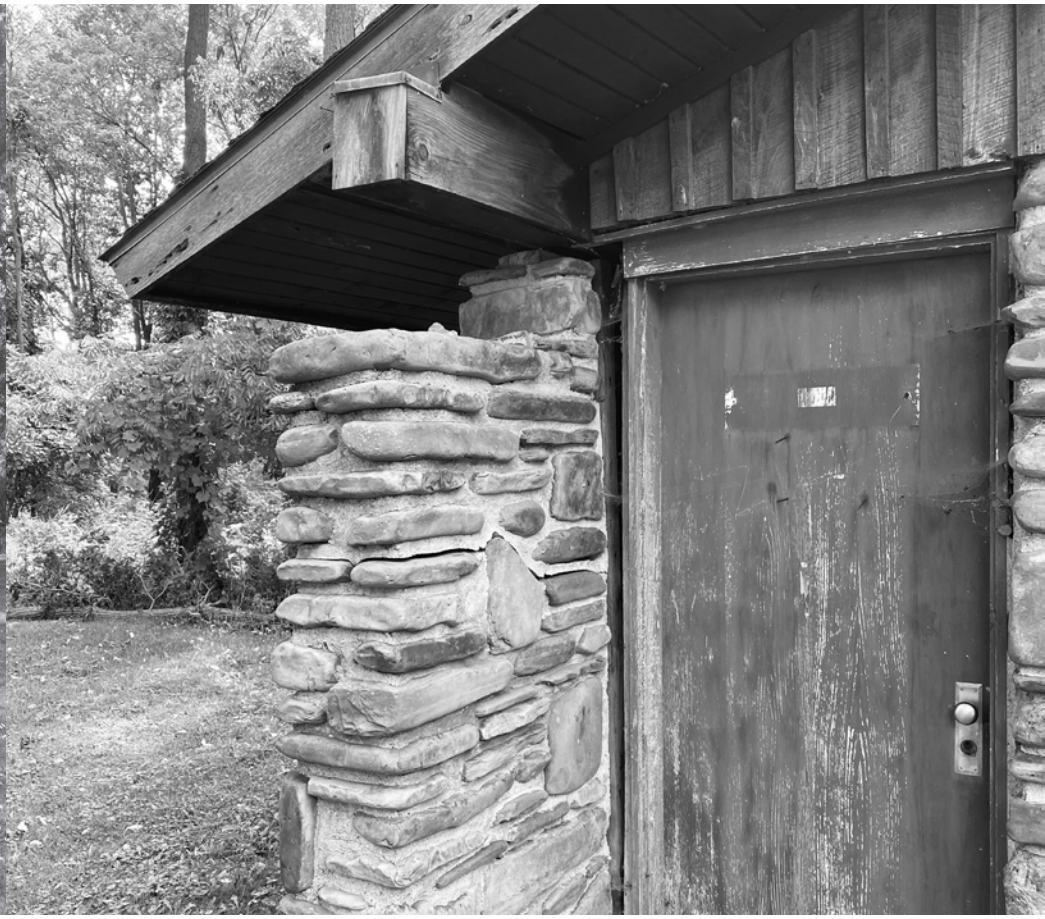


Figure 29: Town of Leicester Parks

Source: Ingalls Planning & Design

Starr Park - Village of Leicester

Starr Park is located on Route 36 north of Main Street and behind the Leicester Presbyterian Church in the Village of Leicester. The park includes a playground, basketball courts, and a pavilion.

There are currently no pedestrian facilities connecting to the park from the Village' Main Street. Given its proximity to Leicester's Main Street and business district, Starr Park should have contiguous sidewalk to the corner of Route 36 and Main Street. Providing this connection would give the Village a safe route to the park while increasing and improving walkability in Leicester.

There are several challenges that make a sidewalk connection difficult including a steep grade on the east side of Route 36 and narrow existing shoulders. Both of these conditions may make the installation of any pedestrian facility expensive and more complex. The Village needs to consider whether these challenges outweigh the benefits of providing pedestrian access to Starr Park.

Village Park - Village of Leicester

The Village benefits from a large central park bordered by Main Street to the north and Route 36 to the east. The park has an expansive green space with a gazebo near the center of the park that is used for summer concerts and other small Village events.

There are no pedestrian connections to the park from either Main Street or Route 36. The park does not have sidewalk at the park's edges and does not have crosswalks leading to the park. Main Street only has sidewalk on the north side of the street and the only pedestrian crossings over Main Street do not provide direct access to the park.

A pedestrian standing outside 2nd Time Around Consignment - on the north side of Main Street - would have to first head west and away from the park to cross at South Street before heading toward the park. This is a walk that is almost exactly twice as far (0.4 miles compared to 0.2 miles) as it would be if there was a safe crossing to the park at Main Street and Route 36/York Road for example.

Leicester should explore options for pedestrian crossings to the park from either Main Street or Route 36. Additional pedestrian facilities connecting to and through the park would greatly improve walkability and pedestrian comfort in the Village.

Figure 30: Village of Leicester Parks

Source: Ingalls Planning & Design

Section 3: Corridor Vision

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 develop a community-based vision for the Route 36 corridor.

COVID-19 Effect

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.

First Round of Public Engagement

In-person engagement can be very valuable and allows for many activities that are difficult to replicate for an online platform. However, the remote engagement for this plan was structured in a way that allowed for a wide breadth of feedback. The first round of public engagement took place in September of 2020. It included a project website that contained project background, questions about existing issues and opportunities and a visioning exercise. The first round of engagement resulted in over 170 unique comments and engagements from community members. The project team and steering committee also held a live session via Zoom to discuss questions, concerns, and comments with the public in real time.

Second Round of Public Engagement

The second round of public engagement was also performed virtually and took place in February of 2021. The project website was updated to include the drafted vision and goals as well as information regarding recommendations. Feedback was sought regarding all draft materials including specific polling on transportation alternatives for several areas. A live session was held via Zoom to discuss the draft materials and next steps in the process.

Why Develop A Vision?

It can often be difficult for community members to envision what they want their community to be like in the future, especially without a graphic depiction. The intent of visioning session is to encourage people to think about the future of their communities in a positive way. Visioning helps communities make important decisions regarding future development. Aligning projects, development, and policies with a community-developed vision statement can help remove some of the guess work involved in decision-making for Route 36 communities while also moving the corridor's vision forward.

Visioning can be a very beneficial activity during the development of any long-range planning effort. All too often, however, vision statements and goals are crafted in ways that lack specificity, avoid existing challenges, and cloak the message in vague phrasing.

A vision should have an appropriate level of specificity that allows for an authentic statement that resonates with community members. Vague words and phrasing such as 'creating a vibrant and active corridor' should be avoided not because they are undesirable terms but because they aren't specific enough to help guide decision-making.

Additionally, vision statements should tend to avoid language that is 'permission-to-play.' In other words, safety is a requirement for any transportation corridor. The need for safety is always present, so a vision statement shouldn't identify safety as a generic part of the vision. Goals and objectives that more deal with specific safety issues or concerns can and should be included in a visioning exercise, however.

Communities should be mindful of existing challenges when developing a vision to further ground the vision, although it's imperative to avoid getting bogged down in the problems of today. Vision statements and goals are meant to be forward-thinking and represent an ideal state for the future!

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

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

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.*

A Cultural and Recreational Corridor

Route 36 functions as an important corridor for the region, carrying visitors to important destinations such as Letchworth State Park and the Genesee Valley Greenway State Park. The significance of Letchworth State Park cannot be overstated, as nearly 900,000 visitors flock to the park annually. The Genesee River is another significant regional asset that extends beyond Letchworth State Park. The Letchworth Gateway Villages provide appeal for residents and visitors alike with their traditional and walkable downtown districts. There are a number of significant historic and cultural sites including Boyd-Parker Memorial Park and the Mount Morris Dam. The map on the following page showcases features that help make the case that Route 36 is an important cultural and recreational corridor that could be a strong candidate for the New York State Scene Byway program.

New York State Scenic Byway Program

New York has several designated scenic byways along important transportation corridors in the State. The program is administered through the New York State Department of Transportation and corridors with distinct scenic, recreational, cultural, natural, historic, or archaeological significance are eligible for nomination. New York State's Scenic Byway presents a potential opportunity for Route 36 to tie its vision and goal statements to a State program that identifies and promotes its important recreational, cultural, and historic corridors.

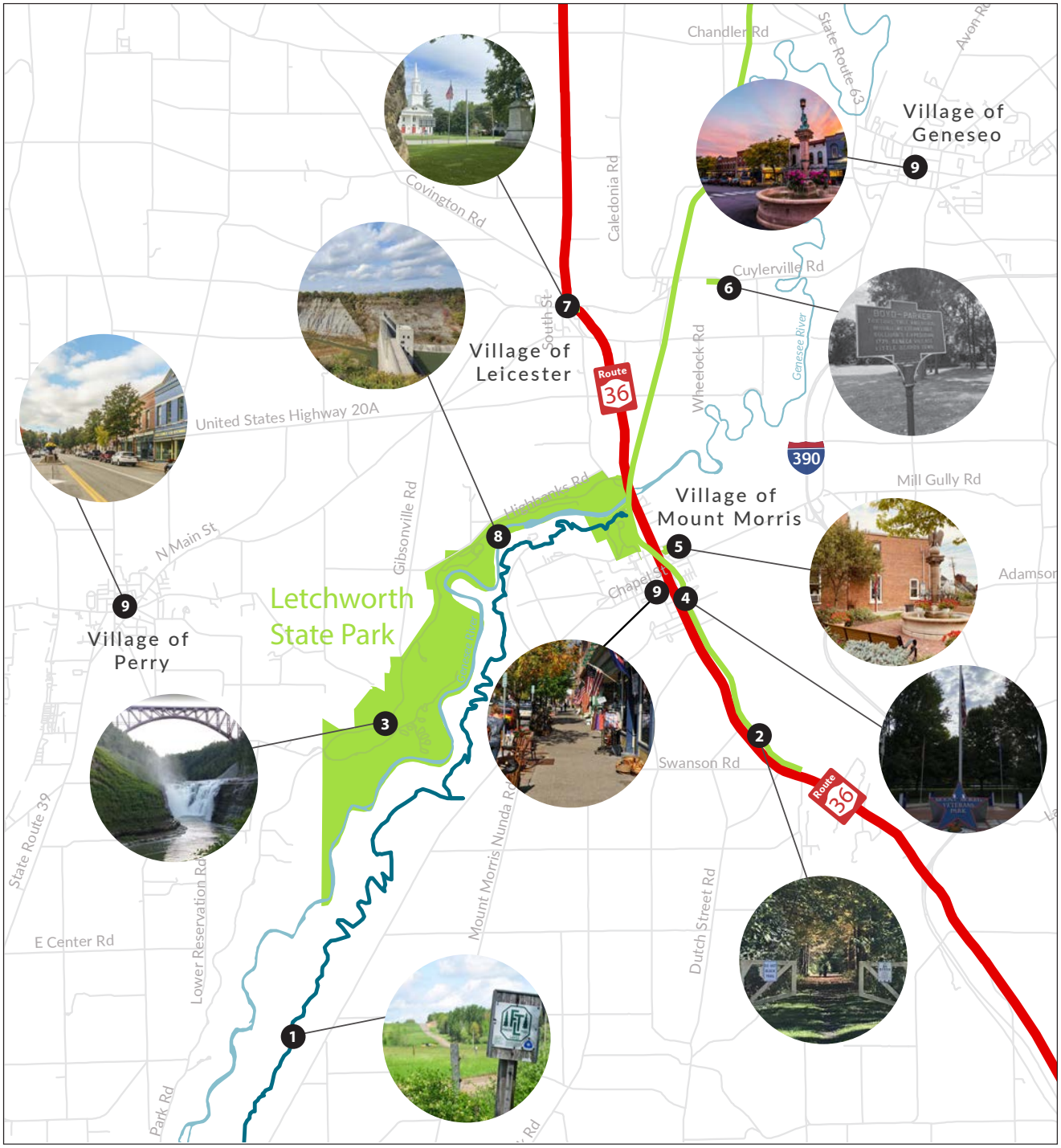
Livingston County Wayfinding Study

Livingston County's recent Wayfinding Study has helped County communities realize the importance of encouraging residents and visitors onto Route 36 and off of the interstate. In this way, the County hopes to cultivate a more authentic visit to the region, spur economic development, and focus the corridor around tourism, culture, history, and recreation.

The wayfinding study has provided additional conclusions about the corridor that help to bolster and support the corridor vision detailed earlier. The County utilized a "secret shopper" to determine a variety of challenges and opportunities throughout the County, and some of these findings support the need for a cohesive vision that works for the benefit of the corridor. Some of the key findings of the secret shopper that not only support the vision but also align with the forthcoming recommendations of this study include:

- Identifying ways and solutions to reduce truck traffic in downtown Mount Morris to prioritize vehicle traffic for visitors and local residents;
- Using underutilized space for tactical urbanism and passive recreation including pocket parks, benches, chess tables, Jenga sets, etc;
- Finding creative pedestrian-oriented solutions including using on-street parking for outdoor dining space where sidewalk is limited and proper placement of benches and amenities.

ROUTE 36 - A CULTURAL & RECREATIONAL CORRIDOR



Route 36 Corridor Assets

1. Finger Lakes Trail
2. Genesee Valley Greenway Trail
3. Letchworth State Park
4. Veterans Memorial Park
5. Mount Morris Pocket Park
6. Boyd-Parker Memorial Park
7. Leicester Village Park
8. Mount Morris Dam
9. Letchworth Gateway Villages (Downtowns in Mt. Morris, Geneseo & Perry)

Figure 31: Corridor Vision Map - A Cultural & Recreational Corridor

Source: Ingalls Planning & Design

Section 4: Analysis, Alternatives & Recommendations

How is This Section Organized?

This section contains details and written analysis of four categories of recommendations, in the following order:

- Land Use and Regulatory;
- Transportation, Circulation and Safety;
- Streetscape and Walkability; and
- Parks and Recreation.

Each category contains recommendations throughout the Route 36 Corridor. All the recommendations for each category are organized geographically from south to north in the following order: Town of Mount Morris, Village of Mount Morris, Town of Leicester, and the Village of Leicester.

The first category includes analysis related to scenario planning and future land use. The scenario planning, done using Urban Footprint, informed the development and analysis of future land use. Both of these written analyses precede the recommendations for each respective municipality, starting with the Town of Mount Morris.

What Is Scenario Planning?

As a part of this study, the project team employed software that enabled them to enact buildout scenarios for important targeted areas throughout the corridor. The identified target areas include:

- Route 36 in the Town of Mount Morris
- East State Street in the Village of Mount Morris
- North Main Street in the Village of Mount Morris
- Hamlet of Cuylerville
- Main Street in the Village of Leicester

For each target area, different combinations of either mixed uses or traditional neighborhood residential development were looked at in addition to a complete buildout under existing zoning regulations.

Each existing zoning buildout scenario assumes that individual parcels in the target areas will be fully developed under land uses and dimensional regulations in the existing zoning districts.

In addition, several important metrics were compared for the existing zoning and potential buildout scenarios. These metrics included population, dwelling units, vehicle miles traveled (VMT), number of trips, and the walk/bike mode share. These will be further detailed in the analysis for each targeted area.

Importance of Land Use

Land use significantly impacts transportation and vice versa. As articulated in the vision, creating a safe corridor is only one of the objectives of this study. Land uses within the Route 36 Corridor should ideally complement a user-friendly, intuitive, and safe corridor for all modes of travel.

Many of the transportation recommendations within this study were made with land use planning in mind, including long-term future land use planning for land within the project boundary as well as specific scenario planning for target areas, which were identified by local stakeholders early in the planning process.

Future land use mapping for each municipality resulted in several proposed changes to existing land use. Proposed changes are circled on each respective community Future Land Use map including target areas for scenario planning, further detailed and analyzed below.

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. This is further detailed in Section 5.

Also included in Section 5 is information regarding cost estimates, funding sources, involved parties, and an estimated timeline for priority recommendations.

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.

Future Land Use and Regulation

Scenario Planning - Town of Mount Morris

The first areas detailed in this study is comprised of land along Route 36 in the Town of Mount Morris and near the Village of Mount Morris. Zoning for land on the west side of Route 36 in this area falls under the Recreational Commercial Professional Office District (RCPO). A larger parcel on the east side of Route 36 and adjacent to the Village boundary was also considered for scenario planning.

RCPO Mixed Use - Route 36

An existing zoning buildout was applied to several properties along the western side of Route 36. A mix of commercial/retail and office uses were included in the buildout and the existing dimensional requirements for the RCPO district were used. A more flexible mixed use district was also applied as a scenario, permitting a wider range of uses and reducing dimensional restrictions. The table below includes all metrics that were compared between these two buildout scenarios.

Metric	Existing Zoning	Mixed Use
Population Change	+4	+49
Dwelling Units	+1	+39
VMT (per capita)	+67	+263
Trips (per capita)	0	-12
Walk/Bike Mode Share	4.6%	4.8%

In both scenarios, there is population change, however, there is a greater increase in population under a mixed use district that allows for more flexibility in housing type. Vehicle miles traveled (VMT) is greater under mixed use development due to the greater population growth. Despite population increase in the mixed use buildout scenario, trips per capita decreased and the share of pedestrians and bicyclists increases, which is desirable for land adjacent to a walkable urban village.

Traditional Neighborhood Development

An existing zoning buildout was also applied to land in the Low Density Residential district along Route 36 south of the Village, which permits large-lot residential development. A traditional neighborhood development (TND) scenario was also applied to this target area. TND encourages the development of well-connected streets and sidewalks with compact residential lots that embrace the public realm.

The table below includes all metrics that were compared between these two buildout scenarios in this target area. One important metric under a TND scenario is VMT While the population and the number of dwelling units increases in this scenario are higher than under the existing zoning buildout scenario, the VMT increase is less than it would be in an existing zoning scenario. This is likely due to denser residential development and an increased walk/bike mode share.

