



MIDDLE CHESHIRE ROAD + HEALTH CARE SERVICES CORRIDOR ACTIVE TRANSPORTATION PLAN

MARCH 2021

ACKNOWLEDGMENTS

This study was funded through the Genesee Transportation Council (GTC) and completed in partnership with the Town of Canandaigua and City of Canandaigua. The process was guided by an active Steering Committee, whom provided valuable input and feedback on future pedestrian and bicycle treatments along the Middle Cheshire Road corridor.

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REPORT PREPARATION

This report was prepared for the Town of Canandaigua, NY by Bergmann with assistance from Alta Planning + Design and Sue Steele Landscape Architecture.



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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The Town of Canandaigua has developed the Middle Cheshire Road and Health Services Corridor Active Transportation Plan in collaboration with the City of Canandaigua, with funding and technical assistance provided by the Genesee Transportation Council (GTC). The purpose of this study is to identify feasible pedestrian and bicycle treatments to implement along the corridor that will increase connectivity to key destinations and enhance safety for users within the Town and City of Canandaigua.

The recommendations in this plan are focused on Middle Cheshire Road and West Street from Wells Curtice Road to Bristol Road, and runs parallel to Canandaigua Lake.

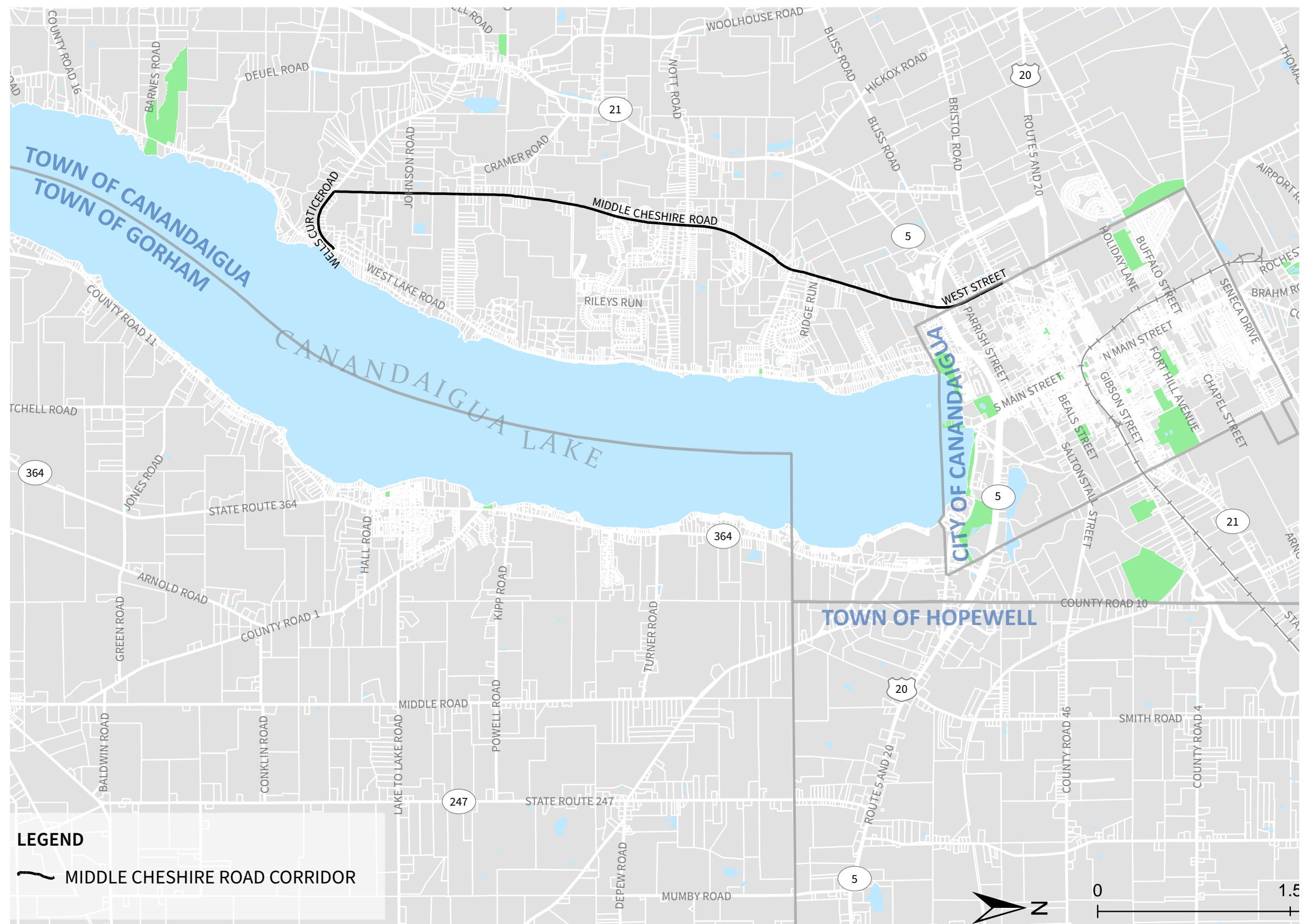
This study includes the following components:

- Existing Conditions
- Needs Assessment
- Transportation and Placemaking Recommendations
- Implementation Plan

PURPOSE OF THE STUDY

The purpose of this study is to:

- Understand preferences for pedestrian and bicycle treatments
- Enhance safe multi-modal connections for residents and visitors to key destinations



KEY FINDINGS

An existing conditions analysis was conducted for the Middle Cheshire corridor. This analysis included a review of physical characteristics to derive key opportunities and challenges related to expanded pedestrian and bicycle facilities along the corridor.

- The Town of Canandaigua and the City of Canandaigua regulate land uses along the Corridor. Regulations permit a range of land uses including agricultural, residential and commercial. Land use along the Middle Cheshire Road corridor is primarily residential. Density increases toward the City of Canandaigua, where development transitions to include commercial and service land uses.
- The majority of land along the corridor is privately owned.
- Canandaigua is home to an abundance of natural features including Canandaigua Lake, which runs parallel to the Middle Cheshire corridor. The corridor also contains several parcels within a NYS Agricultural District.
- The corridor is within proximity to numerous parks and destinations within the Town and City, including the Switchback Trail, Canandaigua City Pier, Thompson Hospital and the Hamlet of Cheshire.



KEY FINDINGS

- The traffic levels along the Middle Cheshire corridor are generally low, with the highest levels of traffic near the Town/City municipal border and in the proximity of Thompson Hospital.
- The majority of traffic accidents that have occurred along the corridor have involved a collision with a deer or other motor vehicle.
- Public transportation options along the Middle Cheshire Road corridor are limited.
- Pedestrian amenities along the corridor are limited and concentrated near the Thompson Hospital.
- Major intersections along the corridor lack pedestrian infrastructure. There is an opportunity to increase pedestrian safety through crosswalk striping and signage.



KEY CORRIDOR OPPORTUNITIES

SOUTHERN SEGMENT

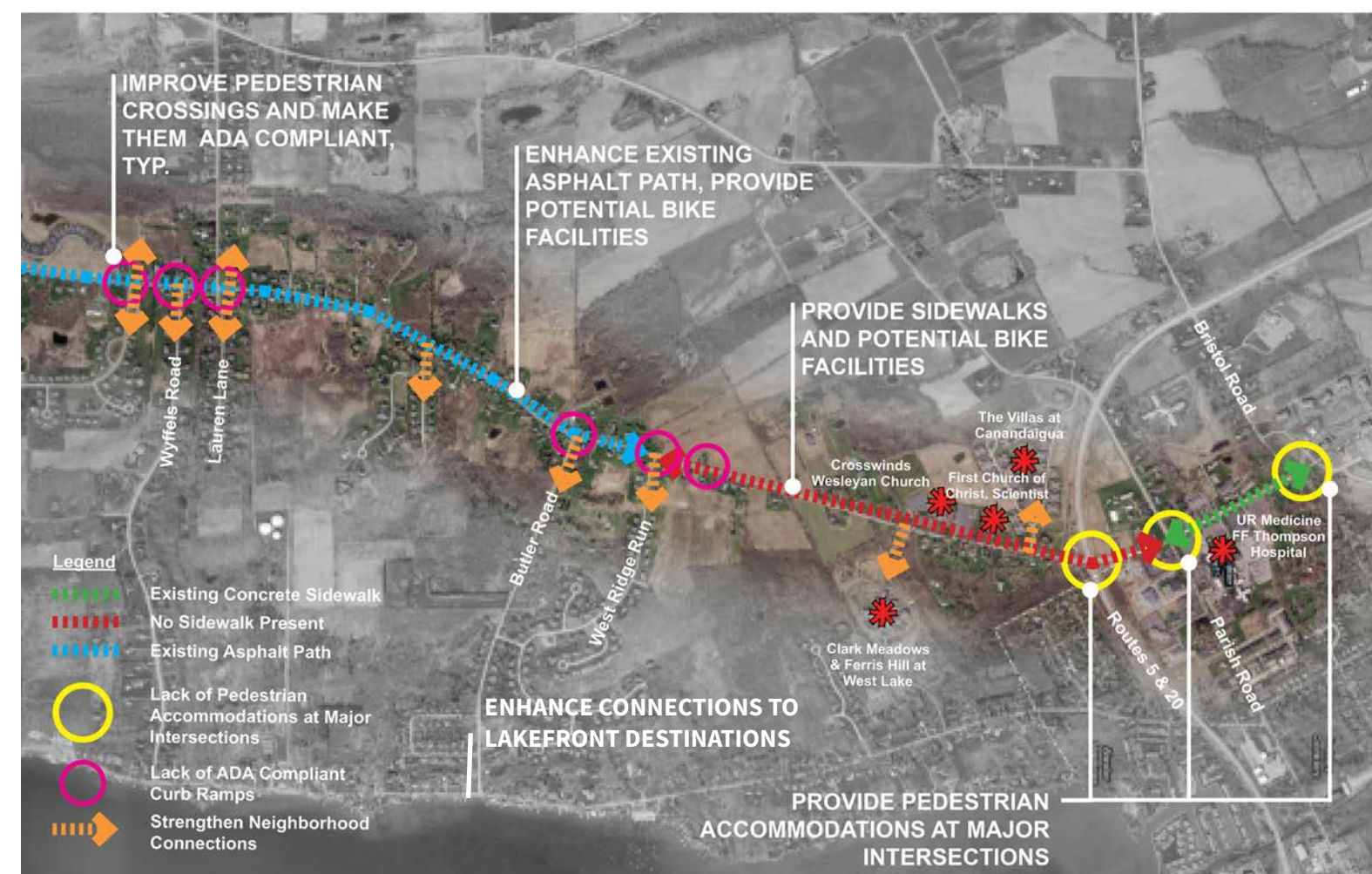
Based on the existing conditions assessment, a number of key opportunities to expand pedestrian and bicycle infrastructure along the Middle Cheshire Road corridor were identified. These opportunities are presented for both the northern and southern segments of the corridor.

