

APPENDICES

APPENDIX A: PROJECT TECHNICAL COMMITTEE

Preparing Village “Main Streets” for Planning project Technical Committee:

Jeffrey Adair	<i>Monroe County Legislature, 12th District</i>
Joan DuPont	<i>New York State Department of Transportation, Region 4</i>
Julie Gotham	<i>Assistant Program Manager - Community Transportation Planning, Genesee Transportation Council</i>
Dan Hallowell	<i>New York State Department of Transportation, Region 4</i>
Richard Perrin	<i>Executive Director, Genesee Transportation Council</i>
Joseph Rizzo	<i>Economic Development Manager, Rochester Gas and Electric</i>
Don Scalia	<i>Village of Mt. Morris Clerk/Treasurer (retired)</i>
Peter Siegrist, AIA	<i>Landmark Society of Western New York (as of December 2005)</i>
Robert Traver, P.E.	<i>NYS Dept. of Transportation, Region 4</i>
Kal Wysokowski	<i>Fairport IDA/Office of Community and Economic Development</i>
David S. Zorn	<i>Executive Director, Genesee/Finger Lakes Regional Planning Council</i>

Many sincere thanks to the members of the technical committee who contributed their time, energy and expertise to the oversight of project progress and review of project materials. Their efforts helped to produce a more accurate and informative Guidebook.

NYSDOT Region 9 Village Survey Project

Spurred by the Regional Capital Program Committee's (RCPC) desire to understand the unique nature of the Region's villages, and their impact on planning proposed infrastructure improvements, the Village Committee was created. This Committee was tasked with coming up with a means of prioritizing work within the Region's 46 villages. These villages have, as their "Main Street", a State highway.

The first report presented to the RCPC looked at the villages from three traditional perspectives, i.e. population, Average Annual Daily Traffic (AADT), and pavement surface score. The Committee also developed a "weighting" factor to take into account the impact of higher traffic volumes on the various routes. This information was presented to the RCPC at their monthly meeting, and generated a valuable dialog.

The focus of this dialog centered on what could be categorized as "Context Sensitive Issues", such as "cultural / historical context", "green space", "landscaping", "bicycle / pedestrian issues", "streetscaping" etc. The preceding elements create the context, which characterize these villages as unique places to live, work and visit. To that end, the committee developed the "Village Survey".

This "Village Survey" was developed in a collaborative manner with input from both committee members, and the village officials. One of the desired outcomes of the survey was to provide a context for meaningful dialog between Department Staff and local officials. A second desired outcome of this work was to make this information available to the Department's Project Developers, Designers and Resident Engineers as we develop our multi-year transportation program. This web page will accomplish that end. Lastly, this information will be used to aide in project prioritization.

What you see on this page is a result of those dialogs. These surveys were conducted in the villages, with locally elected officials and their staff. Also present were the Resident Engineer and his assistant for the subject village's county. The Resident Engineers provided invaluable insight regarding the "day-to-day" operation of our maintenance forces, while at the same time strengthening the link between the Department and its stakeholders.

Finally, when all of the surveys have been completed, the Village Committee will again report to the RCPC with its findings, identifying those "themes/issues" common to all the villages.

At the time of this posting, villages within Broome and Chenango counties, and the Delaware South Residency area have been surveyed. The "Village People" will soon be performing surveys in Otsego, Schoharie / Delaware North and Sullivan counties. When these are completed they will be added to this web page.

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

Proposed Implementation Plan

1. To gather input on the Village Survey document, we would contact a small segment of Village representatives and other pertinent local, county or regional agencies.
2. Revise and finalize the Village Survey.
3. Once the survey is finalized, a letter would be sent to the Mayor of each Village with the Village Survey enclosed.
4. Meet with Village representative and collect data. Appropriate staff would collect data (a committee member and additional staff - to be determined).
5. Data collector should consult with subject matter expert to discuss photos or notes taken during the survey.
6. Compile data electronically/identify who would maintain data. The information would be incorporated with the Region's "Long Range Comprehensive Plan" update.
7. Compare and analyze data with TVWI (Traffic Volume Weighted Index) to better prioritize future Village projects.
8. Share findings with RCPC before sharing with internal stakeholders.
9. Reassess:
How did we do?
How can we improve?
Was there value added?