Metric	Existing Zoning	TND
Population Change	+69	+127
Dwelling Units	+34	+72
VMT (per capita)	+781	+636
Trips (per capita)	+17	+12
Walk/Bike Mode Share	5.4%	5.5%

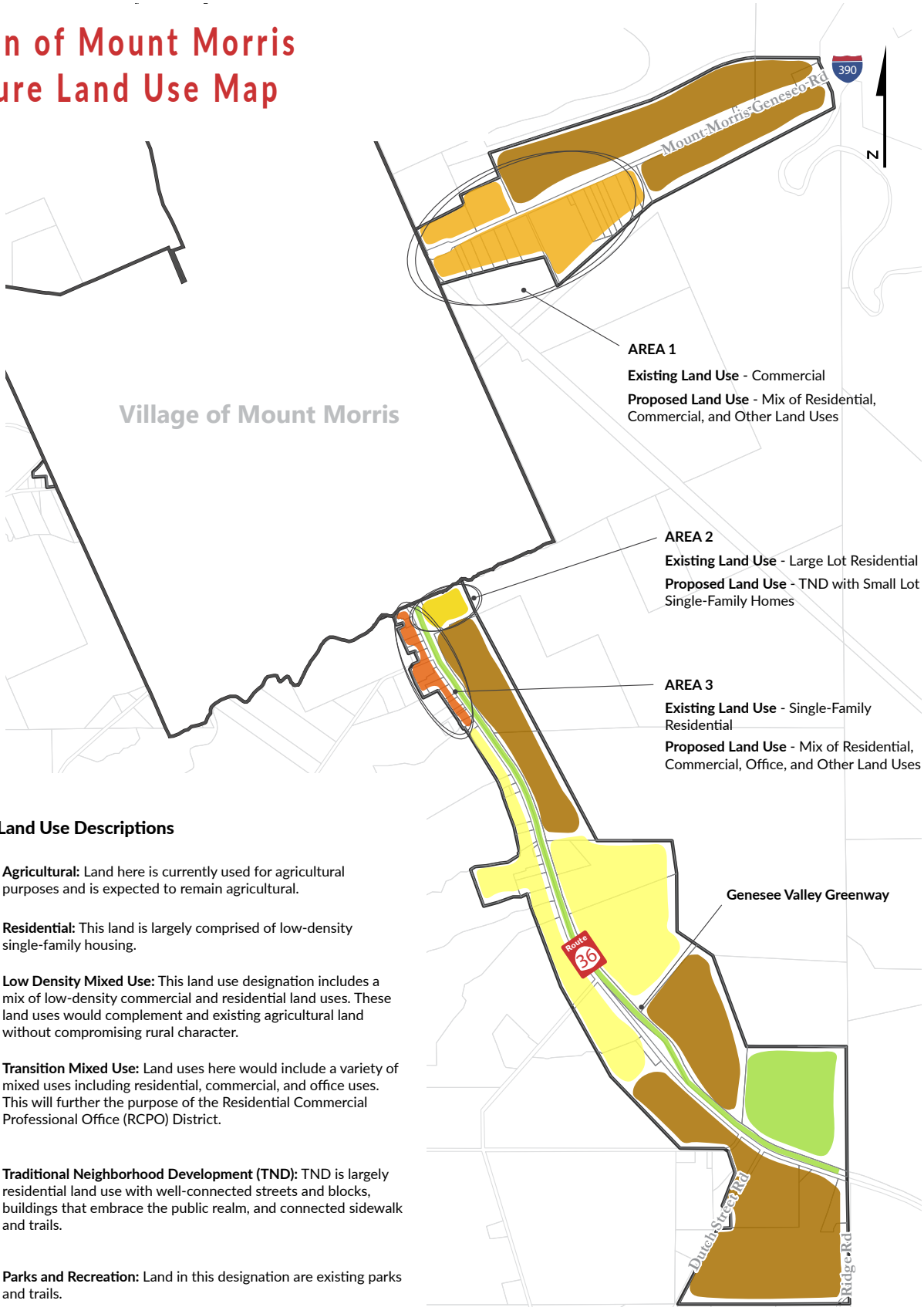
Analysis of the metrics for both target areas makes it clear that future land use should include mixed use and TND in these areas. This will lead to development that leads to fewer trips and a higher walk/bike mode share, leading to a safer and more efficient transportation network.

Future Land Use - Town of Mount Morris

The scenario planning for the two target areas were among the considerations for future land use changes along with one other area. Areas 2 and 3 in Figure 32 represent the two target areas for scenario planning in the Town. Area 1 on the west side of Route 36 should be mixed use. This mixed use district should be horizontal in nature with single-story buildings that are a mix of residential, commercial, and office uses.

Area 1 in Figure 32 is also adjacent to the Village of Mount Morris at its eastern boundary. Land use here is proposed as mixed use that is lower-density and horizontal in nature to help create a strong transition to the Village. Future development in this area should also protect rural character and scenic beauty.

Town of Mount Morris Future Land Use Map



Future Land Use Descriptions

Agricultural: Land here is currently used for agricultural purposes and is expected to remain agricultural.

Residential: This land is largely comprised of low-density single-family housing.

Low Density Mixed Use: This land use designation includes a mix of low-density commercial and residential land uses. These land uses would complement and existing agricultural land without compromising rural character.

Transition Mixed Use: Land uses here would include a variety of mixed uses including residential, commercial, and office uses. This will further the purpose of the Residential Commercial Professional Office (RCPO) District.

Traditional Neighborhood Development (TND): TND is largely residential land use with well-connected streets and blocks, buildings that embrace the public realm, and connected sidewalk and trails.

Parks and Recreation: Land in this designation are existing parks and trails.

Figure 32: Town of Mount Morris Future Land Use

Source: Ingalls Planning & Design

Recommendations - Town of Mount Morris

There are several existing regulatory tools available to the Towns of Mount Morris and Leicester and the Villages of Mount Morris and Leicester. The tools that are most relevant to this study and its recommendations include:

- Town of Mount Morris Zoning Code
- Town of Leicester Zoning Code
- Village of Mount Morris Zoning Code
- Village of Leicester Zoning Code

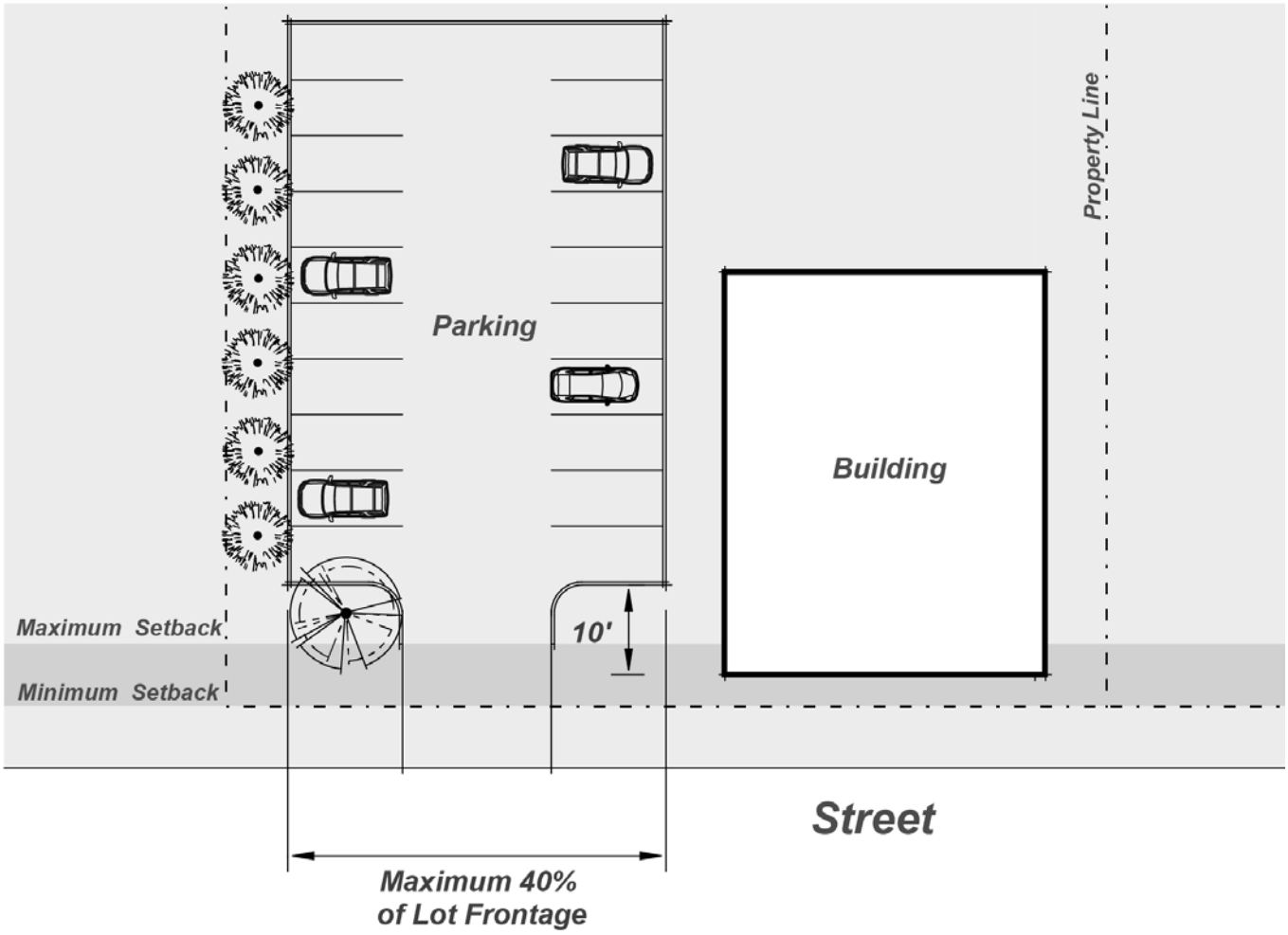
These regulatory tools, particularly zoning districts within the project boundary, should be consistent with and reflective of the corridor vision and goals statements. Additionally, each zoning code should consider and implement future land uses identified in the previous section.

1. Develop Design Standards for the RCPO District

The RCPO District would also benefit from a greater attention to design elements for new development. Establishing design standards for this district will help to create a coherent transition from the Town of Mount Morris into the Village.

The following should be considered for design standards in the RCPO District:

- Building Placement and Orientation
- Facade Composition
- Transparency
- Landscaping and Screening
- Fences and Walls
- Location of Off-Street Parking
- Bicycle Parking



The graphic above helps convey the effect that parking location can have on the pedestrian environment. Rear or side yard parking provides a safer environment for pedestrians, who will not need to cross parking lots or multiple accessways to enter a business.

2. Establish a Traditional Neighborhood Development (TND) District

The Town should identify and formalize a district or boundary for Traditional Neighborhood Development (TND) that would ideally include land identified in the Future Land Use map in Figure 32. This could manifest as a specific zoning district that includes a purpose statement, permitted uses, and additional standards or guidelines that will help guide future development.

Possible guidelines could include:

- Requiring connected interior streets;
- Requiring residential buildings to orient to and embrace the street;
- Installing sidewalk that connects to Route 36 and/or other major streets; and
- Developing connections to the Genesee Valley Greenway State Park and other trails wherever practical.

3. Update the Town of Mount Morris Zoning Code

The Town of Mount Morris recently undertook an update to their comprehensive plan. Zoning code updates should always follow a community-wide planning effort such as a comprehensive plan. State law requires that zoning be based on a comprehensive or master planning effort.

During a zoning code update, land use and regulatory actions that were identified in the comprehensive plan should be incorporated into the code. Additional regulatory actions from this study and other previous plans and studies should also be implemented in a comprehensive zoning update.

The image above shows elements of a TND district. Connected sidewalk, homes that face and embrace the public rights-of-way, and pedestrian-scaled street trees all contribute to make a district that is walkable and well-connected to an existing transportation system.

Scenario Planning - Village of Mount Morris

There are two target areas in the Village of Mount Morris. The first is along East State Street. The project team looked at land in the B-3 District from Mill Street west to the Village boundary. The second target area is along North Main Street. This target area is divided into two different sub-areas. The first is land in the B-3 district between Lackawanna Avenue and Columbus Avenue. The second, smaller area is the large parcel north of Sickles Street.

East State Street Mixed Use

The existing zoning district in this target area is geared more toward big-box commercial development that does not contribute to the downtown fabric of the Village. A buildout scenario under existing zoning regulations would further this type of development with no residential growth.

A mixed use buildout would lead to a higher population and, subsequently, a higher VMT Despite a higher VMT than a buildout scenario under existing zoning, there would be fewer trips per capita under a mixed use buildout. The share of pedestrians an bicyclists would also increase significantly, contributing to a walkable and multimodal environment in the Village.

Metric	Existing Zoning	Mixed Use
Population Change	-2	+109
Dwelling Units	-1	+65
VMT (per capita)	-330	+114
Trips (per capita)	-20	-19
Walk/Bike Mode Share	3.5%	4.6%

North Main Street Mixed Use

Similar to the mixed use buildout scenario for East State Street in Mount Morris, a mixed use buildout for North Main Street would lead to an increase in both population and total dwelling units. One significant difference between a buildout according to existing zoning and a mixed use buildout is the change in population and dwelling units. The existing B-3 District would lead to fewer residential properties than there are currently in the target area and a block of single family homes would not persist if the target area was completely built out under existing zoning regulations. This is a deficiency of the Village's existing code that should be addressed, and Mount Morris should consider a mix of uses in this target area to blend existing residential and commercial properties and promote more cohesion in future land uses.

Metric	Existing Zoning	Mixed Use
Population Change	-51	+69
Dwelling Units	-22	+49
VMT (per capita)	-319	-7
Trips (per capita)	-15	-22
Walk/Bike Mode Share	3.5%	4.7%

Analysis for both of these target areas indicates that the future land use in these areas should prioritize mixed use. In both buildout scenarios, mixed use development leads a higher walk/bike mode share with a similar level of trips per capita despite the higher population. This will help encourage compact development, walkability, and safer and more efficient transportation for all users.

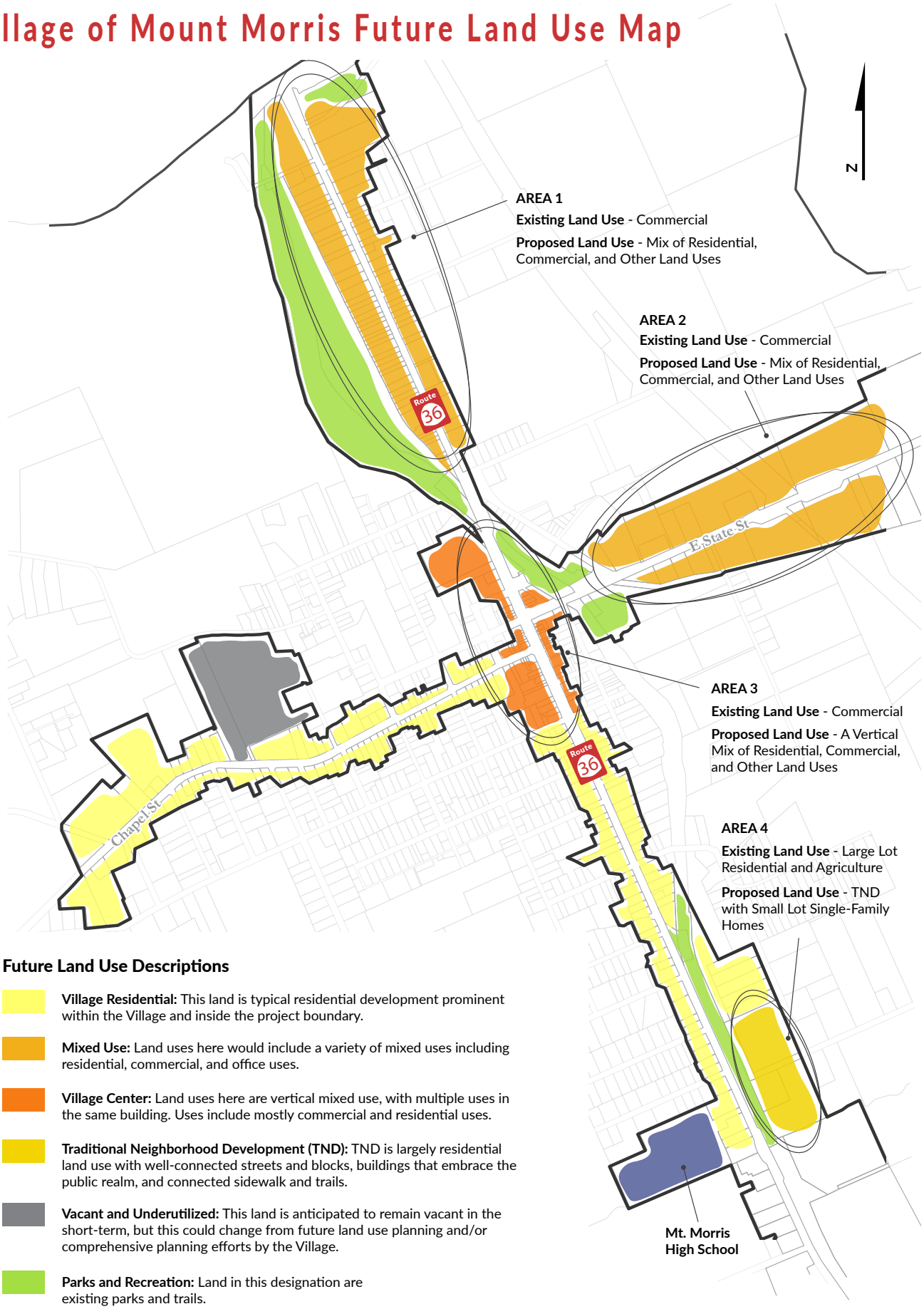
Future Land Use - Village of Mount Morris

Target areas from the scenario planning exercise helped inform future land uses and mixed use districts were included in various future land uses. Land along East State Street and North Main Street in the Village comprise the target areas for buildout scenarios that could benefit from a wider mix of uses.

Existing land use along East State Street is currently auto-oriented commercial uses. Mixed use development will provide a wider variety of permitted uses and would also prioritize a higher level of design and pedestrian-oriented uses.

TND is represented by Area 4 in Figure 33. This would continue from proposed TND south in the Town of Mount Morris. This area would include well-connected streets and create a continuous sidewalk connection from the Town into the Village. Homes in this TND area would orient to the streets and embrace the public realm, particularly along Main Street.

Village of Mount Morris Future Land Use Map



Future Land Use Descriptions

Village Residential: This land is typical residential development prominent within the Village and inside the project boundary.

Mixed Use: Land uses here would include a variety of mixed uses including residential, commercial, and office uses.

Village Center: Land uses here are vertical mixed use, with multiple uses in the same building. Uses include mostly commercial and residential uses.

Traditional Neighborhood Development (TND): TND is largely residential land use with well-connected streets and blocks, buildings that embrace the public realm, and connected sidewalk and trails.

Vacant and Underutilized: This land is anticipated to remain vacant in the short-term, but this could change from future land use planning and/or comprehensive planning efforts by the Village.

Parks and Recreation: Land in this designation are existing parks and trails.

Figure 33: Village of Mount Morris Future Land Use

Source: Ingalls Planning & Design

Recommendations - Village of Mount Morris

4. Establish Mixed Use districts on East State Street and North Main Street

These two target areas, East State Street and North Main Street, were analyzed in the previous section and mixed use development was found to have several advantages over development under existing zoning. The Village of Mount Morris could consider these mixed use districts as part of a larger update to the Village's zoning code.

Mixed use districts should roughly follow the Future Land Use map in Figure 33. These districts should permit a variety of residential, commercial, office, and possibly industrial uses. Care should be given to existing single-family homes on North Main Street and whether these uses should be permitted and included in a future mixed use district.

Additionally, the Village should consider existing light industrial uses in some areas along East State Street and whether industrial uses should be included. These mixed use districts may differ slightly given the different context and existing land use in the two areas.

A mixed use district for either area should include both vertical and horizontal mixed use development with attention paid to design, character, and pedestrian connectivity and comfort.

5. Adopt Design Standards in Commercial and Mixed Use Districts

The Village should consider design standards that can guide development that is appropriate and desired for commercial and mixed use districts. These should include standards for building facades as well as site, parking, and streetscape standards.