- There are opportunities to expand wayfinding signage, benches, and bike racks on all corridor segments.
- Provide safe pedestrian accommodations and enhancements at all major intersections, including crosswalk striping.
- Incorporate sidewalks and bike facilities that connect to West Lake Road that do not interfere with farm and agricultural practices
- Create strong pedestrian connections to and from adjacent neighborhoods and the corridor.
- Implement ADA enhancements to create a function system for all users and abilities.

KEY CORRIDOR OPPORTUNITIES

NORTHERN SEGMENT

- Create strong pedestrian connections to and from adjacent neighborhoods and the corridor.
- Expand pedestrian facilities between West Ridge Run and Routes 5 + 20.
- Provide safe and visible connection to the Switchback Trail.
- Enhance connectivity between the hospital and adjacent office facilities and residential complexes.
- Implement ADA enhancements to create a functional system for all users and abilities.
- Provide safe pedestrian accommodations and enhancements at all major intersections.

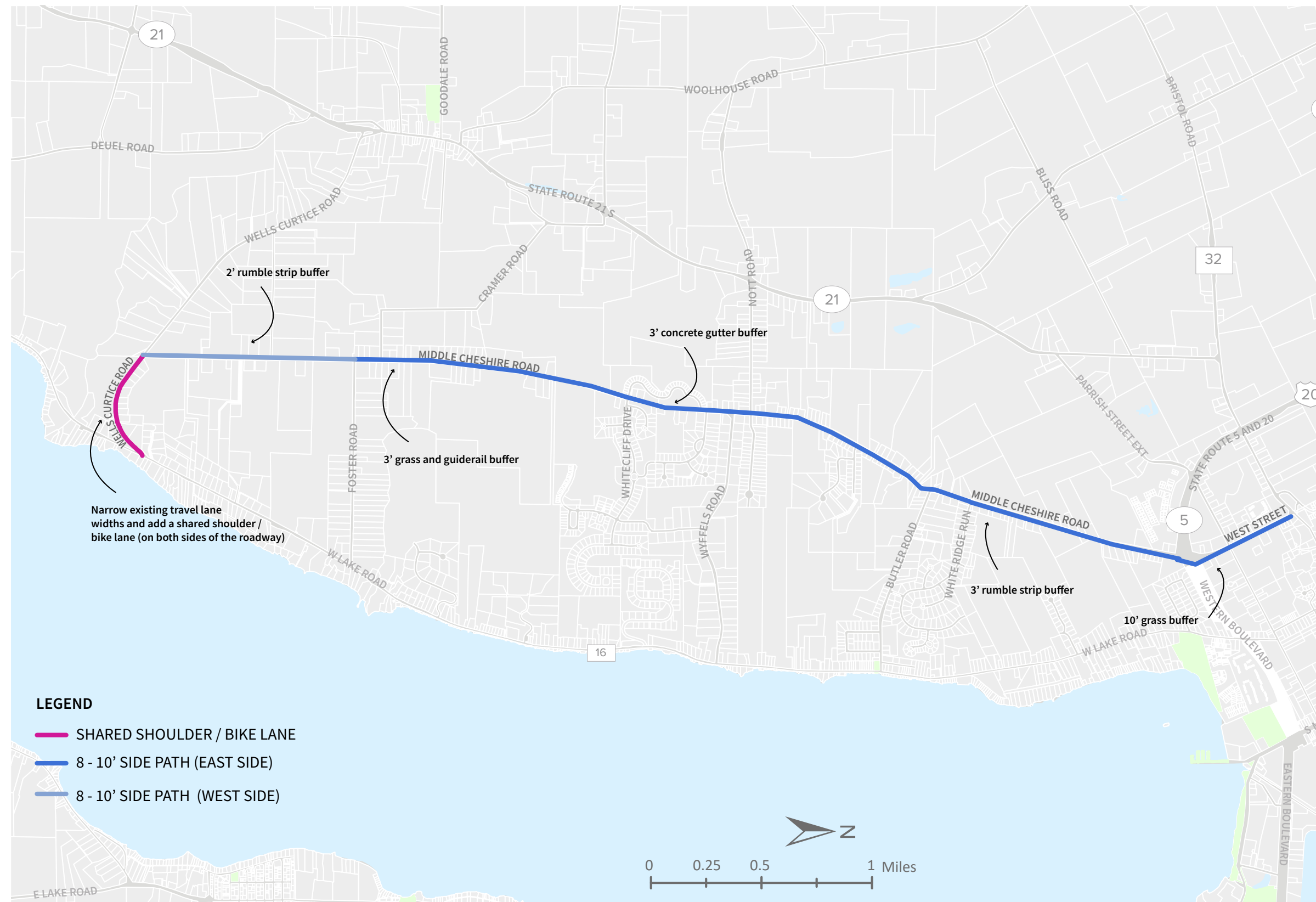


TRANSPORTATION RECOMMENDATIONS

Based on the existing conditions analysis and needs assessment, a series of improvements for the Middle Cheshire Road corridor are recommended. These improvements include:

- Pedestrian and Bicycle Treatments
- Intersection Enhancements
- Placemaking Recommendations

These recommendations are intended to increase mobility options and safety for pedestrian and bicycle users along the corridor.



TRANSPORTATION RECOMMENDATIONS

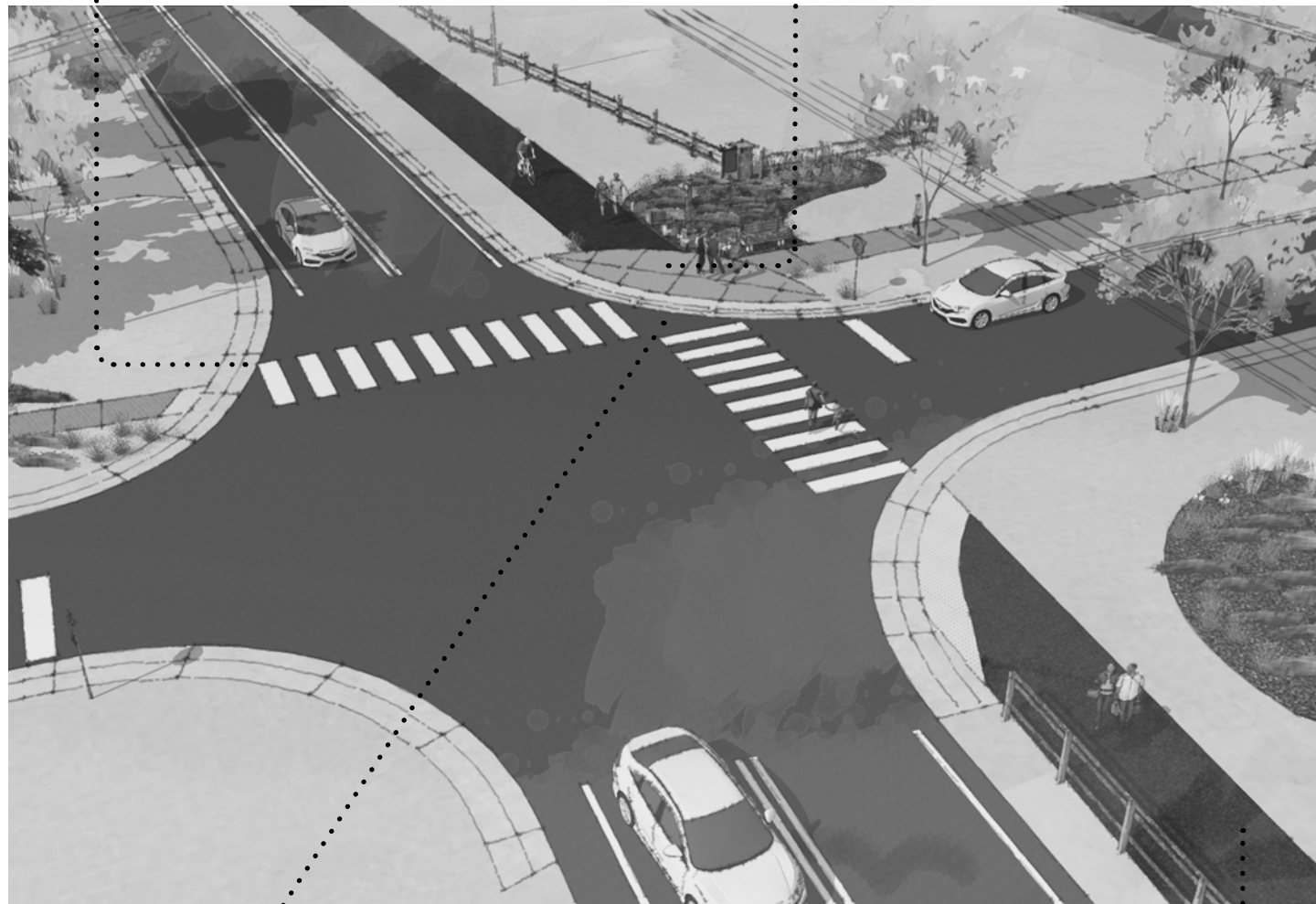
Pedestrian and bicycle treatments, intersection improvements, and placemaking recommendations for the corridor are summarized, with details included in the full plan.

ENHANCED CROSSWALKS

- Intersection enhancements are recommended along the Middle Cheshire corridor to improve pedestrian mobility and ensure accessibility for all users, regardless of age or ability.

ACCESSIBLE PEDESTRIAN AMENITIES

- Pedestrian amenities, such as bike racks, benches, and trash receptacles, are recommended at high traffic pedestrian nodes to encourage walkability along the corridor.



ENHANCED SENSE OF PLACE

A comprehensive signage and wayfinding system is recommended for the Middle Cheshire Road corridor to connect residents and visitors to key destinations.