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY



REGION 9 VILLAGE SURVEY

New York State Department of Transportation

Date _____

Village: _____

County: _____

State Route: _____ *(provide separate form for each state highway in Village)*

AADT: _____ **Year:** _____

Population: _____ **Year:** _____

Surface Score: _____ **Year:** _____

Attach photos, narrative descriptions, and extra sheets where appropriate.

■ **Lighting**

Is Highway lighting present? Y N

Is it adequate? Y N

Is Pedestrian lighting present? Y N

Is it adequate? Y N

Is it decorative? Y N

Notes: _____

■ **Parking**

Is it present? Y N

Is it adequate? Y N

Off street On street

Is park & ride present? Y N

Is it needed? Y N

Notes: _____

■ **Landscape Elements & Plantings**

Are they present? *(i.e. signs, benches, planters)* Y N

If yes, describe what exists and location.

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

Are they adequate?

Y

N

Notes:

■ **Special Use Areas**

Is it present? (i.e. park, kiosk, monument)

Y

N

If yes, describe what exists and location.

Notes:

■ **Utilities**

Water Age _____

Y

N

Is it adequate?

Y

N

Sanitary Sewer Age _____

Y

N

Is it adequate?

Y

N

Gas Age _____

Y

N

Is it adequate?

Y

N

Electric

Y

N

Is it adequate?

Y

N

Is it underground?

Y

N

Partial

Telephone

Y

N

Is it adequate?

Y

N

Is it underground?

Y

N

Fiber Optics

Y

N

Is it adequate?

Y

N

Cable TV/Internet

Y

N

Is it adequate?

Y

N

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

Is it underground? Y N

Other _____

Notes:

■ **Snow Storage** Y N

If yes, is it paved or grassed? _____

Is it adequate? (3' minimum) Y N

Notes:

■ **Drainage**

Open (*i.e. swales, ditches, curbs, gutters*) Y N

Is it adequate? Y N

Closed (*i.e. culvert, catch basin, drain inlet*) Y N

Is it adequate? Y N

Notes:

■ **Traffic Signals/Control Devices**

Are they adequate? Y N

Notes:

■ **Geometry/Traffic Channelization**

Is it adequate? Y N

Notes:

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

■ **Perceived/Real Congestion /Delay Issues**

Delay Low Medium High

Notes:

■ **Perceived/Real Accident Problems** Y N

Number of PIL's _____

Accidents Low Medium High

Notes:

■ **Roadside Commercial Development** *Provide inventory of existing commercial establishments.*

Is it present? Y N

Level of Development Low Medium High

Notes:

■ **Walkability (Pedestrian Access & Mobility)**

Sidewalks Y N

If yes, describe connectivity, width, condition.

Are they adequate? Y N

Ped Crossings - signalized Y N

Are they adequate? Y N

Count-down timers Y N

Are they adequate? Y N

Curbs & Curb extensions Y N

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

Are they adequate? Y N

Crosswalks Y N

Are they adequate? Y N

Type (*i.e. color, texture, mid-block*) _____

Notes: _____

■ **Designated Scenic Byways** Y N

Notes: _____

■ **Bicycle Facilities**

Bike Lanes Y N

Are they adequate? Y N

Bike Parking facilities (*i.e. lockers, racks*) Y N

Are they adequate? Y N

Designated Bike Routes Y N

Notes: _____

■ **Other Multi-Modal**

Bus Y N Local Intercity

Air Y N

Rail Y N Freight Passenger

Notes: _____

■ **Is there a Master Plan ?** Y N

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

Last Updated _____

Are there any currently planned projects? Y N

Is the Village seeking other funding? Y N
(i.e. grants, enhancements, multi-modal)

Notes:

■ **Infrastructure Projects done recently** Y N

Notes:

■ **Historic & Cultural Context** Y N

(i.e. historic buildings, sites, landmarks, monuments, cultural themes, wall murals, sculptures, art)
If yes, describe what exists and location.

Notes:

■ **Economic Sustainability** *(Describe as appropriate)*

- Economic Opportunities
- Economic Condition
- Tax Base Info
- Tourism
- Zoning
- List Industrial Sites

Notes:

■ **Miscellaneous** *(Describe as appropriate)*

- Special Events
- Open Spaces
- Gateways
- Institutional *(i.e. school, hospital)*
- Bridges *(i.e. historic, signature)*

Notes:

APPENDIX B: NEW YORK STATE DEPARTMENT OF TRANSPORTATION VILLAGE SURVEY

■ **Comments**

How can DOT assist in achieving your transportation vision in your Village?