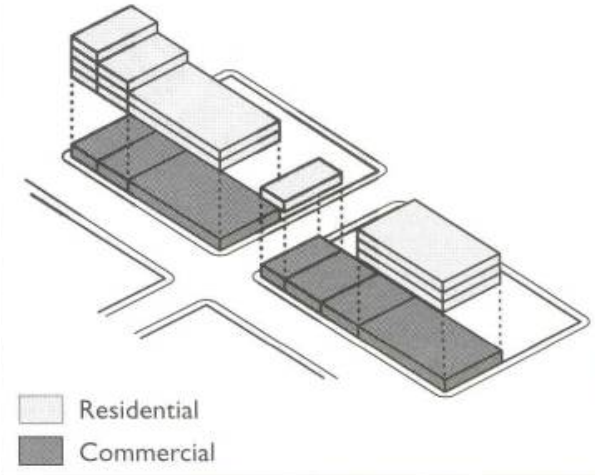
Facade Standards

Livingston County has prepared design guidelines for the Village of Mount Morris that address a variety of facade features including guidelines for building materials, storefront windows and doors, upper floor windows, signage, lighting, awnings, color, and detailing. The Village should consider adopting these existing facade guidelines.

Site, Parking and Streetscape Standards

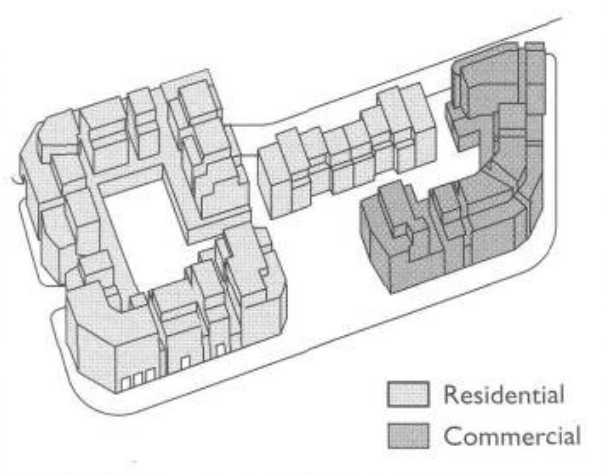
The Village should also consider other standards that address a building's relationship to the site as well as the public realm. These should include building placement and orientation, location of off-street parking, landscaping and screening, and others.

The Livingston County Downtown Enhancement Program should be considered as a resource for the adoption and/or development of design standards.



Vertical Mixed Use:

Vertical mixed use development includes a variety of uses together in buildings, i.e. the first floor of a building could be a retail/commercial use while the second and third floors could be office/residential uses. Vertical mixed use is more appropriate for urban centers and areas that already contain an existing level of density.



Horizontal Mixed Use:

Horizontal mixed use includes buildings that are single-use, but are on the same site or adjacent to different uses. In this way, development is not limited to a small list of uses an residential, commercial, office, and other uses can blend together on larger sites. Horizontal mixed use is more appropriate for suburban edges and transition areas into urban centers.

6. Update the Village of Mount Morris Comprehensive Plan

This study has identified a need for an update to the Village's comprehensive plan. The Village's most recent full comprehensive plan update was in 1997, and much has changed in the intervening years.

The scenario planning and future land use exercise revealed a need for broader community-wide planning and a need for visioning regarding existing land use in the Village. Identified areas of future land use also sparked discussion about other areas of the Village where future land use would be beneficial.

Additional discussions concerning a need to focus on future economic development, downtown businesses, and housing also support the need for a new comprehensive plan.

7. Update the Village of Mount Morris Zoning Code

Zoning code updates should always follow community-wide planning efforts. State law requires that zoning be based on a comprehensive or master planning effort. Comprehensive plans often result in specific regulatory recommendations that necessitate changes in zoning, The Village should seek to pursue a comprehensive zoning update after updating their comprehensive plan.

This zoning update should incorporate all land use and regulatory actions from a comprehensive plan update as well as similar actions from other recent plans and studies, including recommendations from this study.

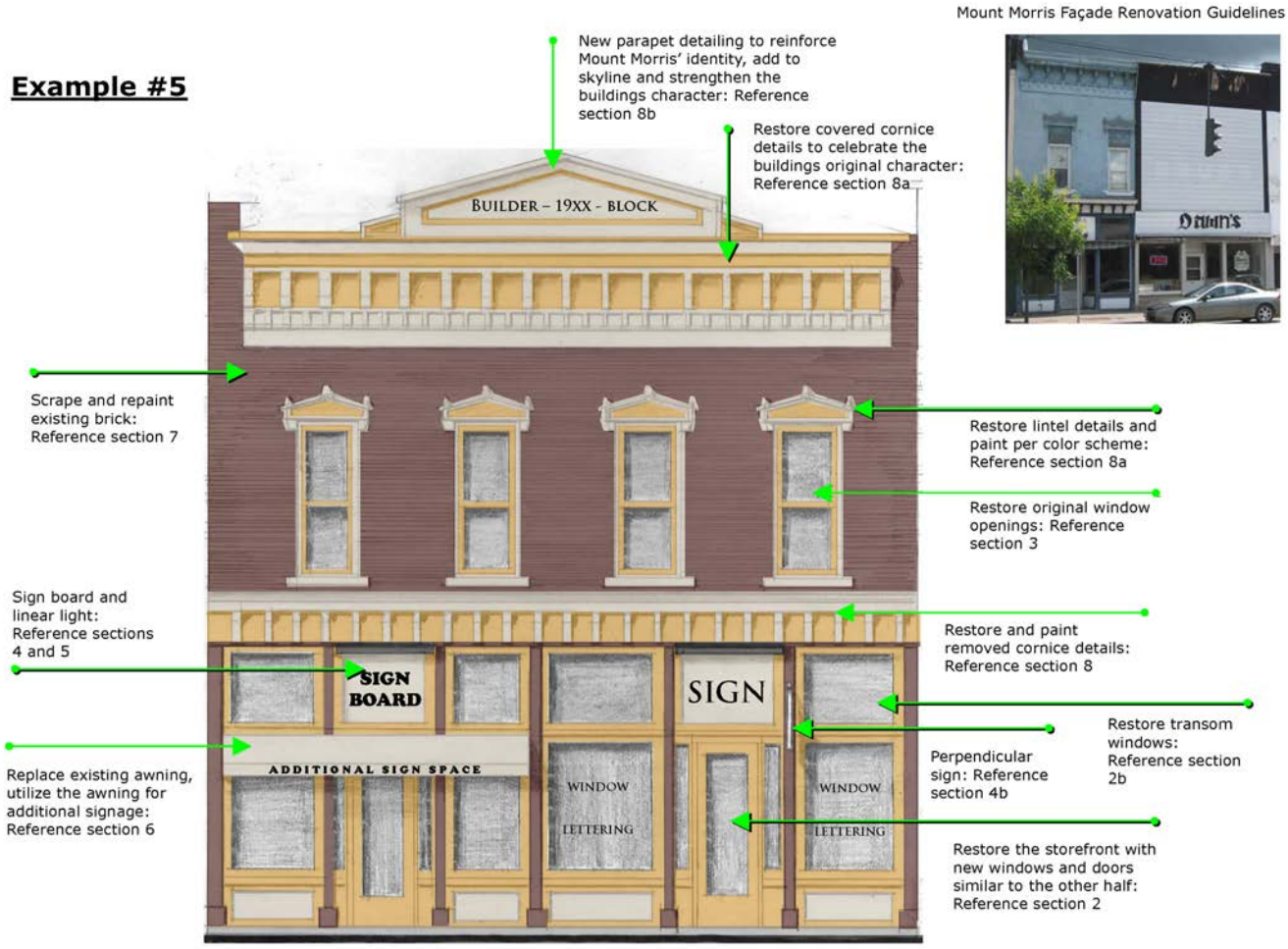


Figure 34: Village of Mount Morris Facade Guidelines

Source: in.site:: architecture

Scenario Planning - Town of Leicester

There is one target area in the town of Leicester located in the Hamlet of Cuylerville. The target area comprises properties in the Hamlet's commercial district on both sides of US Route 20-A.

Mixed Use in Cuylerville - US Route 20A

Much of the land in Cuylerville area is residential, with a few commercial uses along US 20A in the Hamlet. An existing zoning buildout scenario looked at the B-1 district and compared that with a mixed use buildout scenario.

The B-1 district permits various commercial land uses. An existing zoning buildout was applied to properties on both sides of US Route 20A in the Hamlet area. A mix of commercial uses were included in the buildout as well as existing dimensional requirements for the B-1 district. A more flexible mixed use district was also applied as a second buildout scenario, permitting a variety of mixed uses and development that is appropriately-scaled for a Hamlet center.

The table below includes all metrics that were compared between two buildout scenarios - one under the existing zoning regulations and one under mixed use regulations.

A mixed use buildout would lead to a decrease in VMT and an increase in walk/bike mode share. Dense development in the Hamlet area would be the likely determining factor for these metrics, and would also help contribute to a walkable and bikeable community.

Metric	Existing Zoning	Mixed Use
Population Change	-37	-2
Dwelling Units	-9	+10
VMT (per capita)	+131	-57
Trips (per capita)	+5	-3
Walk/Bike Mode Share	5.2%	5.6%

Buildout Analysis for the Hamlet area indicates that the future land use in these areas should prioritize mixed use. Mixed use development in the Hamlet would lead to lower VMT, fewer overall trips, and a higher walk/bike mode share. These conditions will help cultivate a walkable environment that is and safer for all users.

Future Land Use - Town of Leicester

Scenario planning helped to inform the future land uses shown in the map in Figure 35. Mixed use development was prioritized in the Hamlet of Cuylerville based on analysis from the buildout scenario.

Future land use in the Hamlet of Cuylerville is represented by Area 1 in Figure 35. This was also a target area for scenario planning in the Town, detailed earlier. Mixed use in Cuylerville should include both commercial and residential land uses, and should consider vertical mixed use similar to mixed use districts in a village center or downtown.

Proposed land use changes in the Town of Leicester also include clustered residential development. Clustered residential development would include small residential lot sizes, existing and future trail connections, and a significant emphasis on the preservation and protection of open space. Clustered residential development is represented by Area 2 in Figure 35. This area includes larger parcels that are currently single-family residential homes or vacant or under-utilized land. There is additional land outside of this project's boundary that may also be suitable for clustered residential development. This area could be well-suited to cluster residential development given the amount of existing vacant and under-utilized land and the nearby open space and agricultural land.

Town of Leicester Future Land Use Map

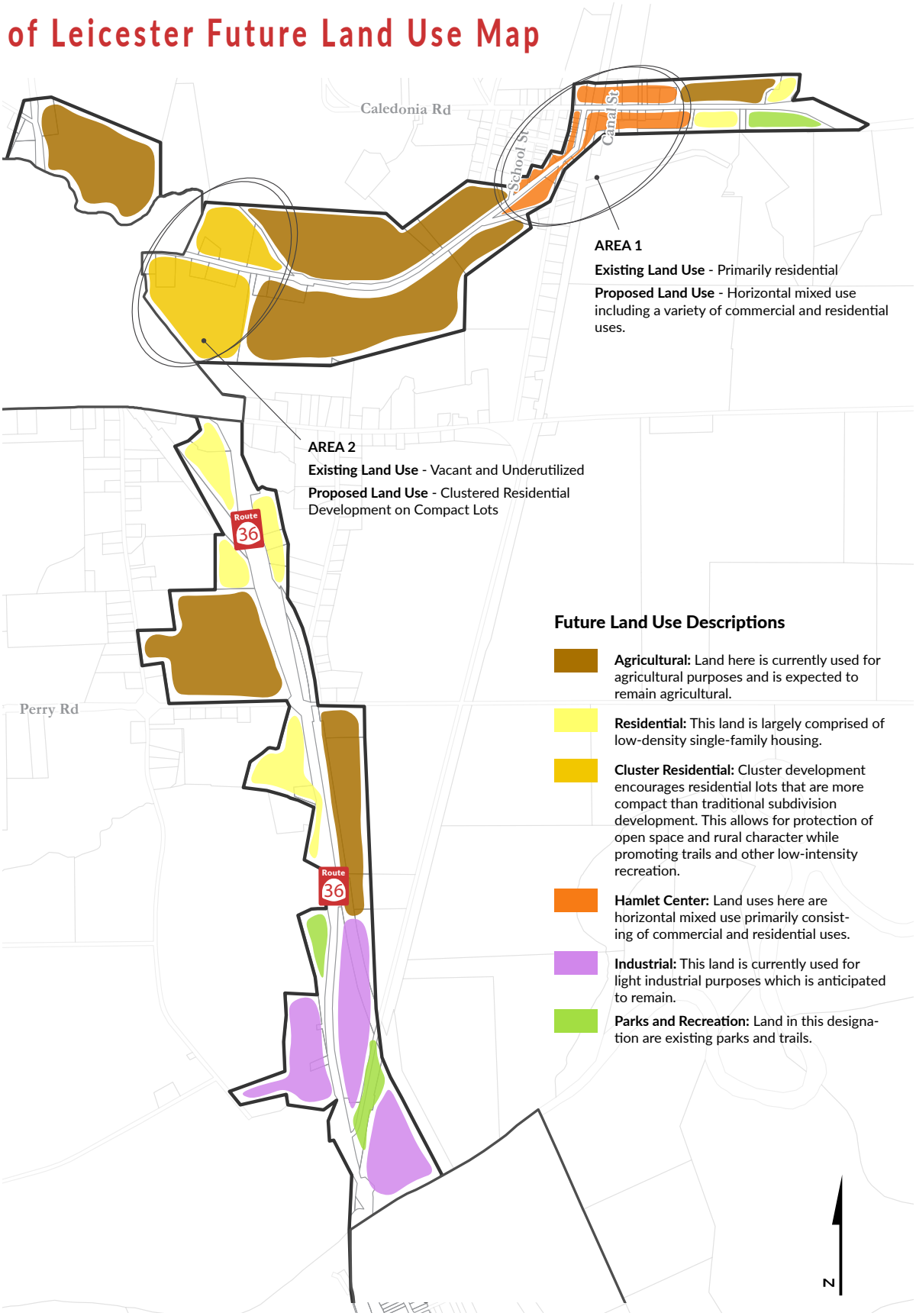


Figure 35: Town of Leicester Future Land Use

Source: Ingalls Planning & Design

Recommendations - Town of Leicester

8. Establish a Mixed Use District and Design Standards for the Hamlet of Cuylerville

The Hamlet was included as a target area in the previous section. Mixed use development was analyzed for Cuylerville and identified as a future land use. Leicester could establish a mixed use district in the Hamlet as part of a larger update to the Town's zoning code.

A mixed use district in the Hamlet should approximate the Future Land Use map in Figure 35. This district should permit a variety of residential and commercial uses.

In addition to permitting more flexibility in land uses for a mixed use district, the Town should also consider adopting design guidelines that address building placement and orientation, location of off-street parking, landscaping and screening, building entrances, and others.

Mixed use development in the Hamlet should consist of primarily vertical mixed use that engages the street and contributes to a walkable environment.

9. Permit Clustered Residential Development

Cluster development refers to residential development wherein the layout and configuration of lots, buildings, roads, utilities, parks, landscaping, and other features are designed to preserve the natural and scenic qualities of existing land and open space.

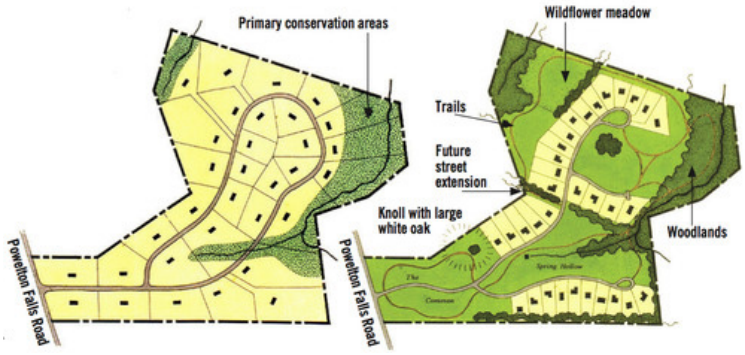
The Town should pursue cluster development for land identified in the Future Land Use map in Figure 35.

Cluster development or conservation development can help the Town encourage residential growth in an area that is adjacent to the Village of Leicester without compromising existing agricultural land and open space. In fact, well-designed cluster development can include passive trail connections that help people better engage with the natural landscape.

The Town should consider developing standards for cluster residential development that may include:

- Minimum acreage for a cluster development;
- Minimum lot size for compact residential development;
- Minimum habitable floor area; and
- Minimum yard setbacks.

These standards should also determine a desired density for a cluster development. This should include identifying a desirable number of minimum dwelling units and could also include a desired maximum.



10. Update the Town of Leicester Comprehensive Plan

This study has identified a need for an update to the Town's comprehensive plan. This study's previous sections, including the existing conditions assessment and scenario planning and future land use, revealed a need for broader community-wide planning. Discussions during future land use planning extended to land and areas outside this project's boundary, indicating a broader need for community land use and comprehensive planning.

A comprehensive plan update for the Town of Leicester should consider issues and opportunities related to land use, coordinating with proposed zoning updates, solar development, and addressing any additional regulatory needs.

The existing access point to the Genesee Valley Greenway Trail in Cuylerville is an important asset for the Town that should be considered appropriately in an update to the comprehensive plan.

11. Update the Town of Leicester Zoning Code

The Town of Leicester should seek to pursue a comprehensive zoning update after updating their comprehensive plan. This zoning update should incorporate all proposed zoning actions from a comprehensive plan update as well as similar actions from other recent plans and studies, including recommendations from this study.

Scenario Planning - Village of Leicester

There is one target area in the Village of Leicester which is along Main Street in the Village of Leicester. This target area is west of the railroad tracks in the Village's commercial district.

Main Street Mixed Use

The target area for scenario planning in the Village of Leicester includes the Commercial (C) district, which permits various commercial land uses.

An existing zoning buildout was applied to commercial properties west of the railroad tracks. A mix of commercial uses were included in the buildout as well as existing dimensional requirements for the B-1 district. A more flexible mixed use district was also applied as a second buildout scenario, permitting a variety of mixed uses and development that is appropriately-scaled for a Village center.

The table below includes all metrics that were compared between two buildout scenarios - one under the existing zoning regulations and one under mixed use regulations.

A mixed use buildout would lead to a significant increase in population as residential uses are not currently permitted in the C district. Dense development in the Village center would also lead to fewer trips and a higher walk/bike mode share.

Metric	Existing Zoning	Mixed Use
Population Change	-19	+77
Dwelling Units	-8	+49
VMT (per capita)	-133	+282
Trips (per capita)	-8	-10
Walk/Bike Mode Share	4.3%	5.0%

The buildout analysis performed during scenario planning indicates that mixed use development in the Village would lead to improved transportation conditions, especially for bicyclists and pedestrians. The increase in walk/bike mode share combined with an increased population will help create a more compact community, which will help lead to calmer traffic and safer conditions for vulnerable users including pedestrians and bicyclists.