SEPARATED PEDESTRIAN / BICYCLE FACILITY

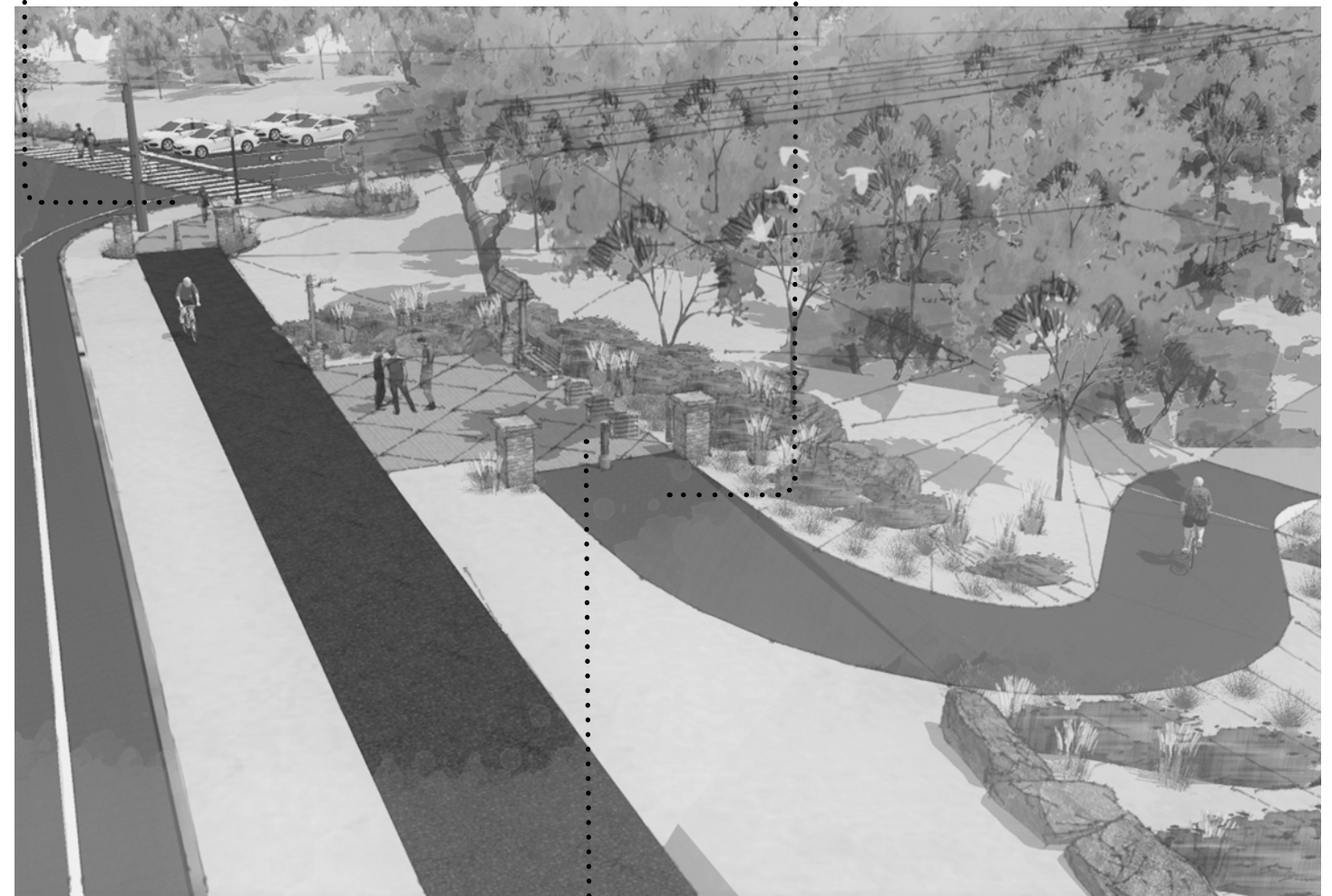
A separated pedestrian and bicycle treatment, in the form of an off-road sidepath, is recommended along the majority of the corridor's length. This sidepath provides increased comfort for users.

ACCOMMODATIONS FOR MULTI-MODAL USERS

- Enhancements are recommended at the Middle Cheshire Road / Routes 5 + 20 intersection to improve the pedestrian and bicyclist experience.
- These improvements include increased signal timing, visible crosswalk striping, enhanced landscaping, and connection to surrounding pedestrian / bicycle facilities.

LOCAL CONNECTIONS

- The Middle Cheshire Road corridor is located in proximity to local destinations, including the City of Canandaigua. Through enhancements to the Switchback Trail, Town residents will have multi-modal access to the City of Canandaigua and the Canandaigua Lake waterfront.



ENHANCED TRAILHEADS

Increased visibility of local off-road recreational trails through trailhead enhancements are recommended at the Switchback Trail entrance. Improvements include seating opportunities and informational kiosks.

IMPLEMENTATION PLAN

Several proposed projects and actions should be undertaken in the short-term to jump start pedestrian and bicycle safety enhancements along the Middle Cheshire corridor. These projects and actions are listed below.

| | Project | Potential Funding Source | Notes |
|-----------------------------------|---|--|--|
| SHORT-TERM PRIORITY ACTIONS | Complete the final design of pedestrian and bicycle treatments for the length of the Middle Cheshire Corridor | Town of Canandaigua, City of Canandaigua, Transportation Alternatives Program | This action will require surveying. Estimated design and construction costs are provided by segment. |
| | Complete the final design of proposed priority intersection improvements. | Town of Canandaigua, City of Canandaigua, Transportation Alternatives Program | <p>This action will require surveying. Estimated design and construction costs are provided by intersection.</p> <p>Priority intersections include Routes 5 + 20 / Middle Cheshire Road, Whitecliff Drive, and Parrish Street.</p> |
| | Complete a corridor-wide signage and wayfinding plan | Town of Canandaigua, NY Main Street | A specific sign location and messaging plan should be completed for the corridor. |
| | Construct priority intersection improvements | NY Main Street, Transportation Alternatives Program (TAP), Highway Safety Improvement Program, Town of Canandaigua | <p>Intersection improvements should be paired with the installation of recommended pedestrian amenities.</p> <p>Priority intersections include Routes 5 + 20 / Middle Cheshire Road, Whitecliff Drive, and Parrish Street.</p> |



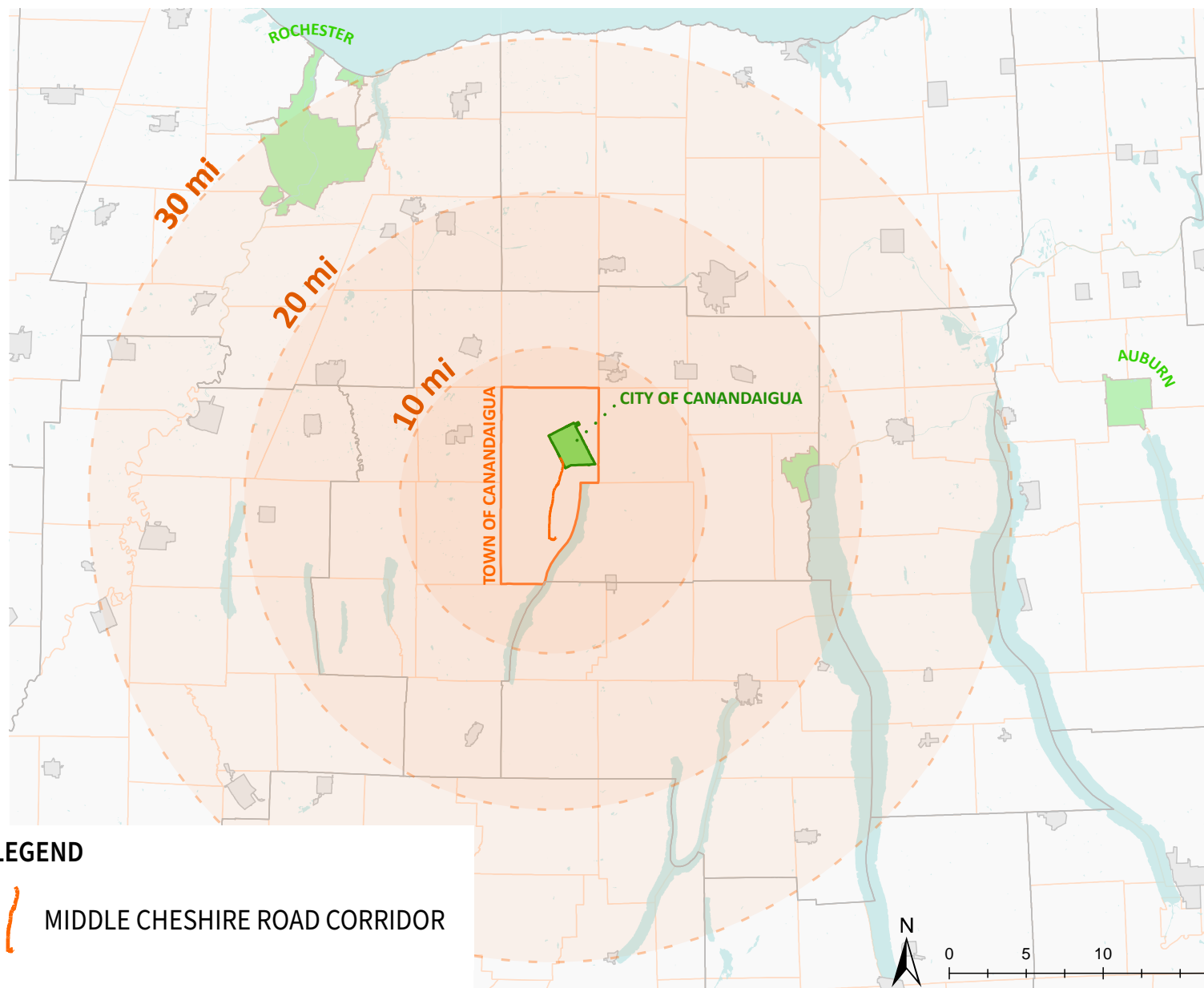
1 INTRODUCTION

In collaboration with the Genesee Transportation Council (GTC), the Town and City of Canandaigua identified the need to assess multimodal transportation options along the Middle Cheshire Road corridor from Wells Curtice Road to Bristol Road. This Active Transportation Plan includes a thorough inventory of existing conditions, and a needs assessment to inform alternatives intended to improve mobility options along the corridor.