Notes:

■ **Contributors**

Name/Title: _____
Organization: _____
E-mail/phone: _____

Name/Title: _____
Organization: _____
E-mail/phone: _____

Name/Title: _____
Organization: _____
E-mail/phone: _____

Name/Title: _____
Organization: _____
E-mail/phone: _____

Name/Title: _____
Organization: _____
E-mail/phone: _____

Name/Title: _____
Organization: _____
E-mail/phone: _____

APPENDIX C: NYS MAIN STREET PROGRAM WORKSHEETS

C1. Main Street Demographic Profiles Worksheet

Refer to the US Bureau of the Census American Factfinder for information on your community

	COUNTY	City, Town, Village or Hamlet
Population		
Total housing units		
Occupied housing units		
Vacant housing units		
Pct Vacant housing units		
Owner-occupied housing units		
Pct Owner-occupied housing units		
Renter-occupied housing units		
Pct Renter-occupied housing units		
Pct Unemployed		
Median household Income (\$)		
Individuals below Poverty		
Pct Individuals below Poverty		
Occupants per room		
1.01 or more (overcrowded)		
Pct 1.01 or more		
Monthly Owner Costs as a Pct of HH Income 1999		
30.0 or more		
Pct 30.0 or more		
Median Gross Rent (\$)		
Gross Rents as a Pct of Household Income		
30.0 or more		
Pct 30.0 or more		
Number of Household below \$24,999 in income		
Pct HHs below \$25,999 Income		
Est. Number of Rental Properties below \$625 in rent (a)		
Est. Pct Rentals below \$625 in rent		
Pct Households Moved into Unit since 1995		

SOURCE: US CENSUS 2000: Demographic Profiles 1,2,3,4
<http://censtats.census.gov/pub/Profiles.shtml>

Notes:

(a) To estimate the number of rental units between \$500 and \$625, use ½ the number of rental units in the category \$500 to \$749

APPENDIX C: NYS MAIN STREET PROGRAM WORKSHEETS

C2. Main Street Target Area Commercial Profile

Target Area	Y/N	If Yes: Name/Description	Yr Completed		
Summary Completed					
Market Analysis Completed					
Target Area is within:					
	Y/N	If Yes: Name	Yr Started or Designated		
Commercial Business District					
Business Improvement District					
Empowerment Zone					
Enterprise Community					
NYS Empire Zone					
Historic District					
CDBG Low/Med Area					
NPC Area					
RPC Area					
Other: Specify _____					
TARGET AREA					
Number of blocks long:	_____ Blocks: ___ one side of street or _____ both sides of street				
Number of Vacant Lots					
Total Number of Buildings					
Number of Bldgs Fully or Partially Occupied					
Number of Bldgs Vacant					
Pct Bldgs Vacant					
		Year _____	Year _____	Year _____	
Number of Establishments/ Businesses					
Est. Number of Employees					
Commercial Vacancy Rate					
	Retail Vacancy Rate	_____ %	_____ %	_____ %	
	Office Vacancy Rate	_____ %	_____ %	_____ %	
Rent Per Sq Foot					
	Retail	\$ _____	\$ _____	\$ _____	
	Office	\$ _____	\$ _____	\$ _____	
Current Services:	Y/N	If N: est. distance to closest Store in blocks or miles	Public Transportation: Indicate Public Transportation		
Supermarket		_____ blocks/miles	In Target Area (Y/N)	Within _____ Blocks/Miles of Target Area	
Convenience Store		_____ blocks/miles	Buses		
Pharmacy		_____ blocks/miles	Trains		
Restaurants		_____ blocks/miles	Subways		
Current Econ. Development Investments or Major Business Improvements in or near Target Area					
NAME	DESCRIBE		STATUS**	In Target Area (Y/N)	Within _____ Blocks/Miles of Target Area