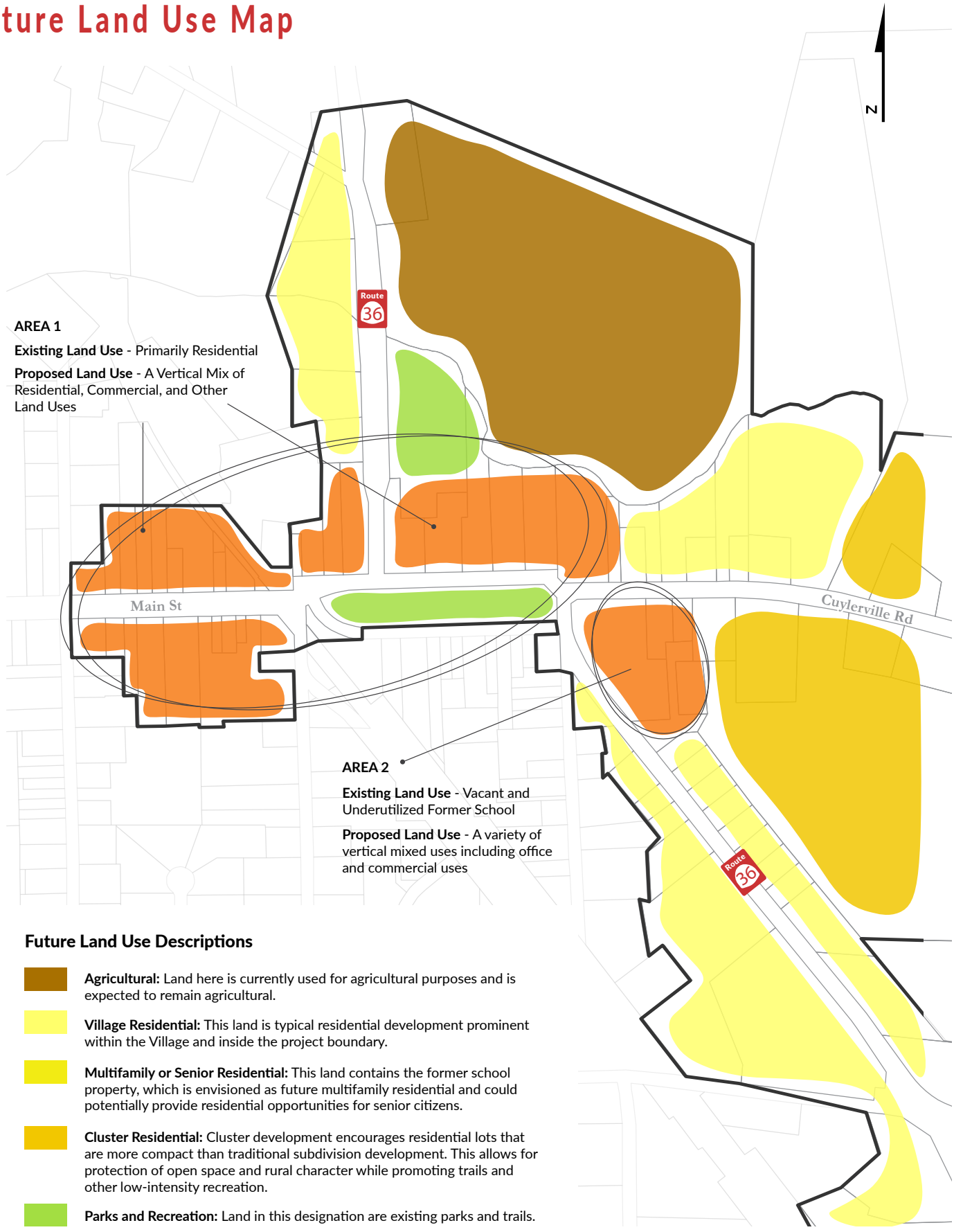
Future Land Use - Village of Leicester

Scenario planning helped to inform the future land uses shown in the map in Figure 36. Mixed use development was prioritized in the Village of Leicester in the target area west of Main Street. Consequently, the proposed land use changes in the Village of Leicester include mixed use development in the Village center along Main Street.

Area 1 in Figure 36 includes the land west of the railroad, but also includes land on the north side of Main Street across from the Village Park. Most of the existing commercial land uses in the Village are located west of the railroad along Main Street. There is potential to encourage more mixed use development in and near the Village center, particularly near the Village Park.

Area 2 contains the former school property at the intersection of Route 36 and Main Street. This property is currently under-utilized and could provide flexibility for a variety of uses in the future including office and commercial space.

Village of Leicester
Future Land Use Map



Future Land Use Descriptions

Agricultural: Land here is currently used for agricultural purposes and is expected to remain agricultural.

Village Residential: This land is typical residential development prominent within the Village and inside the project boundary.

Multifamily or Senior Residential: This land contains the former school property, which is envisioned as future multifamily residential and could potentially provide residential opportunities for senior citizens.

Cluster Residential: Cluster development encourages residential lots that are more compact than traditional subdivision development. This allows for protection of open space and rural character while promoting trails and other low-intensity recreation.

Parks and Recreation: Land in this designation are existing parks and trails.

Figure 36: Village of Leicester Future Land Use

Source: Ingalls Planning & Design

12. Adopt Design Guidelines for Commercial and Mixed Use Districts

The Village should consider design standards that can guide development that is appropriate and desired for commercial and mixed use districts. These should include standards for building facades as well as site, parking, and streetscape standards.

Facade Standards

Livingston County has prepared design guidelines for the Village of Leicester that address a variety of facade features including guidelines for building materials, storefront windows and doors, upper floor windows, signage, lighting, awnings, color, and detailing. These guidelines also include strategies for better engaging Leicester's Village Park including awnings, signs, seating, and other physical elements that interact with the public space. The Village should consider adopting these existing facade guidelines.

Site, Parking and Streetscape Standards

The Village should also consider other standards that address a building's relationship to the site as well as the public realm. These should include building placement and orientation, location of off-street parking, landscaping and screening, and others.

The Livingston County Downtown Enhancement Program should be considered as a resource for the adoption and/or development of design standards.

13. Establish a Mixed Use District along Main Street in the Village

Main Street was included as a target area for scenario planning and in future land use considerations in the previous section. Mixed use development was identified as a future land use for land along Main Street in the Village. The Village of Leicester could establish a mixed use district along Main Street as part of a larger update to the Village's zoning code.

This mixed use district should roughly follow the Future Land Use map in Figure 36 and should include the existing Commercial District, land along the north side of Main Street across from the Village Park, and the former school property near the intersection of Route 36 and US 20A.

This district should permit a variety of residential, commercial, and office uses. Care should be given to existing single-family homes on th north side of Main Street and whether these uses should be permitted and included in a future mixed use district. Leicester should also consider possible redevelopment ideas that have been proposed for the former school property when developing this mixed use district.

This is an example of traditional mixed use development in an urban setting that would be appropriate for the Village of Leicester.

14. Update the Village of Leicester Comprehensive Plan

This study has identified a need for an update to the Village's comprehensive plan. This study's previous sections, including the existing conditions assessment and scenario planning and future land use, revealed a need for broader community-wide planning. Several areas outside this project's boundary were discussed during future land use planning, indicating a broader need for land use and comprehensive planning.

Additionally, this project led to discussions concerning economic development and housing needs for the Village of Leicester. Both of these topics would be better considered and analyzed in a comprehensive plan update.

A comprehensive plan update for the Village of Leicester should consider issues and opportunities related to land use, housing, economic development, and other needs.

15. Update the Village of Leicester Zoning Code

The Village of Leicester should seek to pursue a comprehensive zoning update after updating their comprehensive plan. This zoning update should incorporate all proposed zoning actions from a comprehensive plan update as well as similar actions from other recent plans and studies, including recommendations from this study.

16. Amend Dimensional Regulations for Properties with Corridor Frontage

Some of the existing zoning districts within the project boundary should adjust existing dimensional regulations to improve transition areas between Towns and Villages and to better accommodate future development that aligns with the corridor vision and goals.

Dimensional regulations for properties with corridor frontage should:

- Reduce setbacks for Town districts that are adjacent to Villages;
- Reduce minimum lot sizes to encourage denser development along the corridor, particularly in transition areas;
- Reduce or remove minimum parking requirements for districts or properties fronting the corridor; and
- Relax maximum lot coverage requirements to allow for denser development in transition areas.

17. Encourage Shared Parking Agreements

Shared parking agreements could further help to improve transition areas by possibly reducing the amount of paved lots and parking areas. Complementary land uses that could share parking - e.g. a restaurant and an office building - should be encouraged to do so. The four municipalities should consider developing a simple agreement form that can be used by interested property and business owners.

18. Develop Design Guidelines That Protect the Scenic Beauty of the Corridor

The scenic and rural character of the Route 36 corridor is an important element to achieving the corridor's vision and goals. Both the Towns of Mount Morris and Leicester should consider general guidelines that can assist site planning and design with a general goal of protecting and preserving the scenic and rural beauty of the corridor.

Guidelines could include the following objectives:

- Protecting farmland and other agricultural features;
- Protecting large areas of contiguous open space including woodlands, meadows, and fields;
- Designing with nature during site layout to minimize disturbance to natural features;
- Designing roadways to account for the natural context of the surrounding area; and
- Protecting the visual quality and viewsheds.

Transportation, Circulation, and Safety

The organization of the transportation circulation and safety recommendations section begins at the southern end of the study area and moves northward. This starts in the Town of Mount Morris, continues throughout the Village of Mount Morris, into the Town of Leicester, followed by the Village of Leicester, and ends in the Hamlet of Cuylerville.

Town of Mount Morris

19. Install Centerline Rumble Strips

Beginning at the southerly study limits, centerline rumble strips should be installed along Route 36. Designated as a proven safety countermeasure by the Federal Highway Administration (FHWA) and the NYSDOT, centerline rumble strips—such as the ones shown in the image below and installed along Route 408— provide a audible and tactile queue to drivers that they have left their travel lane. These milled elements can reduce head-on, opposite-direction, and sideswipe crashes caused by distracted, drowsy, or otherwise inattentive drivers. For visual enhancement, pavement markings can be placed over the rumble strip to increase pavement visibility during wet, nighttime conditions.

Centerline rumble strips

20. Continue to Advance Access Management Planning Language

In both the Town and Village of Mount Morris, as development and redevelopment occurs along the corridors of Route 36 and Route 408, ensure that sites adhere to Access Management principles, such as those described in the Route 408 LUAMP.

The objectives of Access Management include:

- Minimize the number of access locations and reduce conflict points.
- Increase access spacing.
- Provide greater accessibility and connections for all users.
- Manage intersection control.
- Provide language in local codes that support implementation of access management techniques and strategies.
- Accommodate pedestrians and bicyclists through safer and accessible facilities and reduced conflict points.
- Support economic growth and viability.

Such topics include minimizing the number of access points to a single site, develop cross-access roads between properties (e.g., front or rear-access), provide minimum corner clearances from existing intersections, ensure adequate driveway spacing, and require adequate pedestrian facilities.

Access management strategies should be further considered during comprehensive plan and zoning code updates for all municipalities.

Village of Mount Morris

21. Use of In-Street Yield to Pedestrian Signs

It is common to find the Route 408 sign to be placed within the roadway well in advance of the Sullivan Street crosswalk (shown in the following image). These visually enhancing signs should be placed directly at unsignalized intersection crosswalks. Along Route 36, these signs are found at the crosswalks. These signs can increase driver compliance at crosswalks when used with other enhanced features, such as pedestrian warning signage.

Incorrect signage location

22. Restripe Centerlines - Review Passing Zones Within Village Limits

Both the community and steering committee have described their feelings towards allowing drivers to pass one another within Village limits along Route 36. Notably, the northerly and southerly Village limits function as transition zones into the heart of the village center. Drivers will increase their speeds to pass a slower moving vehicle in these zones, despite the 30 mph posted limit and frequency of driveways or other side streets. It is a desire of the community to review how these passing zones function and identify potential improvements.

23. Consider Marking Shoulder Space as Bike Lanes

Currently the shoulder space along Route 36 is five feet in width and can function as a space for bicyclists to ride. The minimum width needed for a bike lane is five feet in settings such as the Village of Mount Morris. Paved shoulders may be used by motorists to make temporary stops, such as deliveries. Bike lanes are more indicative of urban environments, provides a dedicated space for bicyclists and can attract new riders, and provides additional cues to drivers that they should expect bicyclists. However, there are implications to marking shoulders as bike lanes, such as requiring routine maintenance to ensure a clean riding lane and enforcement considerations. Once a bike lane is marked, drivers are restricted from entering it.

Route 36 is under the jurisdiction of the New York State Department of Transportation (NYSDOT). This recommendation is conceptual in nature. It would require additional technical study and analysis, and is subject to additional review and approvals, by the NYSDOT before advancing to design development and/or implementation stages. In the future, if the shoulder space is designated as a bike lane, appropriate signage and pavement markings must be installed, as shown below.

Existing crosswalk striping

Proposed crosswalk striping

Enhanced crosswalk striping in Auburn, NY

24. Enhance/Replace Existing Stamped Crosswalks

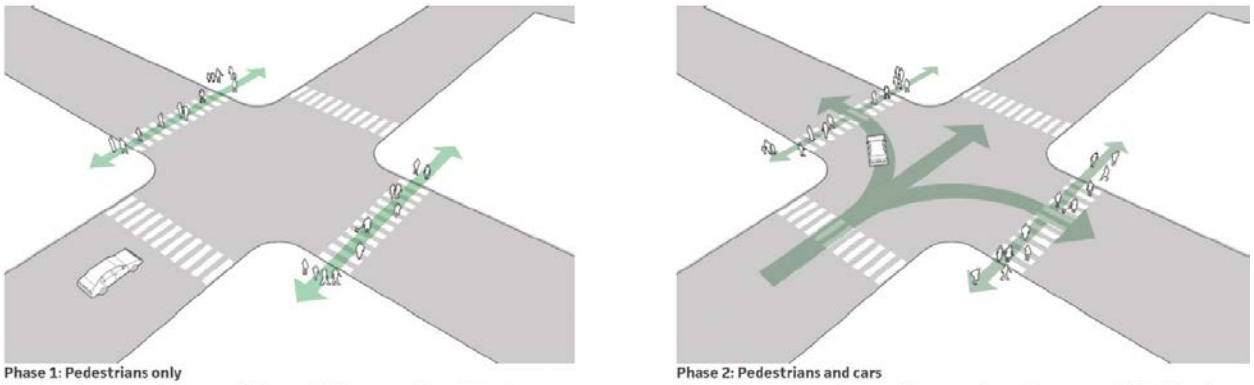
Along Route 36 (between Trumbull Street/ O'Connor Avenue to Murray Street) and Route 408 (between Route 36 to Genesee Street), the existing crosswalks are colored and have a stamped brick pattern. Both the community and NYSDOT have noted visibility challenges these crosswalks present during wet and/or nighttime conditions. Additionally, the crosswalks are faded due to the volume of traffic, especially heavy trucks, that travel over them each day.

The existing crosswalks should be upgraded to a high viability design, such as the NYSDOT's LS type crosswalk design, as proposed above. This pattern increases the visibility of pedestrians during wet and nighttime conditions for drivers and can still be colored between the stripes (see Auburn, NY).

The Livingston County Wayfinding Strategy Plan talks about pedestrian access and safety, specifically, crosswalks and curb ramps within the Village setting. The Village should refer to both plans during streetscape improvements.

25. Install Leading Pedestrian Interval at Route 36/Route 408

A Leading Pedestrian Interval (LPI) is a timing modification that gives pedestrians a minimum three to seven second head start crossing the intersection prior to the concurrent vehicle movement receiving their green phase. Upon the green indication for vehicles, drivers must yield to pedestrians within the crosswalk; however, the pedestrian is intended to be in a more visible location versus starting their trip at the curb ramp. "LPIs have been shown to reduce pedestrian vehicle collisions as much as 60% at treated intersections (NACTO)." Over a 10 year period, three pedestrian crashes occurred while a pedestrian was crossing with the signal. The images below illustrates the process of the LPI.



Phase 1: Pedestrians only
Pedestrians are given a minimum 3–7 second head start entering the intersection.

Phase 2: Pedestrians and cars
Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

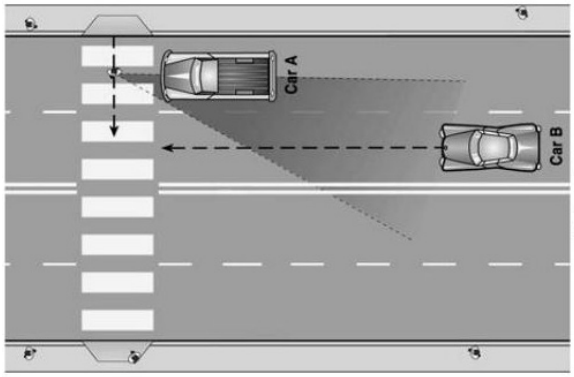
Leading Pedestrian Interval Phasing

26. Reduce Westbound Right-Turn Lane Length at Route 36/Route 408 Intersection, Increase Westbound Left-Turn Length.

Currently, the right-turn lane is approximately 460 feet in length. Genesee Valley Greenway State Park trail users must cross four lanes of traffic, including the right-turn lane for; a crossing that is 56 feet in length. The right-turn lane should be reduced in length to shorten the crossing distance to approximately 38 feet in length. At the same time, the left-turn lane should be lengthened by restriping the existing hatched area that backs up to the eastbound left-turn at Mill Street. This restriping provide more storage for left-turning drivers at Route 36 and reduce the chance that drivers turning right-onto Route 36 will be adversely impacted by queuing from the traffic signal.

Figure 37: Shortened Right-Turn Lane at Route 36/Route 408 intersection

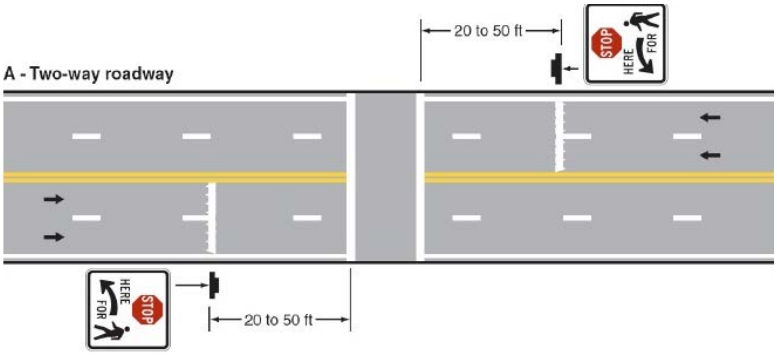
27. Restripe Route 36 between Hopkins Street to Chapel Street from Four Lanes to Three Lanes



Currently, the segment of Route 36 is four lanes across with parking on both sides. The curb-to-curb width is 68 feet, including two nine-foot parking lanes. The crosswalks at Lake Street and Murray Street are approximately 56 feet in length. It is noted that the crossing locations have curb extensions which increase pedestrian visibility and reduce crossing distances.

Pedestrians have a wide range of walking speeds depending on age and health. Generally, a speed of 3.5 feet per second is considered acceptable, unless localized conditions dictate a slower speed. In this case, it will take a pedestrian 16 seconds to cross Route 36 and will be exposed to two lanes of oncoming traffic in each direction.