REGIONAL CONTEXT

The Town and City of Canandaigua are located in the Finger Lakes region of Ontario County, New York approximately 25 miles southeast of the City of Rochester. The Town runs parallel to the northern shores of Canandaigua Lake; bordered by the Towns of Hopewell and Gorham to the east, East Bloomfield to the west, Farmington to the north, Bristol and South Bristol to the south. The City of Canandaigua is located adjacent to the Town of Canandaigua, just north of Canandaigua Lake.

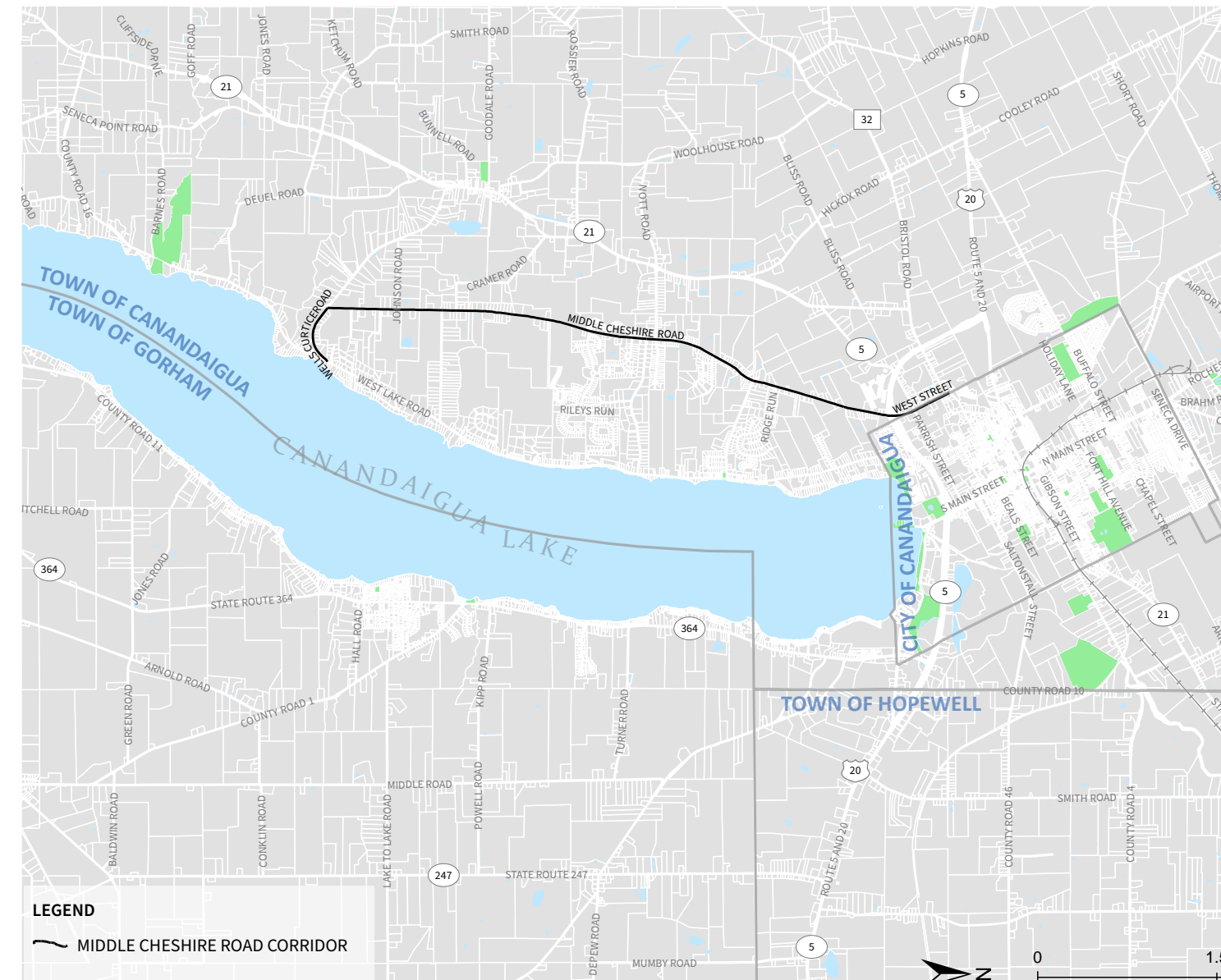
The Middle Cheshire Corridor study area is located within the Finger Lakes region, which boasts unparalleled scenery and attracts thousands of visitors annually.



STUDY AREA

Middle Cheshire Road is a north-south corridor that runs parallel to Canandaigua Lake and Route 16 in the Town, just south of the City of Canandaigua. The study area extends approximately 2.7 miles along Middle Cheshire Road from Wells Curtice Road to Routes 5 and 20, where it transitions into West Street and continues to Bristol Road.

For analysis purposes, the study area for the existing conditions analysis includes all parcels from West Curtice Road to Bristol Road that touch Middle Cheshire Road.



CHARACTER AREAS

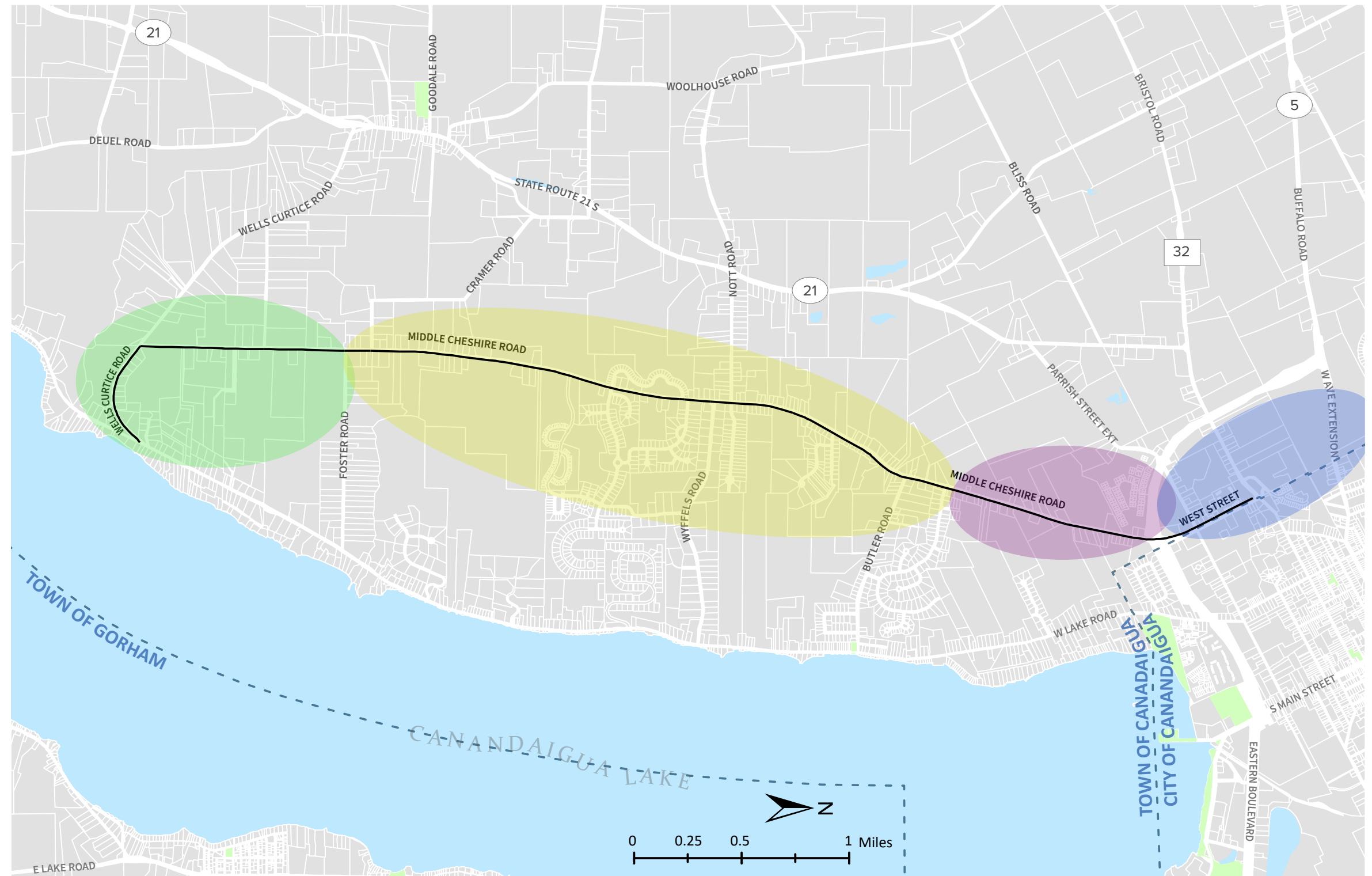
Land use and community character vary significantly along the corridor. The southern end of the corridor is primarily rural and agricultural in nature. Toward the City of Canandaigua, land uses transition from primarily single family residential neighborhood to a more dense urban fabric with commercial and multi-family uses around Thompson Hospital and supporting medical office space.

**SINGLE-FAMILY RESIDENTIAL +
AGRICULTURAL**

SINGLE-FAMILY RESIDENTIAL

**MULTI-FAMILY RESIDENTIAL +
COMMUNITY SERVICE**

**HEALTH SERVICES +
OFFICE SPACE**



CHARACTER AREAS

SINGLE-FAMILY RESIDENTIAL + AGRICULTURAL

The southern end of the corridor begins at Wells Curtice Road and contains a mix of rural, agricultural and single-family residential land uses. Residential development along this section of the corridor is low in density. Foster Road serves as a transitional boundary from primarily agricultural land to predominantly single-family residential land use.



SINGLE-FAMILY RESIDENTIAL

Middle Cheshire Road corridor neighborhoods are situated primarily along Wyffels Road and Laura Lane, extending northeast along Butler Road and West Ridge Run. Housing styles and densities consist of primarily single-family homes with larger lots. There are a number of residential developments with access to the Middle Cheshire Road corridor.



CHARACTER AREAS

MULTI-FAMILY RESIDENTIAL + COMMUNITY SERVICE

North of Butler Road, the existing land use pattern transitions from single-family residential development into mixed use with multi-family residential housing, senior living and religious facilities. Development type along this section of the corridor is more dense and compact.



HEALTH SERVICES + OFFICE SPACE

The northernmost part of the corridor from the intersection of Route 5 & 20 to Bristol Road is characterized by a denser urban fabric that includes primarily health services and office space. The University of Rochester Medicine F.F. Thompson Health Hospital is a major anchor institution in this section of the corridor and is a source of pedestrian and vehicular traffic.