**Status: State whether proposed, started or completed. If proposed, state percentage of funding committed.

APPENDIX C: NYS MAIN STREET PROGRAM WORKSHEETS

C4. Main Street Target Area Individual Building Profile

BUILDING ADDRESS _____ ZIP _____

Owner:			
Owner Address	ZipCode _____		
Year Purchased			
Bldg Currently:	_____ Occupied _____ Vacant _____ years/mos.	Owner Occupancy: (Y/N)	___ Owner is Business Occupant ___ Owner is Residential Occupant

Yr Built _____		Number Stories _____	
Historic Designation (Y/N) ___ If yes, specify _____		Elevators (Y/N) _____ Residential _____ Freight	
Structure Type: _____ Brick _____ Wood Frame _____ Steel _____ Other Specify _____		Building Type: ___ Mixed Use ___ Residential _____ Commercial _____ Civic	

Describe Bldg Physical Condition: *
Commercial Units:
Residential Units:
Systems/exterior

List Current Businesses:

		CURRENT CONFIGURATION	INDICATE IF ANY:	
			CHANGES PROPOSED	MAIN ST ASSIST.**
Commercial Units	Est. Comm. Sq. Ft.			
	Number Comm. Units			
	Number Comm. Units Vacant			
	Length of time vacant (yrs/ mos)			
Residential Units	Number Res. Units			
	Number Res. Units Vacant			
	Length of time vacant (yrs/ mos)			

*Current Condition:
Exc= Excellent
VG= Very Good
F= Fair
P= Poor

**Indicate type of Main St Assistance:
F= Facade
R=Rehabilitation
A= Anchor
ND= Not yet Determined

APPENDIX D: MAIN STREET OVERLAY DISTRICT EXAMPLE – WELLFLEET, MA

9.2 MAIN STREET OVERLAY DISTRICT

9.2.1 Purpose and Intent

This by-law enables the development and redevelopment of Wellfleet's village center (a portion of Main Street) in keeping with its historic development patterns, including the size and spacing of structures and open spaces.

9.2.2 Overlay District Defined

The Main Street Overlay District shall extend along the south side of Main Street, one lot in depth, from Bank Street to Holbrook Avenue. The Main Street Overlay District established by this section is shown on a map entitled "Main Street Overlay District In the Town of Wellfleet", dated April 2006, which is on file in the office of the Town Clerk. Within the Main Street Overlay District, special permits are required under this by-law for all uses and structures required to obtain a special permit by the underlying Central District zoning district.

9.2.3 Special Permit Granting Authority

The special permit granting authority for this bylaw shall be the Zoning Board of Appeals.

9.2.4 Special Permit Criteria

In addition to the Special Permit criteria listed in Section 8.4.2 of this Zoning By-law, applicants for Special Permits in the Main Street Overlay District must meet the following requirements:

9.2.4.1 Pedestrian Access. Provision for safe and convenient pedestrian access shall be incorporated into plans for new construction of buildings and parking areas and must be designed in concert with landscaping plans noted below. New construction should be consider of pedestrian access to buildings, sidewalks and parking areas and should be completed with considerations of pedestrian safety, handicapped access and visual quality.

9.2.4.2 Landscaping and Appearance. Landscape design plans should ordinarily be prepared by a landscape architect, although the Zoning Board of Appeals may accept a plan prepared by one other than a landscape architect if it believes the plan meets the design guidelines noted below and is in concert with the intent of this regulation.

(a) A landscaped buffer strip or some other type of screening may be required adjacent to adjoining properties. This buffer strip shall be planted with a combination of grass, appropriate height shrubs, shade trees or other type of screening.

(b) Exposed storage areas, machinery, garbage "dumpsters," service areas, truck loading areas, utility buildings and structures shall be screened from the view of abutting properties and streets using plantings, fences and other methods compatible with the goals of this regulation.

(c) To ensure that landscaped areas are maintained, the Zoning Board of Appeals shall include as a provision of any special permit granted that a condition of said special permit is the maintenance of the landscaping as approved by the Zoning Board of Appeals.

9.3 Height, Setback and Building Coverage within the Main Street Overlay District:

9.3.1 Height

The maximum height of any new or expanded existing structure shall be 28 feet.

9.3.2 Minimum Yard Requirements

The front yard setback of any new or expanded existing structure may be reduced to a zero line setback to continue the existing development pattern. The sideline setback shall be 6 feet, and the rear line setback shall be 15 feet.