The project team performed a speed study in the general area and found speeds were approximately 30 mph, on average, with 85% of drivers traveling at 35 mph or less. The community has noted and this study observed a couple key points:



Sample signing and pavement marking plan for advance yield/stop lines

- Once a northbound driver enters the four-lane section, they will use either lane to pass a slower moving vehicle.
- Having multiple oncoming lanes of traffic requires drivers in both lanes to yield to pedestrians in a crosswalk. The potential for crashes is referred to a multiple threat crash, as shown below. Car A stops for the pedestrian, but the driver of Car B does not resulting in a potential crash.

Therefore, restriping this segment of Route 36 can provide several benefits:

- Reduce crossing exposure
- Reduce vehicle speeds
- Promote Complete Streets
- Create space for bicyclists to use
- Reduce total crashes

The existing and proposed illustrations are shown on the following page. Should restriping not occur, then advance yield lines are recommended in advance of the crosswalks to indicate where vehicles are required to stop or yield in compliance with pedestrians crossing the street.

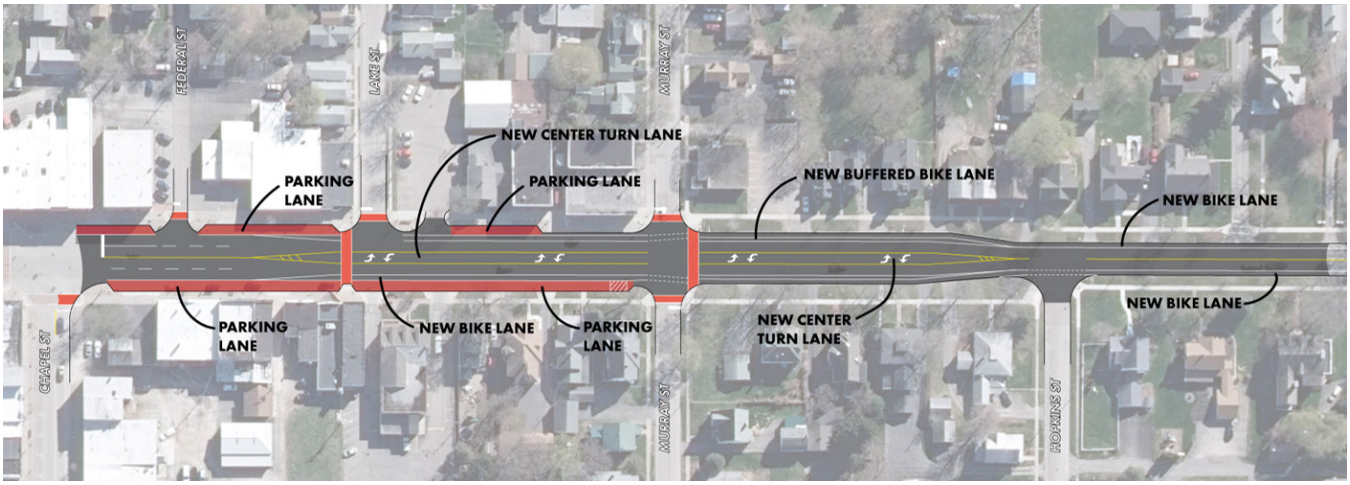


Figure 38: Route 36 Restriping Plan

Main Street Restriping Plan

Below is a conceptual graphic 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. 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.

Intersection of Main Street and Murray Street - Looking North


Existing
NY-36

Town of Leicester

28. Install Roundabout at Park Road/River Road

Letchworth State Park is a local, regional, and national destination. With the Park attracting almost one million visitors each year, it is a destination worth promoting whenever and wherever possible. This plan proposes reconstructing the intersection of Park Road with a roundabout while aligning River Road creating a gateway and speed management solution.

Roundabouts, by and large, can improve intersection operations and safety conditions. At intersections with speed related crashes, roundabouts seek to slow approach speeds, reduce the number of potential conflict points (when compared to a conventional intersection), reduce the severity of potential crashes, enhance pedestrian crossing opportunities, and function as a gateway treatment.

Roundabouts can be designed in a way to act as significant gateway features. A roundabout here would serve as a more prominent entrance to Letchworth State Park, while also tying into a specific sense of place in the Route 36 region. Public art components could add uniqueness while providing a link to the area's history, culture, and recreation. In this case, a roundabout could add grandiosity and artistic beauty that reflects the corridor's vision. Deciduous and native trees should also be planted in open green space to provide an aesthetically pleasing landscape and additional enclosure for increased pedestrian comfort. Figure 40 on the opposite page conveys streetscape elements that would enhance a roundabout at this location.

Although roundabouts have a high up front cost (up to $2-3 million), there are intrinsic benefits when compared to conventional intersections, and in this case, that speak to the vision of the corridor.

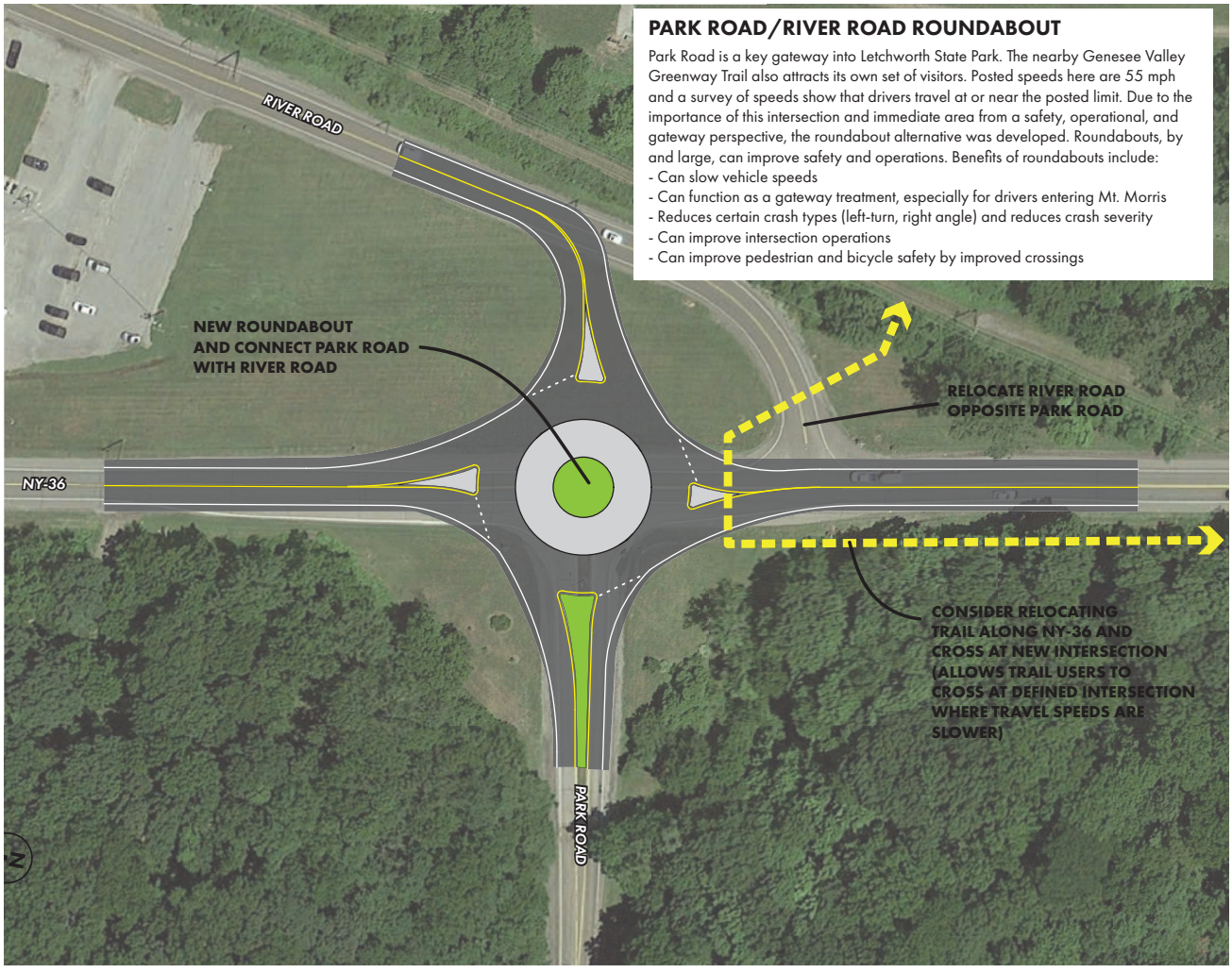


Figure 39: Park Road/River Road Roundabout

PARK ROAD ROUNDABOUT STREETSCAPE CONCEPT

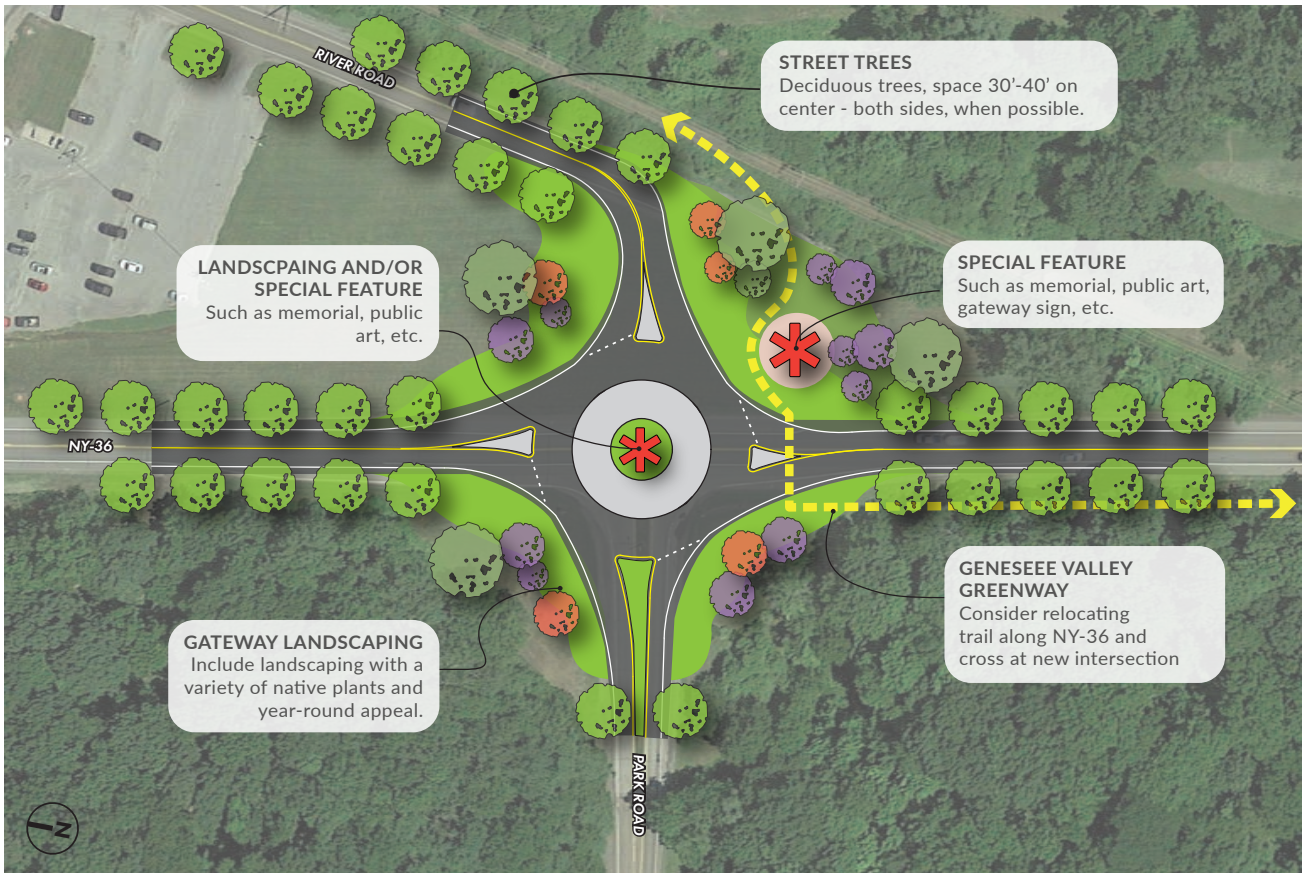
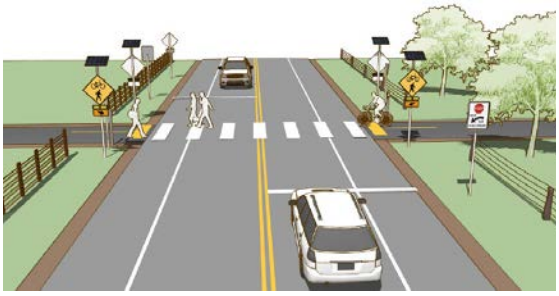


Figure 40: Park Road Roundabout Streetscape Concept

PRIORITY Project

29. Enhance Existing Genesee Valley Greenway Trail Crossing

It was clear after feedback from the community that the existing trail crossing should be visually enhanced. Should the existing trail crossing remain at its location, then enhancements should be made to elevate the visibility of trail users. Aside from the existing pedestrian crossing warning signage, there are no other visual cues that tell an oncoming driver that they should expect a pedestrian.



Example enhancements of existing trail crossing: FHWA and RRFB (top), Ayrault Road, Perinton (bottom)

Enhancements include colorized pavement markings in addition to the high-visibility markings seen today, concrete landing areas on the sides of the road at the pavement's edge, or gate assemblies that restrict motorized access. Further, the sign assembly may be upgraded with rectangular rapid flashing beacons (RRFB) which provide a lighted indication to oncoming drivers, when activated by a pedestrian, that they should expect someone to cross. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

Roundabout at Park Road/River Road

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.

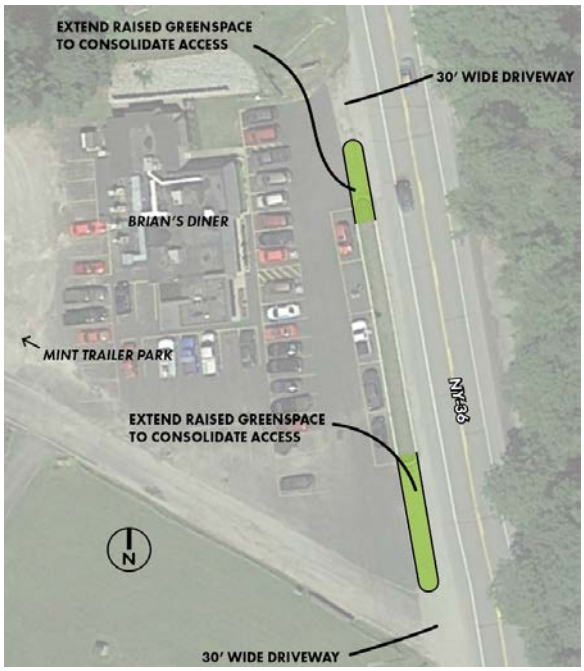
Park Road Roundabout Looking North

Park Road Roundabout
Looking South

30. Consolidate Access at Mint Trailer Park and Brian's USA Diner

Based upon a review of crashes at this location and feedback from the community, this location poses challenges for drivers entering these two destinations. There is a lack of defined driveway access to either place of interest which can create confusion for drivers traveling behind someone turning off of Route 36.

The existing green space in front of Brian's USA Diner should be extended on both sides to improve definition and consolidate access.



Extend green space at Brian's USA Diner

31. Redesign Intersection of Route 36 and Perry Road

From the start of the study, Route 36/Perry Road was mentioned as a priority intersection given its frequent use and crash history. Three alternatives were developed to address safety concerns and operations.

Alternative 1 - Full Length Left-Turn Lanes:

This alternative proposes installing northbound and southbound left-turn lanes approaching Perry Road (Figure 41). Upon review of historical crash data, a survey of travel speeds, and observations of vehicular turning movements, drivers approaching the intersection from the south would benefit from a left turn treatment. The embankment south of the intersection and contiguous along NY-36 serve as design constraints for installing a standard left-turn treatment in the northbound direction. However, this alternative proposes installing a standard northbound left-turn treatment which will require widening NY-36 and will extend beyond the guiderails. It is strongly recommended that advance intersection warning signage be enhanced with advisory speed plaques with a posted speed of 35 mph. The southbound left-turn treatment can be fully constructed as there are few physical constraints restricting its design.

Alternative 2 - Reduced Length Left-Turn Lanes:

This alternative proposes installing northbound and southbound left-turn lanes approaching Perry Road (Figure 42). The embankment south of the intersection and contiguous guiderails along NY-36 serve as design constraints for installing a standard left-turn treatment in the northbound direction. Therefore, this alternative suggests a modified treatment that does not require road widening. It is strongly recommended that advance intersection warning signage be enhanced with advisory speed plaques with a posted speed of 35 mph. The southbound left-turn treatment can be fully constructed as there are few physical constraints restricting its design.

Alternative 3 - Roundabout:

This alternative proposes installing a roundabout at Perry Road (Figure 43). Upon review of historical crash data (angled, rear end, and overtaking) a roundabout would address these reported crashes and function as a speed management solution along the corridor.

Based upon community feedback, discussions with the steering committee, as well as the technical assessment performed for this location as part of this study, the preferred alternative is Alternative 3 (roundabout). Although there is a higher upfront cost to constructing a roundabout, the lifecycle cost is comparable to conventional intersection improvements. Further, the safety benefits represent a significant benefit in terms of crash reduction and speed management and should be strongly considered.