COMMUNITY ENGAGEMENT METHODS

Numerous engagement methods were utilized during the planning process. The purpose of this public engagement was to understand community concerns and desires as it relates to improvements along the Middle Cheshire Road corridor. This input helped inform the opportunities and recommendations for the corridor.

STEERING COMMITTEE MEETINGS

Steering Committee meetings were held regularly throughout the planning process. Due to the COVID-19 pandemic, these meetings were held virtually. The steering committee, comprised of local leadership and key stakeholders, met to discuss the study's progress, review deliverables and provide guidance on the plan's recommendations. Steering committee meeting minutes are provided in the appendix.

STAKEHOLDER MEETINGS

Stakeholder interviews were held at the beginning of the planning process to obtain input from key stakeholders near the Middle Cheshire Road corridor. Interviews were held with representatives from the City and Town of Canandaigua, Thompson Hospital and Middle Cheshire Road neighborhood residents. These meetings provided valuable insight on the types and behaviors of users along the corridor, as well as desired pedestrian and bicycle improvements. Stakeholder meeting minutes are provided in the appendix.

PROJECT WEBPAGE

A project-specific webpage was created for this planning effort. This webpage was active throughout the study and allowed interested parties to stay involved and up to date on the plan's progress. The project webpage provided access to documents as they were prepared and an opportunity for input. Public members that were not able to attend the public workshops were also able to provide their feedback utilizing the webpage and online community survey.

COMMUNITY ENGAGEMENT METHODS

PUBLIC WORKSHOPS

Public workshops were held during the planning process to inform and engage community members. The purpose of these meetings was to educate the public about the study's objectives and provide an opportunity for feedback on potential pedestrian and bicycle treatment recommendations. The first public workshop was held on August 2020 and included multiple interactive boards to understand multi-modal preferences and improvements for the corridor.

Due to the COVID-19 pandemic, the second public workshop was held virtually. This workshop consisted of a presentation followed by a question and answer session.

COMMUNITY SURVEY

An online community survey was created for residents to provide input on the corridor's current condition and desired improvements. Postcards were sent to all residents living within 500 feet of the Middle Cheshire Road corridor to inform them of the study and provide an opportunity to leave feedback for the project team. There were over 60 residents that responded to the survey. The results were utilized to inform the recommended improvements along the Middle Cheshire corridor.



MAIN TAKEAWAYS FROM COMMUNITY SURVEY

- Many respondents had traffic speed concerns along the corridor.
- Off-road shared paths are preferred to ensure pedestrian and bicycle safety.
- Crosswalk striping is a preferred enhancement for most major intersections.
- Amenities (signage, bike racks, benches, trash receptacles) are of lower priority for respondents.
- The corridor should have direct access to the Hamlet of Cheshire and the Switchback Trail.

Connect Canandaigua.

The Middle Cheshire Road and Health Services Corridor Active Transportation Study will explore mobility and accessibility improvements for vehicles, pedestrians and bicyclists along Middle Cheshire Road.

Learn More

RECENT PLANNING EFFORTS

The Town and City of Canandaigua have a history of undertaking planning studies that serve as a guide for development decision making. Over the past decade, numerous planning efforts have provided clear direction to support a vision and policies in the Town and City as well as for Canandaigua and the Middle Cheshire Road corridor.

DRAFT TOWN OF CANANDAIGUA COMPREHENSIVE PLAN UPDATE (2021)

The Town of Canandaigua 2021 Comprehensive Plan Update is currently underway to update to the 2011 and 2003 comprehensive plans. In 2015, an updated action plan was written as a tool to implement specific Plan objectives. The plan involved the creation of the Citizens Implementation Committee (CIC) to oversee and facilitate the implementation of each actionable item. The input and engagement of the CIC was crucial to advancing the community's priorities. The plan identifies several goals that apply to the Middle Cheshire Road corridor including:

- Collaboration with the City of Canandaigua on planning efforts, such as streetscape projects; and
- Ensuring safe roadways for all users.

CITY OF CANANDAIGUA COMPREHENSIVE PLAN UPDATE (2020)

The City updated their Comprehensive Plan in November 2020. This plan serves as a development guide for the City over the next 10 years. The Plan sets forth a vision and objectives for the City and emphasizes a need to expand efforts related to:

- Enhancing a city-wide network of bicycle trails and pedestrian pathways;
- Increasing public access to City parks;
- Expanding tourism opportunities;
- Promoting historic preservation; and
- Supporting economic development and job creation.

APPLICABILITY TO THE MIDDLE CHESHIRE ROAD CORRIDOR

The Town of Canandaigua Comprehensive Plan includes specific actions to improve transportation options in the Town of Canandaigua. Actions in the plan relate to improving safe transportation options, enhancing access to parks and open space, and increasing resident quality of life.

The City of Canandaigua Comprehensive Plan details recommendations for the Health Care District, which encompasses the Thompson Hospital campus. According to the plan, there is a desire to improve vehicular and pedestrian safety, create more uniform design standards for landscaping and signage, and improve traffic control at Parrish Street.

RECENT PLANNING EFFORTS

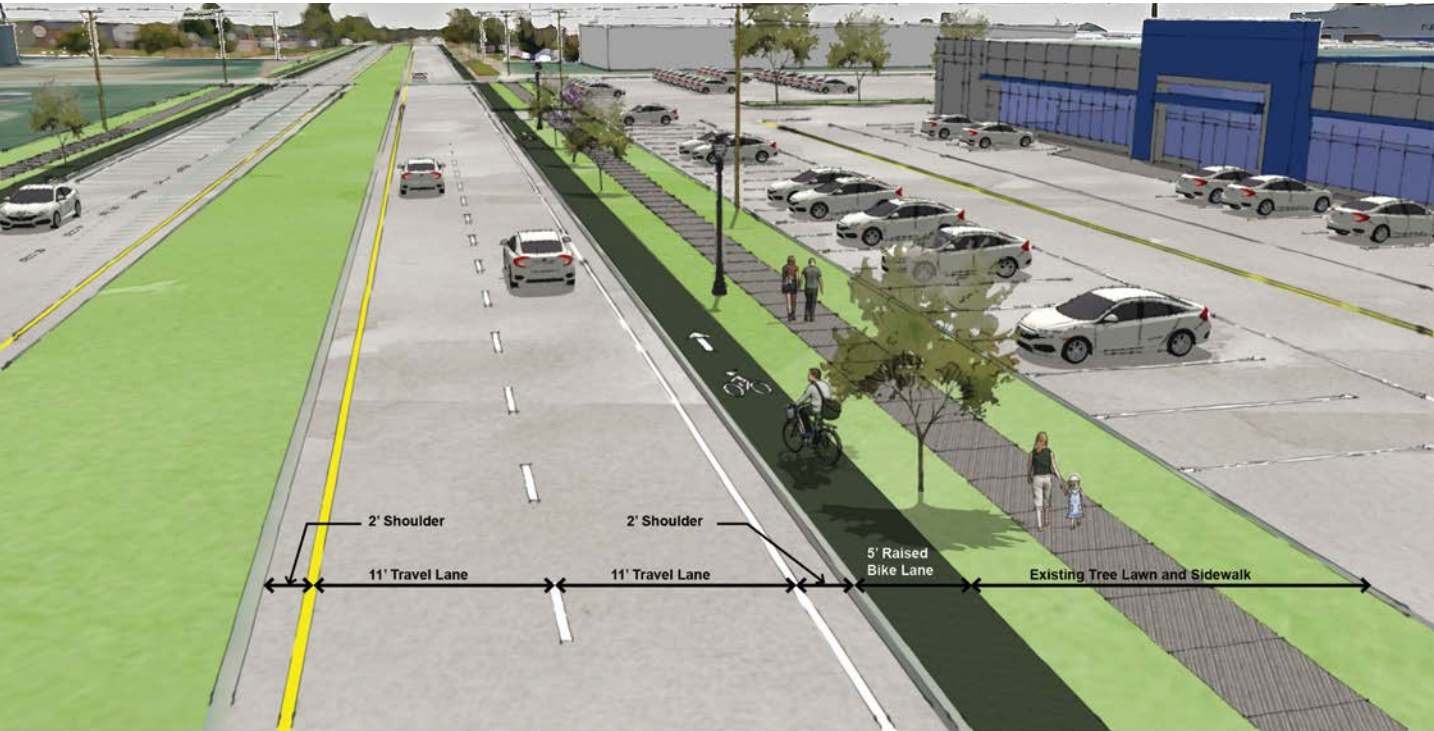
UPTOWN CANANDAIGUA MIXED-USE TRANSPORTATION CORRIDOR FEASIBILITY STUDY (2019)

The 2019 Uptown Canandaigua Mixed-Use Transportation Corridor Feasibility Study is a multi-modal transportation plan intertwined with an action-oriented economic development plan intended to transform the Uptown Canandaigua Corridor. The Uptown Canandaigua Corridor focuses on State Route 332 extending from North Street to Campus Drive. The future land use vision for the Uptown corridor requires necessary actions to implement recommendations for five key development areas.

Although physically separated from the Middle Cheshire Road corridor, the Uptown Study is an example of the Town's focus and dedication to providing robust, multi-modal transportation options throughout the community.

ON-GOING MULTI-MODAL PLANNING IN THE REGION

The work completed through this Middle Cheshire Road and Health Services Corridor Active Transportation Plan is part of a larger regional effort to expand pedestrian and bicycle infrastructure throughout the City and Town of Canandaigua. Coinciding with this plan, the City and Town are also working jointly on walkability and access improvements along South Main Street and Lakeshore Drive near Canandaigua Lake, through a project called the Canandaigua Waterfront Active Transportation Plan. When completed, these plans will set the stage for a strong multi-modal network for residents and visitors throughout the Town and City.