9.3.3 Building Coverage

APPENDIX D: MAIN STREET OVERLAY DISTRICT EXAMPLE – WELLFLEET, MA

Maximum building coverage within the Main Street Overlay District shall be 33%. Building Coverage shall be calculated using the entire area of the lot (upland and lowland) exclusive of any areas on a street or way open to the public.

9.4 Parking Requirements

Recognizing that parking requirements in the underlying zoning district may hamper development of village-style land use and development, the Zoning Board of Appeals is authorized to reduce or waive the parking requirements specified for the use or structure proposed. In determining the appropriate reduction, if any, the Zoning Board of Appeals may give consideration to the hours of usage of the proposed use or structure, hours of usage of other uses or structures within the Main Street Overlay District, amount of "shared" parking with other uses, the opinions of merchants, residents and municipal officials as to the adequacy or inadequacy of parking spaces within the specific area of the proposed use or structure, as well as other relevant information to assist the Zoning Board of Appeals in determining the need for additional parking for motor vehicles.

9.5 Allowable Uses

Recognizing that village-style development entails a mixture of uses, the Zoning Board of Appeals is authorized to allow a mix of residential and non-residential land uses within the Main Street Overlay District. Allowable uses shall be those listed in the underlying Central District within Section 5.3 of this Zoning By-law and the following:

Conversion of Dwelling Unit	Guesthouse, Private
Arcade	Guesthouse, Public
Inn	Nursing Home
Restaurant, Indoor	

9.6 Severability

The invalidity of any section or sections or parts of any section or sections of this by-law shall not affect the validity of the remainder of Wellfleet's zoning bylaw.

Visit the Town of Wellfleet, Massachusetts website for more information on their local laws and planning efforts: <http://www.wellfleetma.org>

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APPENDIX G: GLOSSARY AND ACRONYMS

Glossary

Access Management: a set of strategies to improve the safety and efficiency of traffic by reducing congestion and decreasing the number of accidents while simultaneously preserving community character through land use planning and site design. (Genesee Transportation Council)

Best Practices: Methods that have been determined to be the most effective, practical means of meeting their intended goal or outcome.

Building Permeability: ability to see into a building, in particular, offices, shops and restaurants in commercial districts

Building Setback: distance that a building must stand away from a property line, curb, shoreline or other boundary as defined by law.

Context Sensitive Solutions (CSS): Collaborative, interdisciplinary process that involves all stakeholders to design a transportation facility that fits its applicable setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. CSS respects design objectives for safety, efficiency, capacity and maintenance while integrating community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts. (from *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Institute of Transportation Engineers.)

Critical Mass: The scale or volume at which processes become self-perpetuating. In this context, the number of visitors necessary that allows a place to become self-sustaining in terms of commerce, civil activity and interpersonal engagement.

Cutoff: the degree to which light is allowed to escape into the atmosphere (“full cutoff” means no light escapes beyond the intended target area)

Fenestration: the design and placement of windows within a building.

Geometric Design: The highway, vehicle, and individual users are the three integral parts of transportation safety and efficiency. The "Geometric Design" program area investigates, incorporates and promotes tools to improve safety performance and cost-effectiveness into the conventional transportation planning and design process. (Federal Highway Administration).

Glare: excessive bright light shining directly into a person’s field of view that either reduces visibility or causes annoyance

Human Scale: How humans perceive the size of their surroundings and their comfort with the elements of the natural and built environment relative to their own size. In urban areas, human scale represents features and characteristics of buildings that can be observed within a short distance and at the speed of a pedestrian, and sites and districts that are walkable. In contrast, auto scale represents a built environment where buildings, sites, signs, etc. are designed to be observed and reached at the speed of an automobile. (from *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Institute of Transportation Engineers.)

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Infill Housing: New housing that is situated in vacant or underutilized parcels of land, resulting in a more densely-populated area.

Level of Distress: A qualitative measure describing the physical condition of a road surface. Conditions such as cracking and fault formation are taken into account in order to arrive at an overall level of distress for pavement segments.

Level of Service: A qualitative measure describing the operational conditions within a traffic stream and their perception by motorists and/or passengers and other transportation users. Conditions such as speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience are used to describe levels of service. Levels of service are characterized as ‘A’ (free flow, little delay) through ‘F’ (breakdown, forced flow), with ‘E’ representative of operation at capacity.