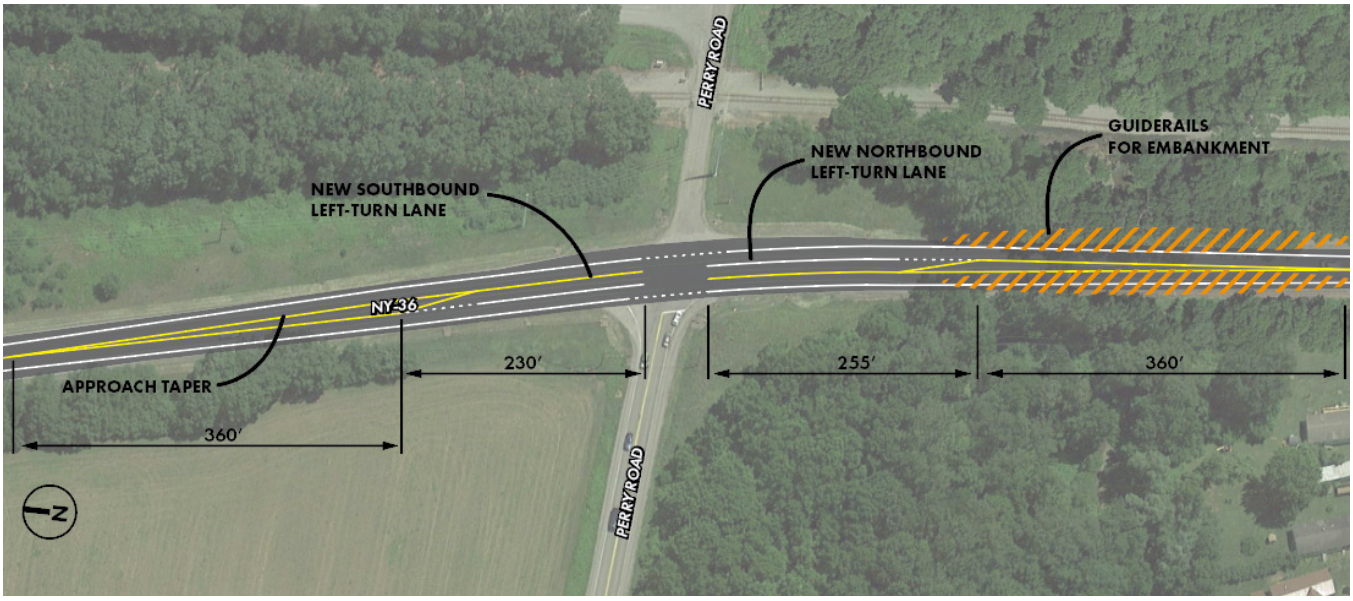


Figure 41: Perry Road Alternative 1

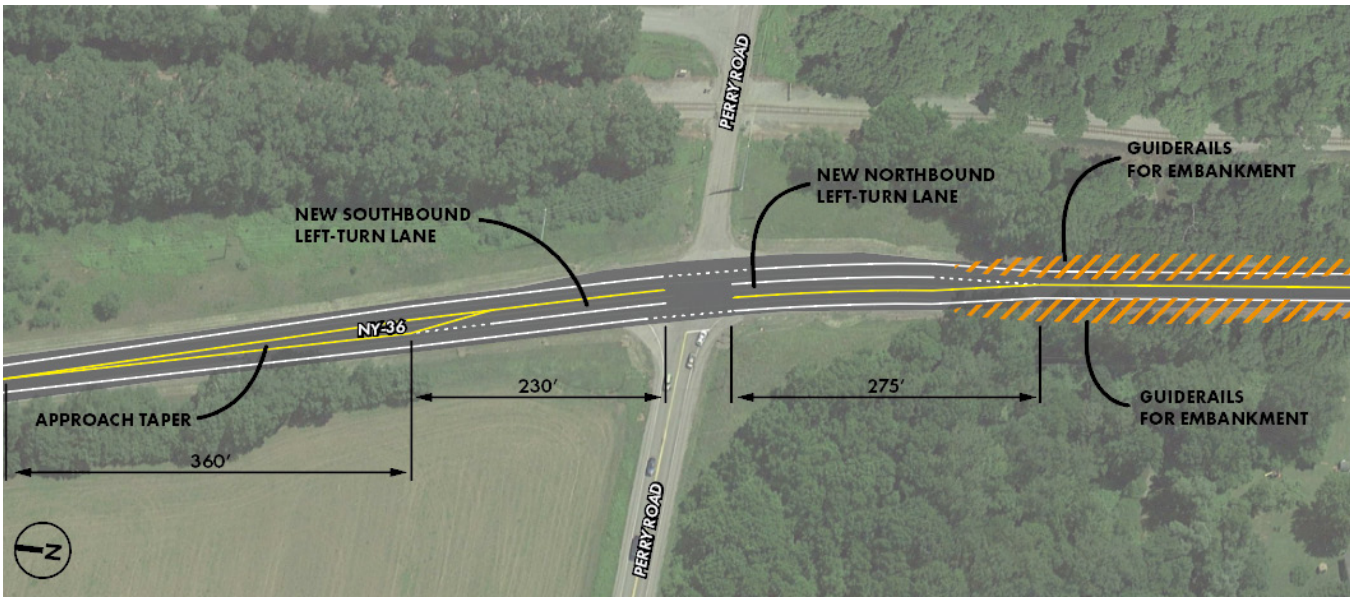


Figure 42: Perry Road Alternative 2

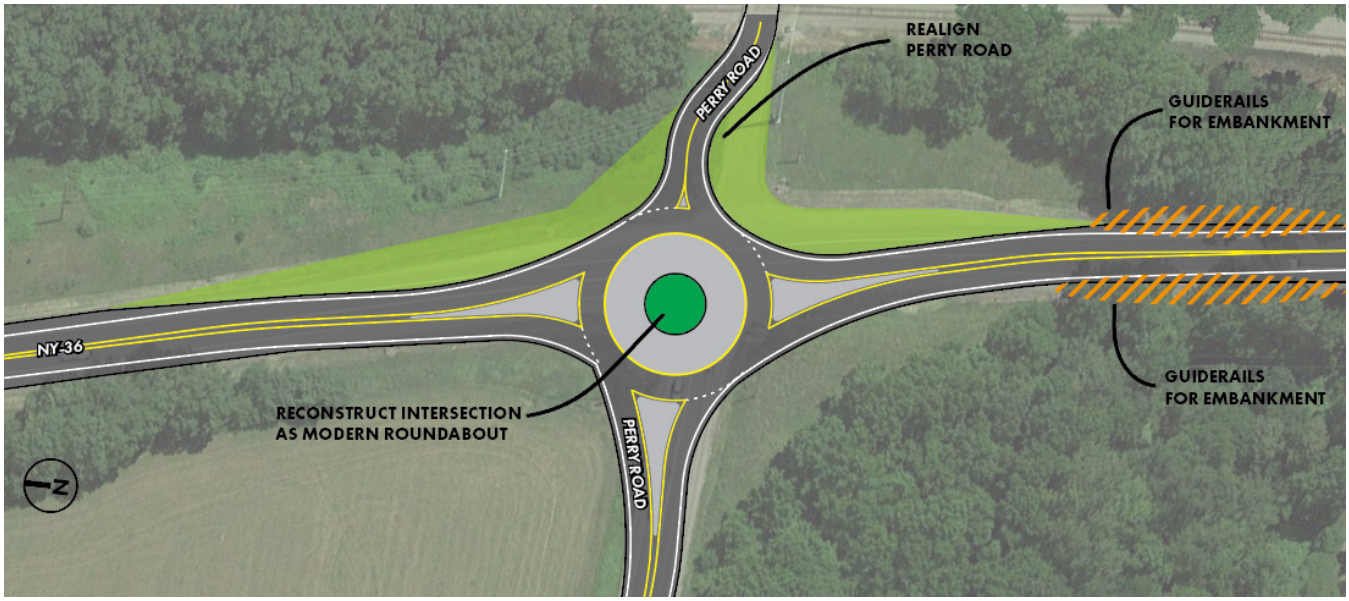


Figure 43: Perry Road Alternative 3

Village of Leicester

32. Upgrade Railroad Crossing Surface for Pedestrians

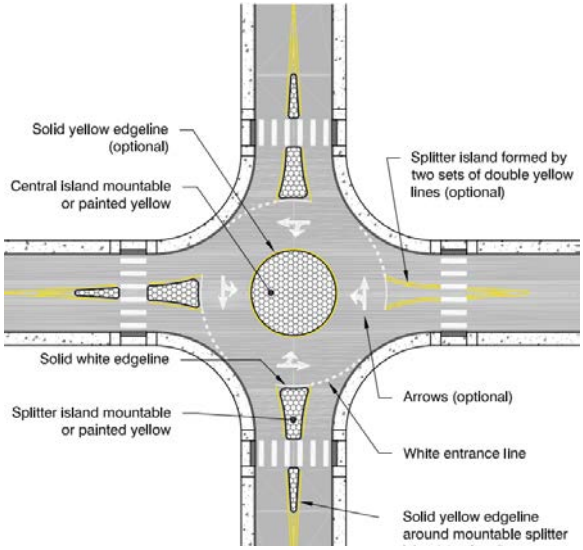
The ADA detectable warning pads were recently replaced for all four crossing points. Further consideration may be given to upgrading the asphalt to concrete to provide a more level and durable crossing surface.

Existing rail crossing in Leicester

33. Redesign Intersection of Route 36 and US 20A/Main Street

To further the vision of the study of improving safety and connectivity, two alternatives were developed for the intersection of Route 36 (Mount Morris Road)/ US-20A. The area is noted at having limited pedestrian facilities and accessible routes to access destinations, such as the Village Park and Starr Park. The noted intersection also lacks crosswalks to provide pedestrians a connection between the easterly and westerly sides of Route 36.

In either alternative, enhanced pedestrian connections are recommended. A new sidewalk should be installed along the northern side of the Village Park and connect to the existing sidewalk network west of the park. New crosswalks should be installed at the intersections of US-20A/South Parkway, US-20A/York Road, and Route 36 (Mount Morris Road)/US-20A. The existing crosswalk at US-20A/York Road along the northern leg should be enhanced with high visibility crosswalk striping and ADA compliant curb ramps should be installed. Further, connections to Starr Park should be explored and are discussed in greater detail within this study.



Sample pavement marking plan (FHWA)

Alternative 1 - Mini Roundabout:

A mini roundabout is slightly different from a conventional one in that they are smaller and can feature traversable center islands. The center island can be designed with a 4-6 inch dome shape that allows for larger vehicles, such as semi-trailers to travel over it, while still directing smaller passenger vehicles to travel around the circle. A WB-67 was used as the design vehicle for this alternative.

Alternative 2 - Single Lane Approach:

This alternative restripes the existing intersection of NY-36/US-20A from two northbound approach lanes (left-turn and right-turn) to a single approach lane. Our observations found that larger trucks stopping at the existing stop bar to turn left onto US-20A block the northbound right-turn lane. Additionally, motorists using this right-turn lane do not come to a complete stop.

Combining the approach lanes under both alternatives will help simplify the intersection without a significant adverse impact to vehicle operations.

Based upon community feedback, discussions with the steering committee, as well as the technical assessment performed for this location as part of this study, the preferred alternative is Alternative 1 (mini roundabout with pedestrian enhancements).

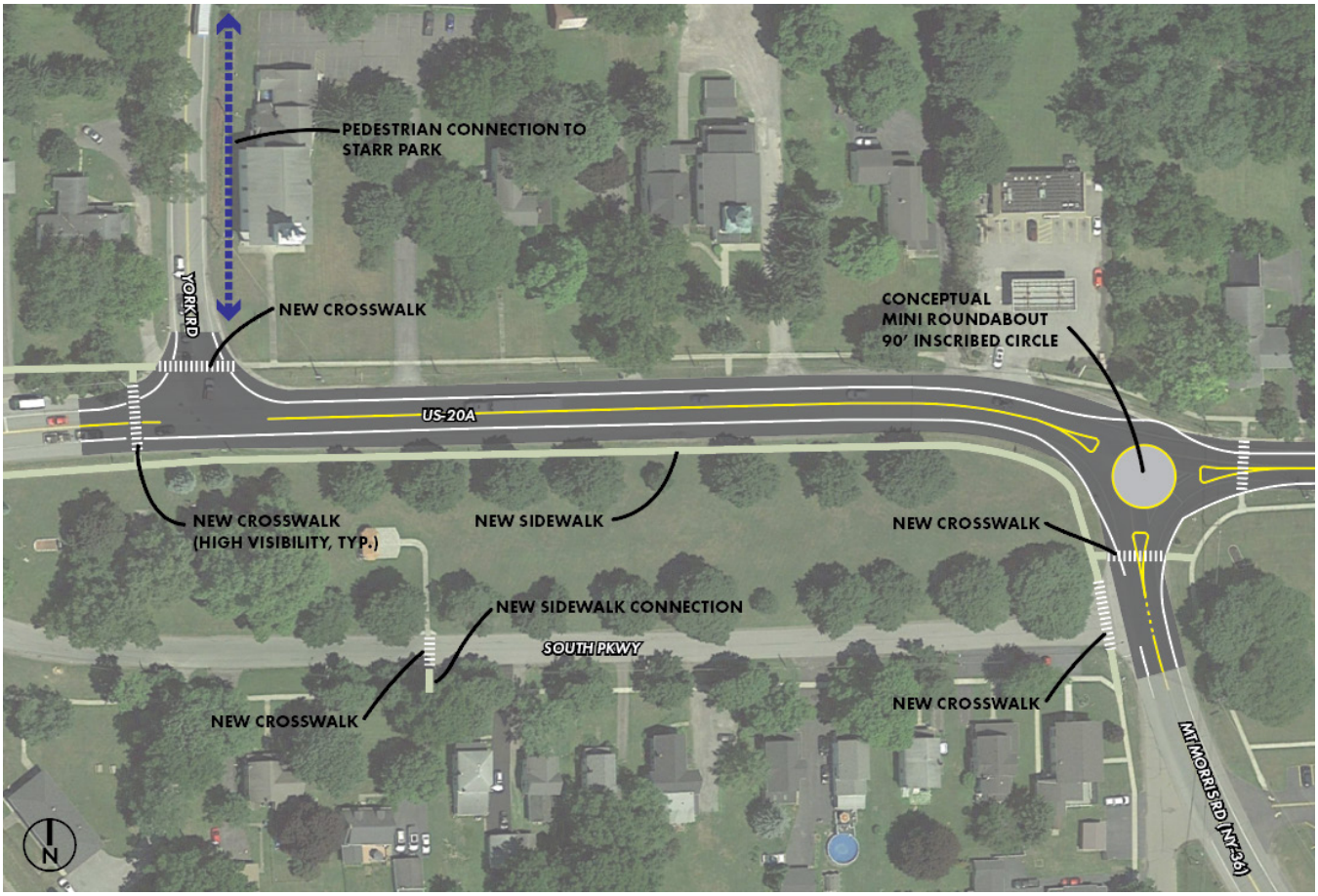


Figure 44: Leicester Alternative 1

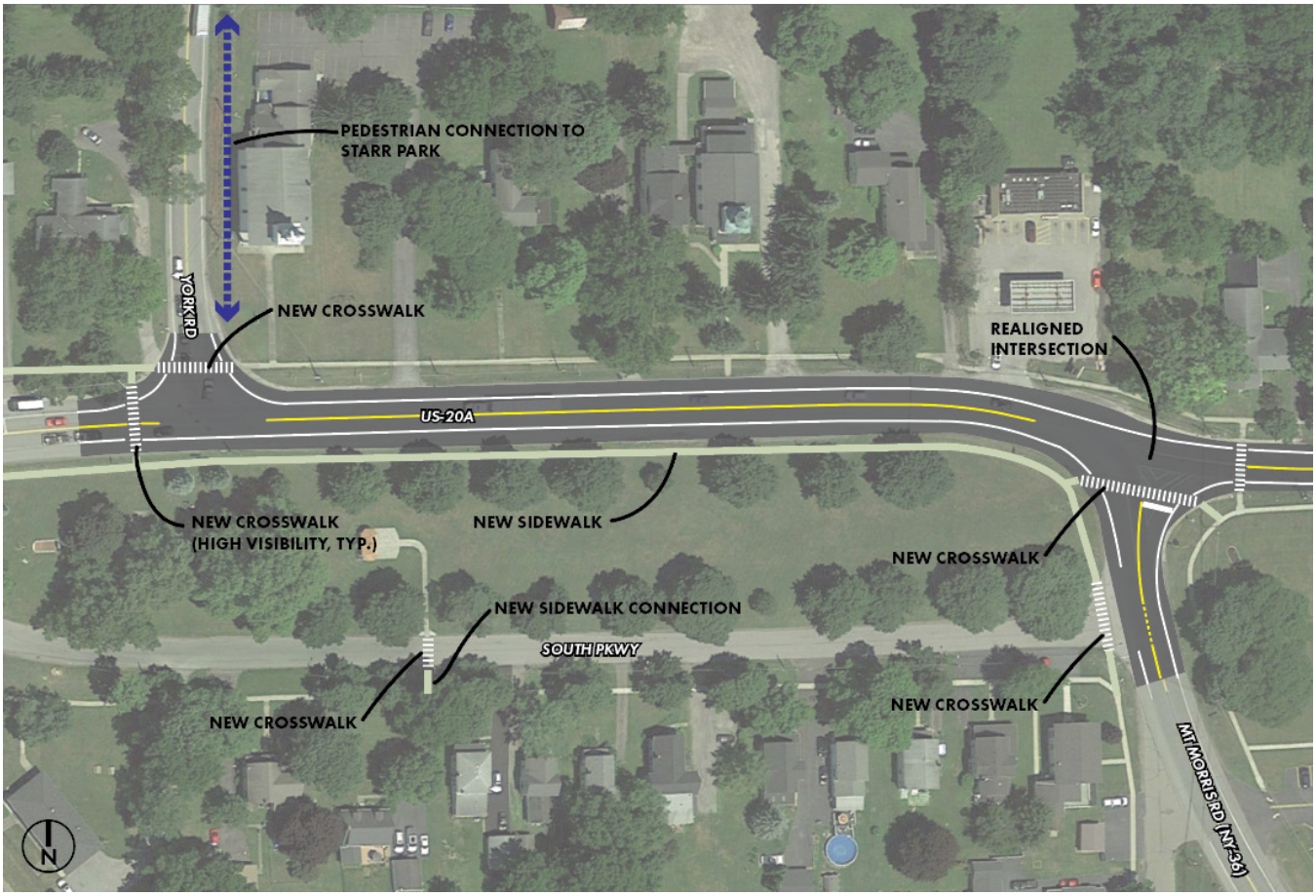


Figure 45: Leicester Alternative 2

Hamlet of Cuylerville

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

In response to an October 2020 crash that took place at the intersection of US-20A/ Canandaigua Street, the consultant team sought to develop alternative improvement plans to address safety concerns. A spot speed study at the Genesee Valley Greenway State Park trail crossing showed westbound drivers travel over 30 mph heading into the curve while eastbound drivers are traveling at approximately 20 mph. There is no horizontal alignment signage for westbound drivers traveling around the curve (see yellow highlight in the image below). Although there is a single sign for eastbound drivers. This is due, in large part, to a lack of physical space to put such signage for westbound traffic.

The recent crash that took place occurred in the westbound direction with the driver crashing into the building shown in the above image to the left. The building has since been razed.

US-20A facing westbound

Additionally, the segment of US-20A within the Hamlet lacks adequate pedestrian facilities and connections; notably for the community being adjacent to the Genesee Valley Greenway State Park trail head. Figure 48 on the opposite page is a streetscape concept for this area of the Hamlet. The recently razed building should be redeveloped with new buildings that orient to the street and embrace the public realm. Rear yard parking, new sidewalk, and a crossing will also combine to increase pedestrian safety and comfort. Street trees should be planted, wherever possible, to add street enclosure and further increase the safety of this area. These and other streetscape components should be considered as a whole package that, when combined, will provide a safe, interesting, and comfortable environment for all travelers.

Alternative 1 - Splitter Island:

This alternative restripes the existing intersection of US-20A/Canandaigua Street to install a splitter island on the Canandaigua Street approach. Within the splitter island, curve warning signage can be installed for westbound drivers making them aware of the sharp curve. This alternative enhances the intersection's definition for drivers exiting from Canandaigua Street. A fire apparatus was used as the design vehicle to ensure the fire department can traverse the intersection without adverse impacts to their response time.

A new high visibility crosswalk and warning signage (enhanced with an RRFB assembly in both directions) is recommended at the trail crossing.