RECENT PLANNING EFFORTS

ONTARIO COUNTY ROAD 16 WEST LAKE ROAD PEDESTRIAN & BICYCLE STUDY (2018)

The Ontario County Road 16 West Lake Road Pedestrian & Bicycle Study analyzed existing conditions along CR 16, investigated the feasibility of potential pedestrian and bicycle accommodations, and provided a plan for improving active transportation on the roadway. The study recommends several improvements, including:

- Additional signage and stop bars at intersections with steep grades
- Shoulder improvements
- Hillcrest warning systems and signing
- West Lake Schoolhouse Park and Beach / Butler Road intersection improvements
- Onanda Park and Canandaigua Yacht Club Road crossing improvements
- Education, outreach and enforcement policies

PARKS AND RECREATION MASTER PLAN (2018)

The Town of Canandaigua 2018-2028 Parks and Recreation Master Plan serves as an update to the 2007 Master Plan and the 2010 Trails Master Plan. The plan analyzed recreational needs of the community and identified new recreational opportunities in the Town over the next ten years. The Plan identifies improvements necessary to meet the increasing demand for recreational activities in the community. This Plan includes recommended capital improvements to Town recreational facilities, including:

- ADA Compliant Restroom Upgrades & Signage
- Expansion of trail networks to link neighborhoods, parks and attractions
- Connecting adjacent parks via new trails
- Additional amenities for passive enjoyment in open spaces
- Expansion of lakefront access

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

- Intersection improvements to CR 16 at Foster Road (e.g. reduce radius, stop ahead signage eastbound, bike lane dashers if bike lane is implemented)
- Intersection improvements to CR 16 at Wells Curtice Road (e.g. improved vehicular movements, reduce radius, defined pathway along Wells Curtice Road and stop line signage eastbound)
- Intersection improvements to CR 16 and Butler Road/ West Lake School House Intersection (e.g. wide stop bar and larger stop signage, ADA accessible ramps, pedestrian crosswalk improvements)

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

A number of parks and open space within the Town are located in proximity to the Middle Cheshire Road corridor. Creating clear connections for pedestrians and bicyclists to access these assets will be important for safety, accessibility and quality of life.

RECENT PLANNING EFFORTS

COMPLETE STREETS POLICY (2017)

Resolution #2017-287, Adopting a Town of Canandaigua Complete Streets Policy, was passed by the Canandaigua Town Board in 2017. The goal of the Policy is to implement planning for comprehensive transportation within Canandaigua. The Complete Streets Policy resolution was amended in 2018 via Resolution #2018-368 and calls for the implementation of a Complete Streets multimodal approach to guide future street improvements or developments within the Town.

OPEN SPACE, CONSERVATION AND SCENIC VIEWS MASTER PLAN (2018)

This master plan was adopted in 2018 to inventory the existing open spaces and identify priority areas for conservation in the Town. This plan also identifies a Strategic Forest Protection Area near the Middle Cheshire Road corridor, which delineates where conservation and land acquisition efforts would be most beneficial to forest and wildlife habitat and reinforces how important natural resources are to this portion of the Town.

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

This policy supports increased mobility options within the Town of Canandaigua. Active transportation improvements to the Middle Cheshire Road corridor will implement the desired goals and objectives of the Town.

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

The Middle Cheshire Road corridor has abundant open spaces and agricultural lands for Town residents to enjoy. Improvements recommended as part of this study will ensure these resources are preserved and protected.

RECENT PLANNING EFFORTS

AGRICULTURAL ENHANCEMENT PLAN (2016)

The Town of Canandaigua's Agricultural Enhancement Plan advances the community's commitment to the preservation and protection of agriculture. The Plan specifically documented existing agricultural resources, identified priority areas for farmland protection, and created the blueprint for supporting the agricultural and farming industry. The Plan identified several criteria to determine priorities regarding agricultural preservation. These criteria include the quality of soil; presence of natural resource and the need for protection.

TOWN OF CANANDAIGUA TRAILS MASTER PLAN (2010)

The Trails Master Plan serves as a guiding document in the development of network trails linking the Town to adjacent municipalities, regional and state trail systems. The plan recommends improvements to expand the existing trail system, fill gaps and connect neighborhoods within the Town of Canandaigua.

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

The Middle Cheshire Road corridor contains over 530 acres of agricultural lands. The preservation and protection of this agricultural land is an important consideration when designing active transportation connections along the corridor to ensure potential conflicts are mitigated and new bicycle and pedestrian infrastructure does not adversely impact agricultural uses.



HAMLET OF CHESHIRE MASTER PLAN (2004)

The Hamlet of Cheshire is situated near Canandaigua Lake along State Route 21. In relation to the Middle Cheshire Road corridor, the Hamlet starts south on Wells Curtice Road and moves north along State Route 21. The 2004 Hamlet of Cheshire Master Plan was initiated based on one of the Town’s goals mentioned in the 2003 Comprehensive Plan, to “preserve the historic qualities of the Hamlet of Cheshire and enhance the ability of the hamlet to prosper and grow without sacrificing the character that makes it a special place.” This master plan was developed through extensive public participation and provides hamlet specific recommendations and methods for implementation to revitalize and sustain the hamlet into the future.

APPLICABILITY TO MIDDLE CHESHIRE ROAD CORRIDOR

Future pedestrian and bicycle connections to historical areas in the Town from the Middle Cheshire Road corridor are important for supporting a high resident quality of life.

PLANNED DEVELOPMENT IN THE TOWN OF CANANDAIGUA

Several development efforts are currently underway within the Town that will have a direct impact on the Middle Cheshire Road corridor. These proposed planned developments will create over 100 housing units that range from single-family homes to townhouses. As these developments become part of the building stock and fabric within the Town, enhanced and efficient multi-modal transportation options will be necessary to account for increased traffic and create meaningful connections within both the City and Town.

| PLANNED DEVELOPMENT TYPE | NUMBER OF HOMES CREATED |
|---|---|
| Conservation subdivision on Bristol Road -TM #83.00-1-8.000 | 10 Single-Family homes |
| Completion of Final Phase of Villas Townhouses - TM #97.08-2-200.130 | 18 Townhouses |
| Final phases of Fox Ridge development | Approximately 27 homes |
| Proposed development of TM #97.04-1-6.121 *Pending Preliminary Approval | Approximately 37 lots that would connect through Fox Ridge Development. |
| Construction of final phases 9C and 9D of Lakewood Meadows. | 38 Townhouse lots |

2 EXISTING CONDITIONS

This section outlines the existing and planned conditions along the Middle Cheshire Road corridor. Key findings concerning land use, zoning, as well as natural and transportation features will allow the Town and City to craft well-informed recommendations specific to the unique character, vision and needs of the corridor. Specific topic areas in this section include:

A. LAND USE AND ZONING

B. CORRIDOR FEATURES + DESTINATIONS

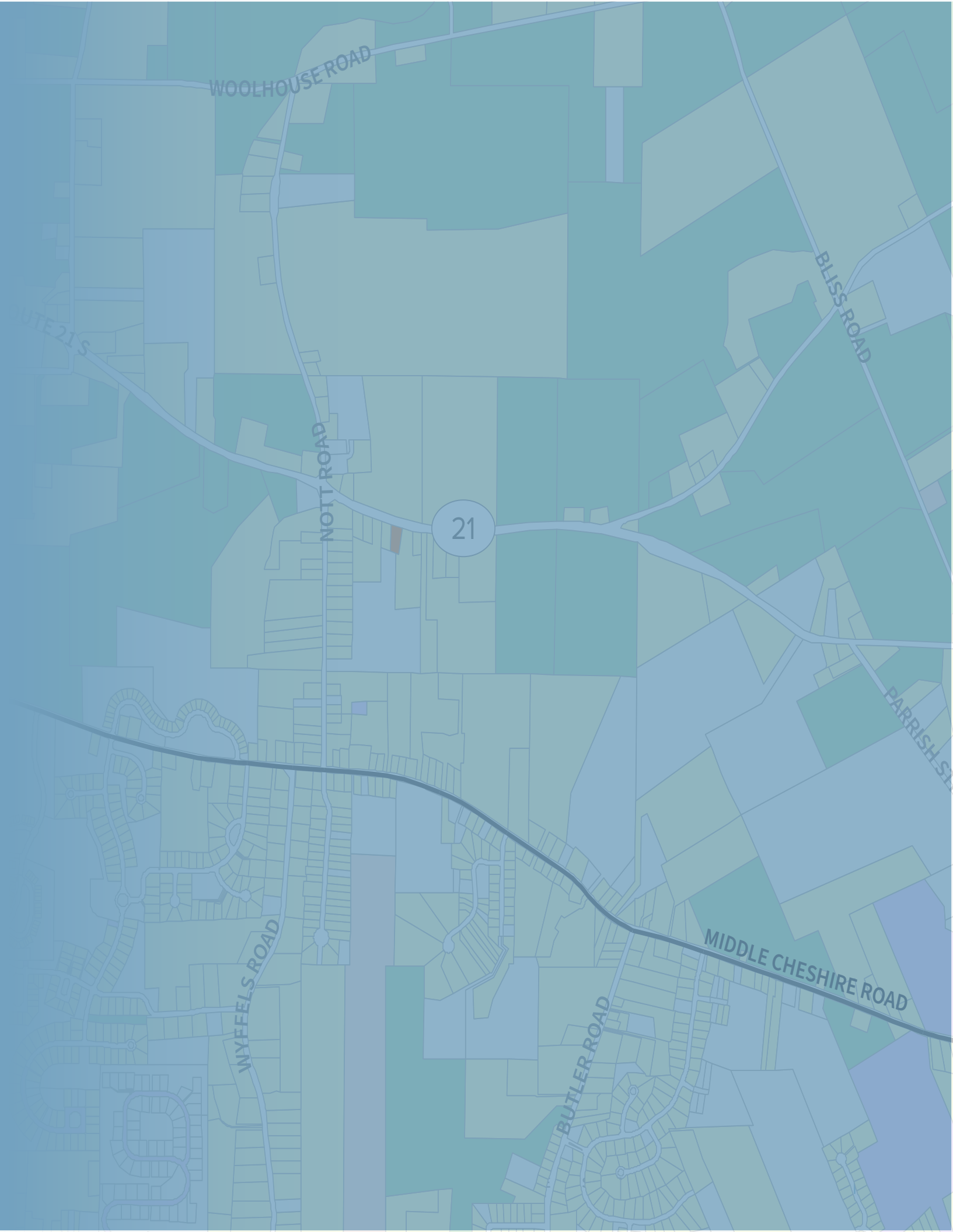
C. TRANSPORTATION NETWORK

LAND USE AND ZONING

This section provides an overview of existing land use patterns along the Middle Cheshire Road Corridor, including a review of relevant Town and City zoning regulations and property ownership that may impact future development and corridor improvements.