Light Trespass: either unwanted light that is allowed to enter adjacent properties or light that is excessively bright

Mixed-Use: The combining of, or zoning for, retail/commercial and/or service uses with residential or office use in the same building or on the same site either vertically (with different uses stacked upon each other in a building) or horizontally (with different uses adjacent to each other or within close proximity).

(from *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Institute of Transportation Engineers.)

Outdoor Room Concept: This concept stresses the creation of an outdoor environment using built and natural forms (buildings, trees, benches, landscaping, etc.) to provide individuals with a sense of comfort and safety in the outdoor environment as well as focal points of interest that captivate or encourage interpersonal contact.

Parking Management: a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design

Pattern Language: A structured method of describing good design practices within a particular domain. Styles in architectural and urban design that display similar characteristics reflect a distinct pattern language. North American main streets are an example of a distinct pattern language; several distinct patterns in building materials and design can be found within such spaces.

Pocket Parks: Small green spaces accessible to the general public that are often of primarily environmental or aesthetic importance rather than recreational

Scenic Byways: New York State Scenic Byways are transportation corridors that are of particular statewide interest. They are representative of a region's scenic, recreational, cultural, natural, historic or archaeological significance. The New York State Scenic Byways Program was created by the NYS Legislature in 1992. The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.

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Sense of Place: While there are many intricacies to this concept, *sense of place* may best be defined within the present context as “defining oneself in terms of a given piece of land...Landscape acts as teacher in shaping our perceptions of place. Analysis suggests that four major components contribute to a sense of place...[including] (1) toponymic – related to naming places; (2) narrative – involving personal or group stories or legends; (3) experiential – associated particularly with dependence and survival; and (4) numinous – spiritual. Definition adapted from Yan Xu’s essay “Sense of Place and Identity.” (citation provided on page 3.

Traffic Calming: The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. (ITE State of the Practice, 1999)

Tree Banking: system whereby a municipality or group develops an ongoing propagation system of choice tree species. The system keeps a number of trees of an ideal age for planting at the ready for transplant. As trees mature, they can be sold, donated or composted. Tree banking may result in a modest cost savings to the municipality; its primary purpose, however, is to ensure an ample and immediate supply of trees when needed.

Walkable/Walkability: Streets and places designed or reconstructed to provide safe and comfortable facilities for pedestrians, and are safe and easy to cross for people of all ages and abilities. (from *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Institute of Transportation Engineers.)

Walkable Communities: Desirable places to live, work, learn and play, and therefore a key component of smart growth. Their desirability comes from two factors. First, locating, within an easy and safe walk, goods (such as housing, offices and retail) and services (such as transportation, schools, libraries) that a community resident or employee needs on a regular basis. Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options and creating a streetscape that better serves a range of users – pedestrians, bicyclists, transit riders and drivers. To foster walkability, communities must mix land uses and build compactly, and ensure safe and inviting pedestrian corridors. (from *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Institute of Transportation Engineers.)

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Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ACEC	American Council of Engineering Companies
APWA	American Public Works Association
BID	Business Improvement District
CBD	Central Business District
CAG	Citizen’s Advisory Group
CCLIP	Clyde Capital Improvement Limited Partnership
CSS	Context Sensitive Solutions
ESD	Empire State Development
FPMA	Fairport-Perinton Merchants Association
GAO	United States General Accounting Office
G/FLRPC	Genesee/Finger Lakes Regional Planning Council
GTC	Genesee Transportation Council
IESNA	Illuminating Engineering Society of North America
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
LACs	Local Advisory Committee
LISC	Local Initiatives Support Corporation
L RTP	Long Range Transportation Plan
MUTCD	Manual of Uniform Traffic Control Devices
NYSDEC	New York State Department of Environmental Conservation
NYS DOT	New York State Department of Transportation
NYSERDA	New York State Energy Research and Development Authority
NYS RPS	New York State Real Property System
PUD	Planning Unit Development
RPS	New York State Real Property System
RGRTA	Rochester Genesee Regional Transportation Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIC/NAICS	Standard Industrial Classification/North American Industry Classification System
SHPO	State Historic Preservation Office (NYS Office of Parks, Recreation, and Historic Preservation)
TEP	Transportation Enhancements Program
TIP	Transportation Improvement Project
UPWP	Unified Planning Work Program
US EPA	United States Environmental Protection Agency
USGS	United States Geologic Survey