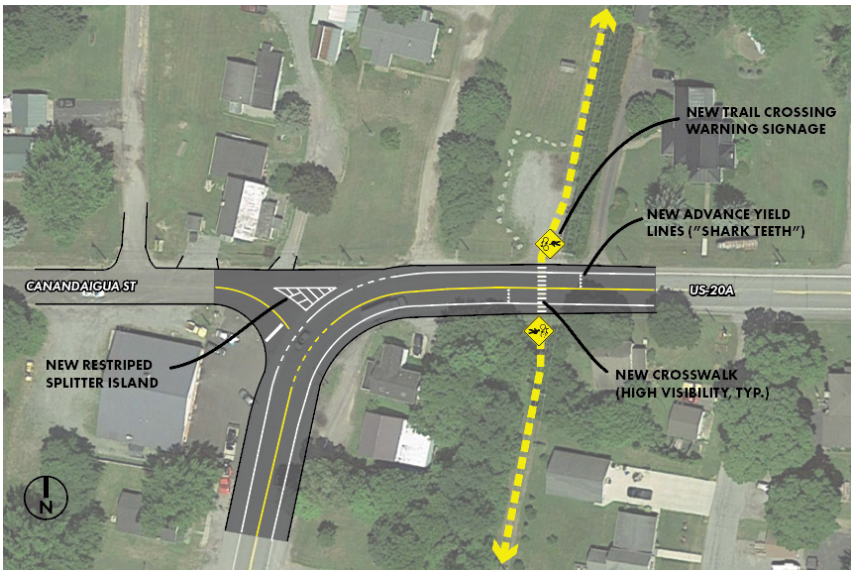


Figure 46: Cuylerville Alternative 1

Alternative 2 - Realigned Intersection:

This alternative restripes the existing intersection of US-20A/ Canandaigua Street to realign the westbound approach and provide improved definition for drivers exiting from Canandaigua Street. The new deflection area on the north side of the intersection helps to slow westbound traffic entering Canandaigua Street. Within the area, curve warning signage should be installed for westbound drivers making them aware of the sharp curve. A fire apparatus was used as the design vehicle to ensure the fire department can traverse the intersection without adverse impacts to their response time. A new crosswalk (across Canandaigua Street) and sidewalk is recommended to connect the Genesee Valley Greenway State Park trail to the intersection.

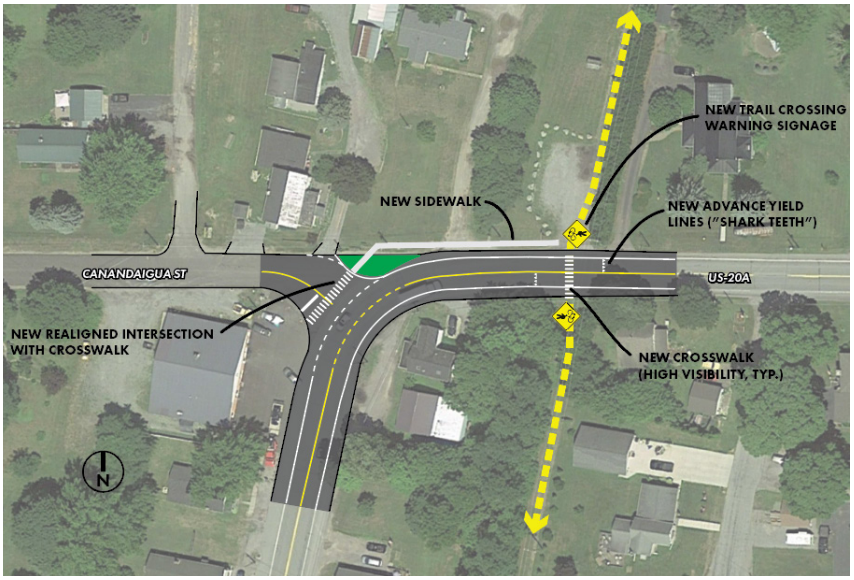


Figure 47: Cuylerville Alternative 2

Based upon community feedback, discussions with the steering committee, as well as the technical assessment performed for this location as part of this study, the preferred alternative is Alternative 2 (realigned intersection with pedestrian enhancements). This option enables installation of a sidewalk along the north side of US-20A with a crosswalk along the west side of the intersection to enhance connectivity and improve safety.

CUYLERVILLE INTERSECTION STREETSCAPE CONCEPT

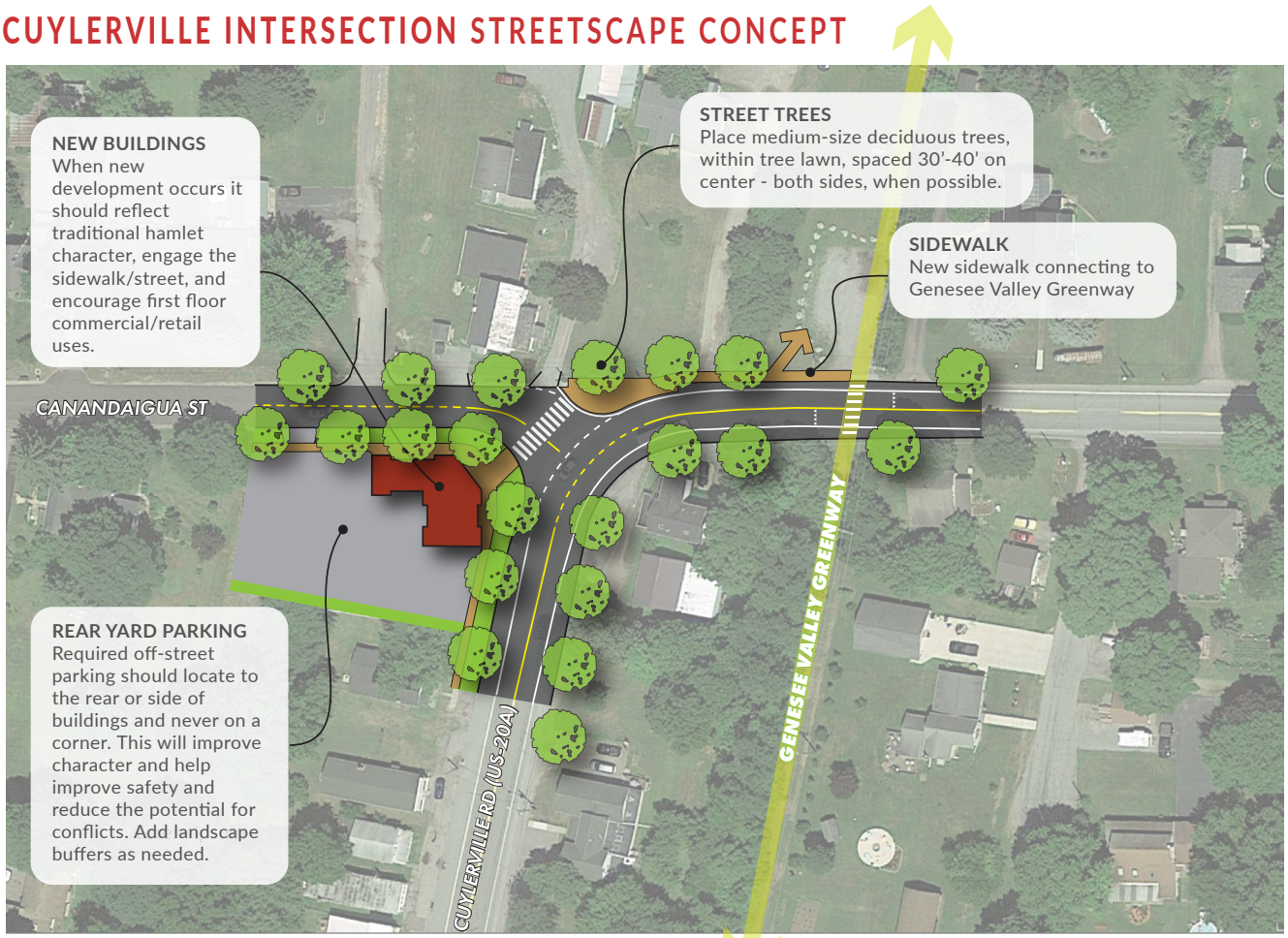


Figure 48: Cuylerville Intersection Streetscape Concept

Streetscape and Walkability

A well-designed streetscape helps develop a strong sense of place and an active public realm. Creating a vibrant streetscape is less about a beautiful aesthetic than it is about evoking a warm and inviting feeling to the street. An inviting streetscape sends a message to residents and visitors that the street is the primary public space to be enjoyed by all.

While streetscaping is not entirely about catering to pedestrians, people should enjoy walking in both Village downtowns. Pedestrian activity is highly dependent on existing streetscape conditions. People prefer to walk along streets that feel safe, are comfortable, and provide an enjoyable walk.

Street trees, high-visibility crosswalks, street furniture, pedestrian-friendly curb radii, and other components combine to make the pedestrian experience safe, comfortable, and interesting.

Below are streetscape recommendations that are largely for the Villages of Mount Morris and Leicester. There are additional streetscape recommendations for the realigned entrance for Letchworth State Park.

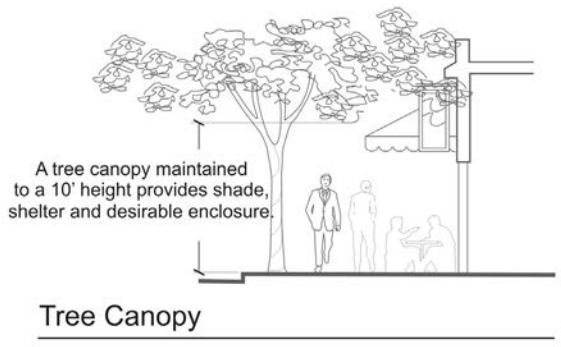
Village of Mount Morris

35. Identify a List of Appropriate Tree Species

Street trees should provide appropriate shade and enclosure, making the street feel narrowed. This helps to slow traffic and increase pedestrian-friendliness.

Some of the street trees in the Village along Route 36/Main Street would benefit from replacement with more appropriate tree species. Identified species should be appropriate for upstate New York. Consideration should also be given to tree canopy, appropriate height for pedestrian enclosure, and appropriate space for growing.

The graphic below provides a visual representation for appropriate pedestrian-friendly street trees.



36. Identify and Install Uniform Streetscape Materials

Streetscape materials and furnishings should have uniform design with compatible aesthetics to ensure a consistent design and feel throughout a community's streetscape. All benches, trash receptacles, and bike racks should be fabricated of heavy gauge metal and painted with vandal-resistant powder coat paint. The images shown on this page are Du Mor products that have a similar style and design.

Mount Morris's existing streetscape includes high-visibility crosswalks that utilize brick pavers. These can be an ideal alternative to painted crossings, but many of the existing crossings have aged and deteriorated rapidly. The Village should consider replacing these crossings with different higher-quality materials that are longer-lasting. Mount Morris could also replace these crossings with painted ladder-designs.

Examples of Du Mor bench and bicycle rack

Note: This is not an official endorsement of Du Mor. These images are only intended for reference.

37. Plant Street Trees to Fill Existing Gaps

Street trees were considered for the Village of Mount Morris during the walkability assessment included in Section 2. There are several locations in Mount Morris that could benefit from the presence or replacement of street trees.

The following locations should be considered for new street trees to fill in existing gaps along Route 36/Main Street:

- South Village Boundary to Spring Street;
- Spring Street to Murray Street;
- Murray Street to Lake Street;
- Lackawanna Avenue to Columbus Avenue;
- Columbus Avenue to Conlon Avenue; and
- Conlon Avenue to the North Village Boundary.

The following locations should be considered for new street trees to fill in existing gaps along East State Street:

- East Village Boundary to Sullivan Street;
- Sullivan Street to Mill Street;
- Mill Street to Main Street;
- Main Street to Clinton Street; and
- Clinton Street to Eagle Street.

The Village of Mount Morris should also consider replacing some existing trees with identified species that are desirable and appropriate for a downtown urban setting. The following locations should be considered for street tree replacement along Route 36/Main Street:

- Lake Street to Main Street;
- Chapel Street to State Street; and
- State Street to Trumbull Street.

Village of Leicester

38. Plant Street Trees Along Main Street

Street trees were considered for the Village of Leicester during the walkability assessment included in Section 2. There are several locations in Mount Morris that could benefit from the presence or replacement of street trees.

The following locations should be considered for new street trees to fill in existing gaps along Main Street:

- East Village Boundary to Route 36;
- Route 36 to Pleasant Street; and
- Pleasant Street to North Street.

39. Install Street Furniture Along Main Street

Streetscape materials and furnishings should have uniform design with compatible aesthetics to ensure a consistent design and feel throughout a community's streetscape. All benches, trash receptacles, and bike racks should be fabricated of heavy gauge metal and painted with vandal-resistant powder coat paint.

The Village of Leicester has recently secured funding for additional benches and trash receptacles to locate along Main Street. The Village should further consider planters and bike racks that are compatible and consistent with the design of recently installed street furnishings.

40. Install High-Visibility Crosswalks

Several locations have been identified as future crosswalks in the Village of Leicester as components of future realignment alternatives for the intersection of Route 36 and US Route 20A/Main Street.

Clear and visible crosswalks are critical in creating a safe and pedestrian-friendly streetscape. Highly visible design treatments at prominent crossings send a visual cue to motorists to slow down for pedestrians. Future crosswalks should be designed as high-visibility crossings that serve as sufficient markings and warnings to motorists. A future crossing at Route 36 and US Route 20A should be restriped every two years to maintain effectiveness. The Village should also consider more decorative and visible materials for future crossings.

Parks and Trails

One important facet of the corridor vision is enhancing and preserving Route 36 as a recreational and cultural corridor, and that should naturally include potential improvements to existing parks and trails along the corridor.

There are several significant parks located within and near the project boundary including State parks, County parks, and local municipal parks. One of the objectives of this study was to identify future connections and other needed improvements to existing parks near and within the project boundary. These connections were previously mentioned in Section 2, and are further expanded in this section.

Town of Mount Morris

40. Develop Pedestrian Connections to Al Lorenz Park

Al Lorenz Park currently has no pedestrian connections to the park's main entrance. While this area is hilly and less walkable than the Village of Mount Morris to the south, a new pedestrian connection could better connect the Livingston County complex with a significant County park as well as the Mount Morris Dam.

The Town of Mount Morris should consider coordinating with Livingston County to install sidewalk from the intersection of Murray Hill Drive and Al Lorenz Drive to the park's entrance. This sidewalk should be on the north side of Al Lorenz Drive. This recommendation should also explore additional pedestrian connections into the park from the main entrance on Al Lorenz Drive.

Village of Mount Morris

41. Install bicycle parking in Veteran's Memorial Park

There are several opportunities along the corridor to consider and install bicycle parking, particularly at various park entrances and locations. Veteran's Memorial Park has an existing connection to the Genesee Valley Greenway Trail and would present an ideal location for bicyclists to stop and enjoy one of the Village's parks as well as Main Street. New bike racks should be consistent with other street furnishings in the Village. An example of a quality bike rack is on page 97.

42. Improve the Conner Avenue Lot and Trail Connection

The Conner Avenue parking lot represents an important and increasingly popular connection to the Genesee Valley Greenway Trail. The existing parking lot should be paved and expanded if possible to accommodate for increased parking demand for this lot.

The Village should also extend sidewalk from Main Street to the trailhead on the north side of Conner Avenue and adjacent to the parking lot. This connection should abide by the Americans with Disabilities Act to increase accessibility for all users.

43. Formalize a Park Entrance for Bellamy Park

Bellamy Park is just outside the project boundary in the Village of Mount Morris and would benefit from stronger connections and relationships to both Route 36 and the Genesee Valley Greenway State Park. The park lacks an obvious entrance and also needs improved pedestrian facilities and connections.

The Village should pursue improving an existing connection from Main Street to Bellamy Park via Mill Street. There is existing sidewalk on both Main Street and Mill Street that could connect to a formal park entrance on Mill Street. Mill Street is a low-traffic street and could also be considered for future bicycle connections to the park from Main Street and State Street. The map below illustrates the connection from Main Street to an approximate location for a new park entrance.

44. Install sidewalk on Lackawanna Avenue

In addition to pursuing a connection along Mill Street via Main Street, the Village should improve pedestrian connectivity and access to Bellamy Park on Lackawanna Avenue. The north side of Lackawanna Avenue has an existing sidewalk, but the south side of the street does not. Mount Morris should install sidewalk on the south side of Lackawanna Avenue to create a safe and adjacent connection to the ballfields and another entrance into the park.

Town of Leicester

45. Extend Sidewalk to Boyd-Parker Memorial Park

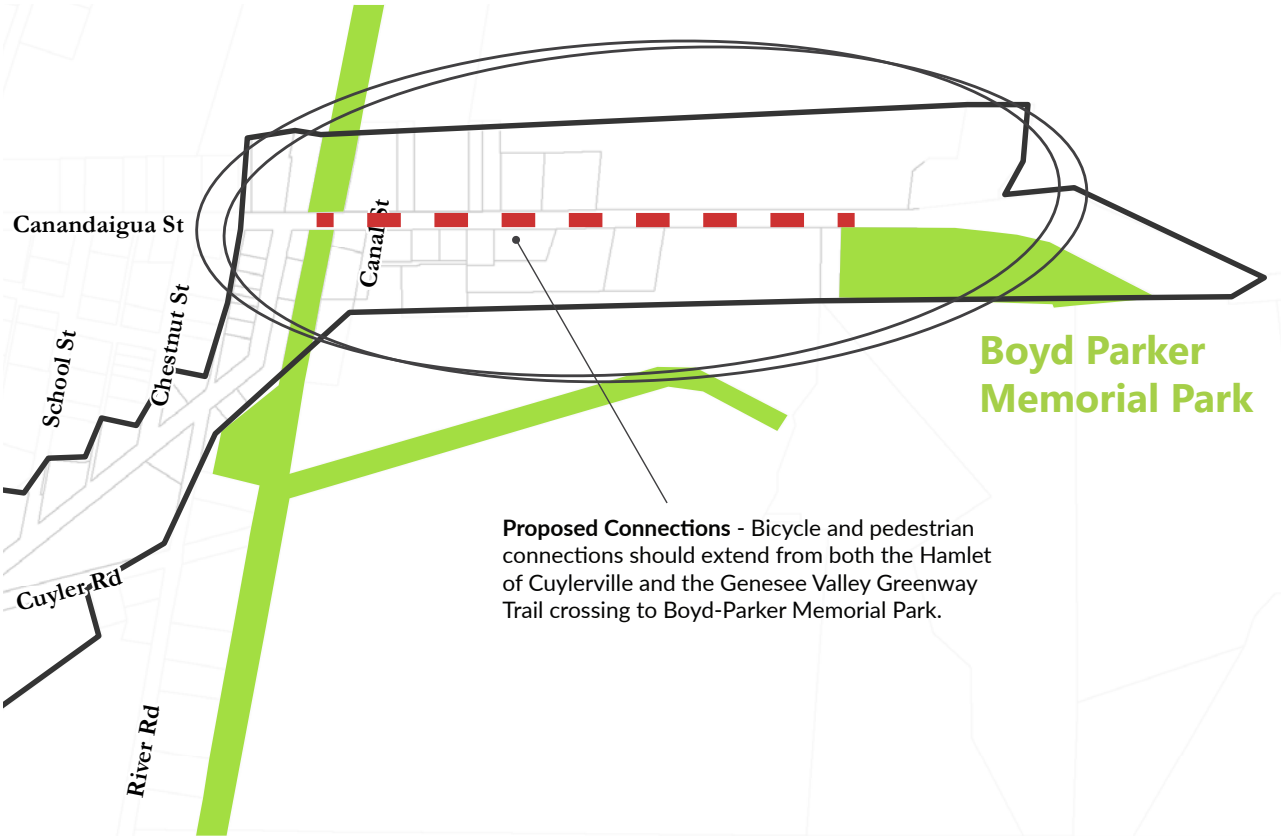
Boyd-Parker Memorial Park has historical and cultural significance and the Town of Leicester should prioritize pedestrian and bicycle connections to the park. Currently, the park has no physical pedestrian or bicycle connections or facilities. Its location, near both the Hamlet of Cuylerville and the Genesee Valley Greenway Trail, highlights the need for pedestrian and bicycle connections.