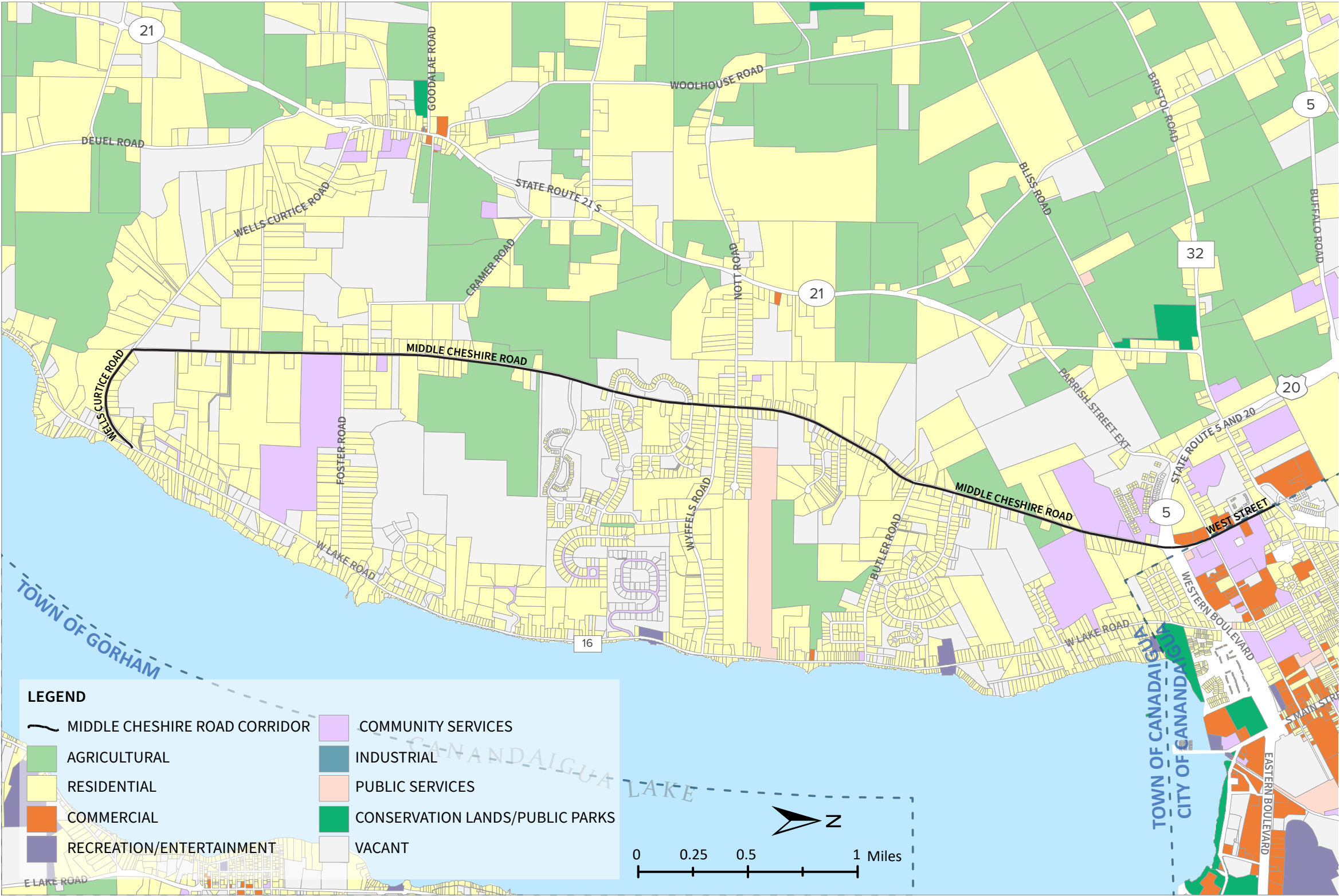
- TOPICS:
- + Land Use
 - + Zoning
 - + Property Ownership



EXISTING LAND USE

Understanding existing land use will provide context related to current activities and development patterns along the Middle Cheshire Corridor. The land uses described are classified based on New York State Property Class Codes.

Land uses vary greatly along the Middle Cheshire corridor. The southern end of the Middle Cheshire Road corridor is predominately residential and agricultural and transitions to denser residential and institutional uses towards the City of Canandaigua. Prevalent land use areas along the corridor are described.



EXISTING LAND USE

AGRICULTURAL

According to NYS Real Property Data, there are approximately 300 acres of agricultural land accounting for 18% of the total study area. The agricultural uses in the study area are mixed with residential lands primarily between Foster Road and Butler Road. There are large tracts of agricultural land northeast of the corridor. Wyffels Farm is a protected by a conservation easement on the Middle Cheshire Road corridor just south of St. James Parkway.



COMMERCIAL

Commercial Uses make up the smallest land use category within the corridor, accounting for less than 1% of the total study area. These commercial uses represent less than 15 acres of land located at the north end of the study area near Routes 5 + 20, and are primarily retirement living or apartment housing.



RESIDENTIAL

Over 670 acres within the study area is considered residential land, accounting for 40% of the total acreage of the Middle Cheshire Road corridor. Residential land use is classified as low density, single-family homes throughout the study area. Major residential subdivisions along the corridor include Lakewood Meadows and Fox Ridge. The concentration of residential homes along Middle Cheshire Road is a driving factor for the promotion of enhanced, safe pedestrian bicycle connections along the



EXISTING LAND USE

COMMUNITY SERVICES

Approximately 250 acres (15%) within the study area consist of community services. This land use is characterized by denser development that includes health services and religious institutions. The University of Rochester Medicine F.F. Thompson Health Hospital is a major anchor institution in this section of the corridor and is a source of pedestrian and vehicular traffic.



VACANT

There is approximately 440 acres of vacant land, accounting for 26% of the study area. Parcels defined under NYS Real Property Tax Data as vacant may include abandoned farmland, preserved open space /natural areas or vacant, developable parcels.



COMMUNITY SERVICE LAND USES

There are no public services, industrial or public parks along the Middle Cheshire Road corridor; however, the corridor does have access to the Switchback Trail and recreational areas in the City of Canandaigua.

ZONING

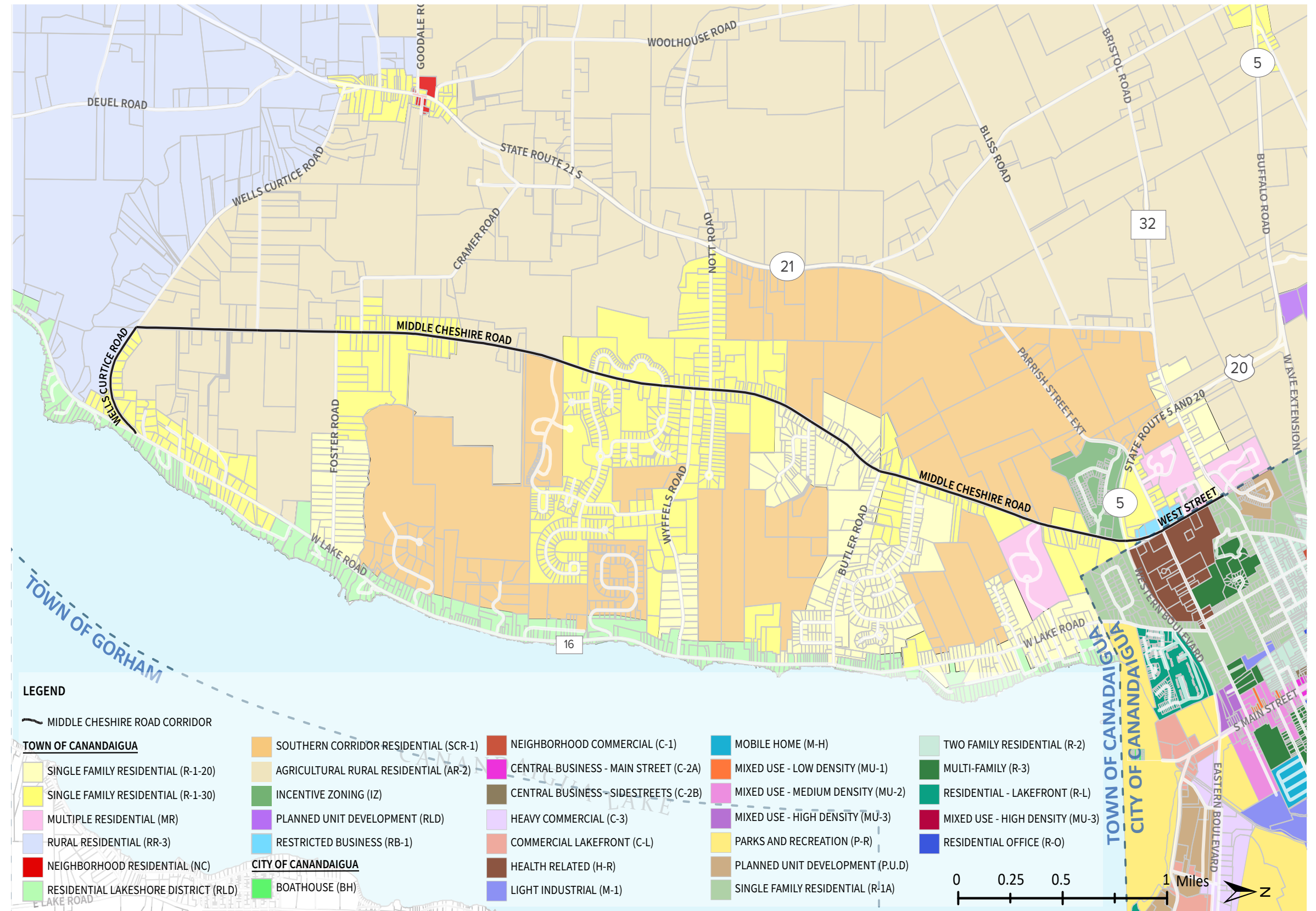
Zoning is a tool used by municipal governments to regulate the types of land uses and development permitted in a community. Since the Middle Cheshire Road corridor is within the Town and City of Canandaigua, there are two separate zoning laws that apply to the corridor.