The Town should extend sidewalk along the south side of US 20A from the trail crossing to the park's entrance. Future connections should be coordinated with the desired realignment alternative for US Route 20A in the Hamlet of Cuylerville. Alternatives for this area are on page 96 of this study.

Leicester should also consider either bike lanes or wider shoulders to accommodate bicyclists. This connection should connect the Hamlet to the park's entrance, but could also include connectivity to the Village of Leicester, if feasible. These connections could further help initiatives by Letchworth Gateway Villages to improve regional connections to trails and downtowns.

The map below illustrates the proximity from the trail crossing on US Route 20A to the entrance of Boyd-Parker Memorial Park, and the approximate length that a connection would require. This connection would ideally be located on the south side of the street to provide the easiest access to the park.

This recommendation may need to address right-of-way issues in order to ably provide a sidewalk connection. The Town should be prepared to collaborate and coordinate closely with NYSDOT-R4 to determine the feasibility of this connection.



Village of Leicester

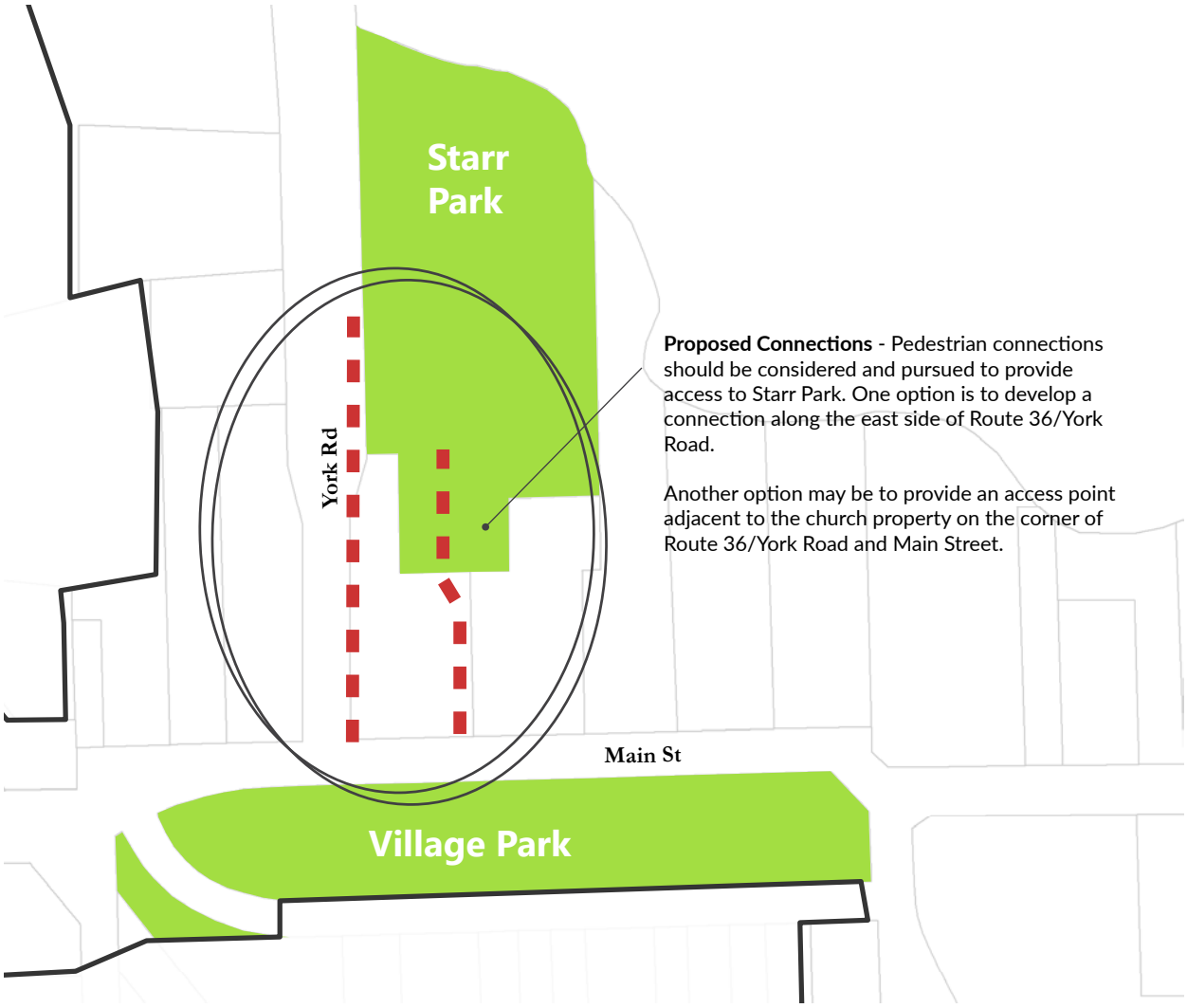
46. Develop Pedestrian Access to Starr Park

Walkability and pedestrian connections both need attention and improvement in the Village of Leicester. There were many comments from community and committee members concerning the need for new and improved connections to the Village's parks. Several public comments and suggestions specifically identified the lack of pedestrian access to Starr Park.

This recommendation identifies two possible pedestrian connections to Starr Park. Perhaps the most obvious connection would be along the east side of Route 36/York Road. However, this connection would follow along a steep grade which would likely require excavation, which would be more costly for the Village.

A second possible connection could start on the eastern edge of the church property that is on the corner of Route 36/York Road and Main Street and provide access to the park from the hill behind the church. However, this hill also has a steep grade which could make this connection difficult to plan and implement.

The Village should explore both options and determine which is most desirable. A feasibility study to determine the potential for both options should also be considered. The map below illustrates the approximate path for both options.



Section 5: Implementation

Section Organization

The implementation section identifies prioritized recommendations that should be pursued first. Prioritized recommendations are detailed in the implementation matrix starting on page 105. The prioritization process is detailed on page 104.

The implementation matrix in this section details cost estimates, potential funding sources, involved parties, and a rough timeline for prioritized recommendations. There are also various implementation tools that could apply to different recommendations. These tools are briefly discussed on page 104. The Corridor Coordinating Committee (CCC) should be mindful of these implementation tools when pursuing prioritized recommendations and other recommended projects from this study.

The last portion of this section includes a complete table of all recommendations that should serve as a quick reference/guide to each municipality. Included on the table are page numbers for recommendations for each of the four municipalities.

Corridor Coordinating Committee

Establishing a Corridor Coordinating Committee (CCC) will facilitate implementation of this study and its recommendations. This committee 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:

- 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 CCC goals should be focused on advancing recommendations, starting with prioritized recommendations. This committee should also help the communities consider the corridor vision and goals for future development and maintenance projects.

Prioritization Process

The project's steering committee reviewed and prioritized the recommendations from Section 4 after hearing feedback from community members. Committee members completed a ranking exercise which determined prioritized recommendations. These selected recommendations were then included in the implementation matrix on the following pages. The project steering committee identified 16 priority recommendations. These recommendations are further detailed in an implementation matrix on pages 105-110 of this section.

This section will give the Towns of Mount Morris and Leicester and the Villages of Mount Morris and Leicester guidance to pursue prioritized recommendations. It should be noted, however, that the results of the prioritization process are not meant to imply that the remaining recommendations are unimportant. Route 36 communities should, whenever practical, pursue opportunities to efficiently accomplish any of the remaining recommendations.

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.

Implementation Matrix for Priority Recommendations

Establish Mixed Use Districts on East State Street and North Main Street

This recommendation should be led by the Village's Planning and Zoning Boards. This recommendation could be part of a larger update to the Village of Mount Morris's Zoning Code. Regardless, this will necessitate engagement and communication with the community.

Establish a Mixed Use District and Design Standards for the Hamlet of Cuylerville

This recommendation should be led by the Town's Planning and Zoning Boards. This recommendation could be part of a larger update to the Town of Leicester's Zoning Code. Regardless, this will necessitate engagement and communication with the community.

Establish a Mixed Use Districts Along Main Street in the Village

This recommendation should be led by the Village's Planning and Zoning Boards. This recommendation could be part of a larger update to the Village of Leicester's Zoning Code. Regardless, this will necessitate engagement and communication with the community.

Continue to Advance Access Management Planning Language

This recommendation should be led by the Village's Planning and Zoning Boards. This recommendation could be part of a larger update to the Village of Leicester's Zoning Code. Regardless, this will necessitate engagement and communication with the community.

Restripe Centerlines - Remove Passing Zones Within Village Limits

The Village should expect to take the lead on this project, but should also work closely and collaboratively with NYSDOT.

	Page #	What is the Estimated Cost?	What Funding Is Available?	Who Should be Involved?	What is the Desired Timeline?
	73	• Village Staff, Planning Board, Zoning Board hours • A comprehensive update to the Village Zoning Code would cost $50,000-$60,000	• Capital Improvement Funding • CFA - Net Zero Energy for Economic Development	• Town and Village of Mount Morris • Local Planning and Zoning Boards	• 1-3 years
	77	• Town Staff, Planning Board, Zoning Board hours • A comprehensive update to the Town's Zoning Code would cost $40,000-$50,000	• Capital Improvement Funding • CFA - Net Zero Energy for Economic Development	• Town and Village of Mount Morris • Local Planning and Zoning Boards	• 1-3 years
	81	• Village Staff, Planning Board, Zoning Board hours • A comprehensive update to the Village Zoning Code would cost $40,000-$50,000	• Capital Improvement Funding • CFA - Net Zero Energy for Economic Development	• Town and Village of Mount Morris • Local Planning and Zoning Boards	• 1-3 years
	83	• Cost would consist of Town/Village Board and Town/ Village staff hours as well as public engagement	• Capital Improvement Funding	• Town and Village of Mount Morris • Local Planning and Zoning Boards • Private Property Owners	• This project was also identified as a "quick win" and should be pursued shortly after implementation
	84	• $20,000-$25,000	• Highway Safety Improvement Program • Capital Improvement Funding	• Village of Mount Morris • Town of Mount Morris Highway Superintendent • NYSDOT	• 1-3 years

Install Leading Pedestrian Interval at Route 36/Route 408

The Village of Mount Morris should expect to take the lead on this project, and should coordinate with NYSDOT to determine potential funding and timeline.

Reduce Westbound Right-Turn Lane Length at Route 36/Route 408 Intersection, Increase Westbound Left-Turn Length

The Village of Mount Morris should expect to take the lead on this project, but should also work closely and collaboratively with NYSDOT.

Restripe Route 36 from Hopkins Street to Chapel Street from Four Lanes to Three Lanes

The Village of Mount Morris should expect to take the lead on this project, but should also work closely and collaboratively with NYSDOT.

Install Roundabout at Park Road/River Road

This project may take longer to secure funding and ensure appropriate design work is done. It should be started soon, but expectations should be realistic. The Town of Leicester should start pursuing funding and/or design work for this project in the short-term, but they should be prepared for this project to take longer to implement than other recommendations in this study.

Funding was estimated after discussions with NYSDOT regarding costs for recent roundabouts in Victor, NY and Farmington, NY. Given the complexity of realigning existing roadways, grading, and drainage, the upper end of the range is reasonable.

Enhance Existing Genesee Valley Greenway Trail Crossing

The Town of Leicester should take the lead on this project, but they should work closely with NYSOPRHP and GVG State Park in particular.

Redesign Intersection of Route 36 and Perry Road

This project may take longer to secure funding and ensure appropriate design work is done. It should be started soon, but expectations should be realistic. The Town of Leicester should start pursuing funding and/or design work for this project in the short-term, but they should be prepared for this project to take longer to implement than other recommendations in this study.

Funding was estimated after discussions with NYSDOT regarding costs for recent roundabouts in Victor, NY and Farmington, NY. Given the complexity of realigning existing roadways, grading, and drainage, the upper end of the range is reasonable.

	Page #	What is the Estimated Cost?	What Funding Is Available?	Who Should be Involved?	What is the Desired Timeline?
	85	• Depending on signal controller, $0-$3,000	• Capital Improvement Funding • NYSDOT Maintenance Program	• Village of Mount Morris • Town of Mount Morris Highway Superintendent • NYSDOT	• 1-3 years
	85	• $60,000-$80,000	• Capital Improvement Funding • CHIPS	• Village of Mount Morris • Town of Mount Morris Highway Superintendent • NYSDOT	• 3-5 years
	86	• $50,000-$75,000	• CDBG • CHIPS • Surface Transportation Block Grant • TAP	• Village of Mount Morris • Town of Mount Morris Highway Superintendent • NYSDOT	• 3-5 years
	89	• $2.6-$3.2 million	• BUILD • CMAQ • Highway Safety Improvement Program • Surface Transportation Block Grant	• Town of Leicester • Town of Leicester Highway Superintendent • NYSDOT	• 1-10 years
	90	• $35,000-$50,000	• CDBG • CFA - Office of Parks, Recreation, and Historic Preservation	• Town of Leicester • Town Highway Superintendent • GVG State Park • NYSDOT	• 1-3 years
	91	• $2.6-$3.2 million	• CMAQ • CHIPS • Highway Safety Improvement Program • Surface Transportation Block Grant	• Town of Leicester • Town of Leicester Highway Superintendent • NYSDOT	• 1-10 years

Redesign Intersection of Route 36 and US-20A/Main Street

This project may take longer to secure funding and ensure appropriate design work is done. It should be started soon, but expectations should be realistic. The Village of Leicester should start pursuing funding and/or design work for this project in the short-term, but they should be prepared for this project to take longer to implement than other recommendations in this study.

Redesign Intersection of US-20A and Canandaigua Street

This project may take longer to secure funding and ensure appropriate design work is done. It should be started soon, but expectations should be realistic. The Town of Leicester should start pursuing funding and/or design work for this project in the short-term, but they should be prepared for this project to take longer to implement than other recommendations in this study.

Install High-Visibility Crosswalks

This recommendation should be led by the Village of Leicester, but will require close coordination with NYSDOT. The cost estimate for implementation accounts for crosswalk striping, ADA curb ramps, and any additional sidewalk work.

Develop Pedestrian Access to Starr Park

The cost estimate for pedestrian access to Starr Park does not account for additional excavation and grading work that will likely need to be done if the selected path is along the eastern side of Route 36/York Road.

A feasibility study should be pursued to determine the optimal pedestrian connection to Starr Park. This feasibility study should consider necessary grading work, excavation, curbing, accessibility under ADA, and other appropriate topics.

Acronyms

- BUILD: Better Utilizing Investments to Leverage Development
- CDBG: Community Development Block Grants
- CFA: Consolidated Funding Application
- CHIPS: Consolidated Local Street and Highway Improvement Program
- CMAQ: Congestion Mitigation and Air Quality Improvement Program
- GVG: Genesee Valley Greenway State Park
- NYS DOT: New York State Department of Transportation
- NYSOPRHP: New York State Office of Parks, Recreation, and Historic Preservation
- TAP: Transportation Alternatives Program (formerly TEP: Transportation Enhancement Program)

	Page #	What is the Estimated Cost?	What Funding Is Available?	Who Should be Involved?	What is the Desired Timeline?
	93	• $250,000-$300,000	• CMAQ • CHIPS • Highway Safety Improvement Program • Surface Transportation Block Grant	• Town of Leicester • Town of Leicester Highway Superintendent • NYSDOT	• 1-10 years
	95	• $200,000-$250,000	• CMAQ • CHIPS • Highway Safety Improvement Program • Surface Transportation Block Grant	• Town of Leicester • Town of Leicester Highway Superintendent • NYSDOT	• 1-10 years
	98	• $150,000-$175,000	• CMAQ • CDBG • CHIPS • Surface Transportation Block Grant • TAP	• Town of Leicester • Town of Leicester Highway Superintendent • NYSDOT	• 1-3 years
	102	• $20,000-$30,000 for a feasibility study • $15,000-$25,000 for sidewalk costs excluding excavation and grading that may be needed	• Capital Improvement Funding • CHIPS • TAP	• Village of Leicester • NYSDOT	• 3-5 years

Complete Recommendation Tables

The tables on the following pages include the full complement of recommendations filtered by municipality along with page numbers for quick reference. They also indicate priority projects and “quick wins.” These tables should serve as a guide for each municipality to navigate their own recommendations.

	Recommendation Number	Recommendation
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
	19	Install Centerline Rumble Strips
	20	Continue to Advance Access Management Planning Language
	41	Develop Pedestrian Connections to Al Lorenz Park
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
	21	Use of 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 Intersecti
	27	Restripe Route 36 Between Hopkins Street to Chapel Street from Four Lanes
	35	Identify a List of Appropriate Tree Species
	36	Identify and Install Uniform Streetscape Materials
	37	Plant Street Trees to Fill Existing Gaps
	42	Install Bicycle Parking in Veteran's Memorial Park
	43	Improve the Conner Avenue Lot and Trail Connection
	44	Formalize a Park Entrance for Bellamy Park
	45	Install a Sidewalk on Lackawanna Avenue

	PRIORITY Project	QUICK WIN Project	Page Number
		✓	Page 69
			Page 70
			Page 70
		✓	Page 83
	✓	✓	Page 83
			Page 99
	✓		Page 73
		✓	Page 73
			Page 74
			Page 74
		✓	Page 83
	✓	✓	Page 84
			Page 84
			Page 84
	✓		Page 85
on and Increase Westbound Left-Turn Length	✓		Page 85
to Three Lanes	✓		Page 86
		✓	Page 97
		✓	Page 97
		✓	Page 98
		✓	Page 99
			Page 99
			Page 100
			Page 100

	Recommendation Number	Recommendation
Town of Leicester	8	Establish a Mixed Use District and Design Standards for the Hamlet of Cuyler
	9	Permit Clustered Residential Development
	10	Update the Town of Leicester Comprehensive Plan
	11	Update the Town of Leicester Zoning Code
	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
	34	Redesign Intersection of US-20A and Canandaigua Street
	46	Extend Sidewalk to Boyd-Parker Memorial Park
Village of Leicester	12	Adopt Design Standards in Commercial and Mixed Use Districts
	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
	32	Upgrade Railroad Crossing Surface for Pedestrians
	33	Redesign Intersection of Route 36 and US-20A/Main Street
	38	Plant Street Trees Along Main Street
	39	Install Street Furniture Along Main Street
	40	Install High-Visibility Crosswalks
	47	Develop Pedestrian Access to Starr Park
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

	PRIORITY Project	QUICK WIN Project	Page Number
rville	✓		Page 77
		✓	Page 77
			Page 78
			Page 78
	✓		Page 89
	✓		Page 90
			Page 91
	✓		Page 91
	✓		Page 95
			Page 101
		✓	Page 81
	✓		Page 81
			Page 82
			Page 82
			Page 93
	✓		Page 93
			Page 98
		✓	Page 98
	✓	✓	Page 98
			Page 102
		✓	Page 82
		✓	Page 82
			Page 82