The Town of Canandaigua has 18 zoning districts of which eight apply to the Middle Cheshire Road corridor. These include the following:

- Agricultural Rural Residential (AR-2)
- Single Family Residential (R-1-20)
- Single Family Residential (R-1-30)
- Rural Residential (RR-3)
- Multiple Residential (MR)
- Southern Corridor Residential (SCR-1)
- Restricted Business (RB-1)
- Incentive Zoning Overlay (IZ)

The City of Canandaigua has 22 zoning districts of which two apply to the Middle Cheshire Road corridor. These include the following:

- Single Family Residential (R-1A)
- Health Related (H-R)



TOWN ZONING

AGRICULTURAL RURAL RESIDENTIAL (AR-2)

This district is located at the south end of the corridor, beginning at Wells Curtice Road and extending along Middle Cheshire Road to Foster Road. The purpose of this district is to "encourage a proper environment to foster normal agricultural operations and land uses, to maintain an open rural character, to protect viable agricultural soils and areas, to conserve natural resources, and to assure compatible types of densities of residential development on lands where public sewers do not exist and are not envisioned in the future, and where public water service coverage is intermittent".

SINGLE FAMILY RESIDENTIAL 20,000 (R-1-20)

This district is located from approximately Silvernail Road to Butler Road. Most of the lands zoned R-1-20 consist of single-family homes with undeveloped and vacant land interspersed throughout. This district is intended for single-family development on sites with access to public sewer and water.

SINGLE FAMILY RESIDENTIAL 30,000 (R-1-30)

This district is in three areas along the corridor; Foster Road, approximately Whitecliff Drive to Laura Lane, and from Butler Road to Route 5 & 20 (on eastern side). The purpose of the R-1-30 District is to "promote orderly single-family development on sites that have public water, to maintain a transitional residential density zone between the AR-1 and R-1-20 Districts, and to maintain the rural residential character of the community."

RURAL RESIDENTIAL DISTRICT (RR-3)

This district is located on the south side of Wells Curtice Road. The purpose of the RR-3 district is to foster agricultural farmland operations, protect agricultural soils, conserve resources and maintain an open rural character.

SOUTHERN CORRIDOR RESIDENTIAL (SCR-1)

The SCR-1 District is located on the western side of the corridor from approximately Silvernail Drive to Cheshire Glenn Road. The purpose of this district is to provide a balance between well-designed residential development, open space conservation and natural resource protection.

MULTIPLE RESIDENTIAL (MR)

There are three parcels zoned as Multiple Residential along the Corridor. The MR District includes two-family dwellings, town homes, and apartment buildings. This district promotes a more suburban development pattern. Within the study area, this district is located directly adjacent to West Lake Road near the City of Canandaigua.

RESTRICTED BUSINESS (RB-1)

Several parcels at the intersection of West Street and Route 5 & 20 are zoned RB-1. The purpose of this district is to establish areas for employment activity that do not materially detract from nearby residential uses. Restricted businesses are businesses that operate in an enclosed structure and do not generate large volumes of traffic. Permitted uses include banks, non-profits, and medical offices.

INCENTIVE ZONING OVERLAY (IZ)

The purpose of this overlay district is to advance the Town's physical, cultural and social policies while also providing coordination with other community planning efforts and land use tools. Zoning Districts within the study area that are eligible for zoning incentives include R-1-20, R-1-30 and MR. Existing incentive zoning areas can be found north of Middle Cheshire Road on State Routes 5 + 20.

WHAT IS INCENTIVE ZONING?

Incentive zoning is a provision of municipal zoning that allows development beyond existing code regulations in return for providing a feature that is considered to be in the public interest. This tool is often used to increase density as part of a larger development program.

CITY ZONING

SINGLE-FAMILY RESIDENTIAL (R-1A)

This district is located from the southern City municipal boundary to Route 5 & 20. Permitted uses in this district include single-family homes.

HEALTH RELATED (H-R)

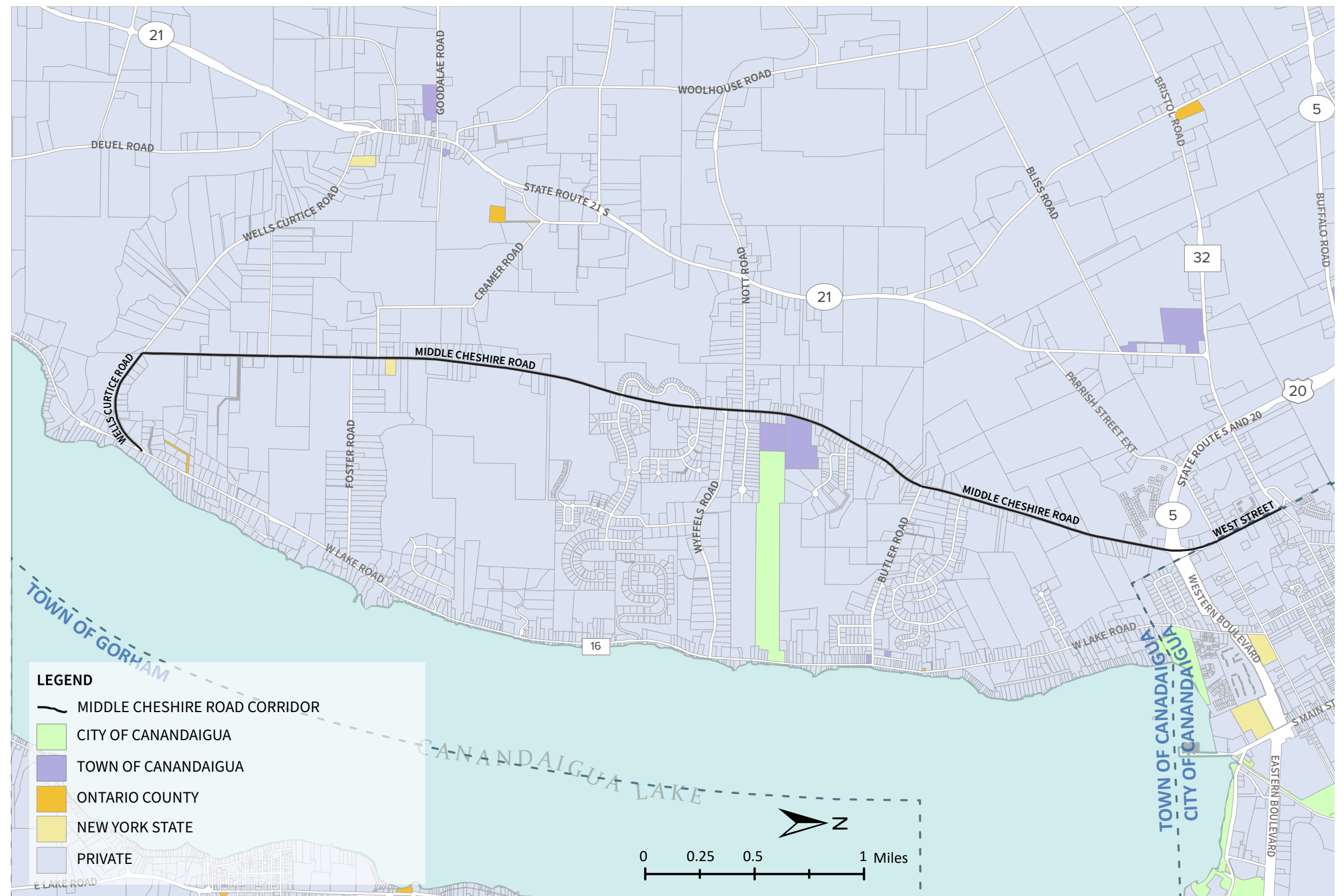
This district is located from approximately Route 5 & 20 to Bristol Road. This district permits a range of uses including, hospitals, nursing homes, medical clinics and offices for health-related service providers.

PROPERTY OWNERSHIP

Property ownership is important to consider when planning for future land use and redevelopment opportunities. Available publicly-owned land can be a tool to implement certain types of multi-modal and placemaking improvements.

The majority (85%) of the Middle Cheshire Road corridor is privately owned. Public ownership is limited in both total land area and number of parcels, as described below:

- The Town of Canandaigua owns three parcels along the corridor. These parcels account for approximately 30 acres and include vacant land on Bristol Road and two other adjacent parcels on Middle Cheshire Road.
- The City of Canandaigua owns one parcel of land directly adjacent to one of the Town-owned parcels on Middle Cheshire Road near Wyffels Road.
- Approximately two acres of land located east of Middle Cheshire Road belongs to New York State and houses the NYS Office of Mental Health.



CORRIDOR FEATURES + DESTINATIONS

This section provides an overview of the existing natural resources and key destinations along and proximate to the Middle Cheshire Road corridor.

TOPICS:

- + Natural Resources
- + Parks And Trails
- + Key Destinations

NATURAL RESOURCES

Canandaigua is home to an abundance of natural features that include wetlands, lakes, floodplains and streams. These types of features may present development limitations for future bicycle and pedestrian improvements. Natural features along the Middle Cheshire Road corridor are located near Cramer Road, Wells Curtice Road and State Route 21. No federal or state wetlands exist on Middle Cheshire Road; however, there is a state wetland that lies adjacent to the corridor near Silvernail Drive. The 100-year floodplain crosses over Middle Cheshire Road at Foster Road. This floodplain represents 1 in 100 chance of flooding probability per year. There are minimal environmental constraints related to future development and improvements along the corridor.



NATURAL RESOURCES

CANANDAIGUA LAKE

Canandaigua Lake is located to the east of the Middle Cheshire Road corridor. The lake is a regional destination and attraction for residents and visitors of the Finger Lakes Region for recreation and for its scenic resources. Approximately 60,000 residents, including most of the Town, obtains its drinking water from Canandaigua Lake. The main threat to the lake's water quality is non-point source pollution.



AGRICULTURAL DISTRICTS

Agriculture and open space are important natural resources, especially within the Town of Canandaigua. New York State Agricultural Districts are designed to protect and promote the availability of land for farming purposes. The Ontario County District was originally created in 1972 and re-certified in 2014.

There are approximately twenty Agricultural Subdistricts within the study area that are classified under Agricultural District 1. This district comprises over 530 acres along the corridor including northeast of Wells Curtice Road, south of Wyffels Road and south of Butler Road.

WHAT IS AN AGRICULTURAL DISTRICT?

Enacted by the state legislature in 1971 Article 25-AA of the Agriculture & Markets Law is designed to protect and promote the availability of land for farming purposes. Subsequent amendments have broadened its scope and protections for farmers.

Counties across New York State manage the preliminary stages of creation or modification of an Agricultural District. After the county submits a resolution approving or modifying a district, the Commissioner of Agriculture and Markets certifies that a district meets the purpose and intent of the Agricultural District Law.

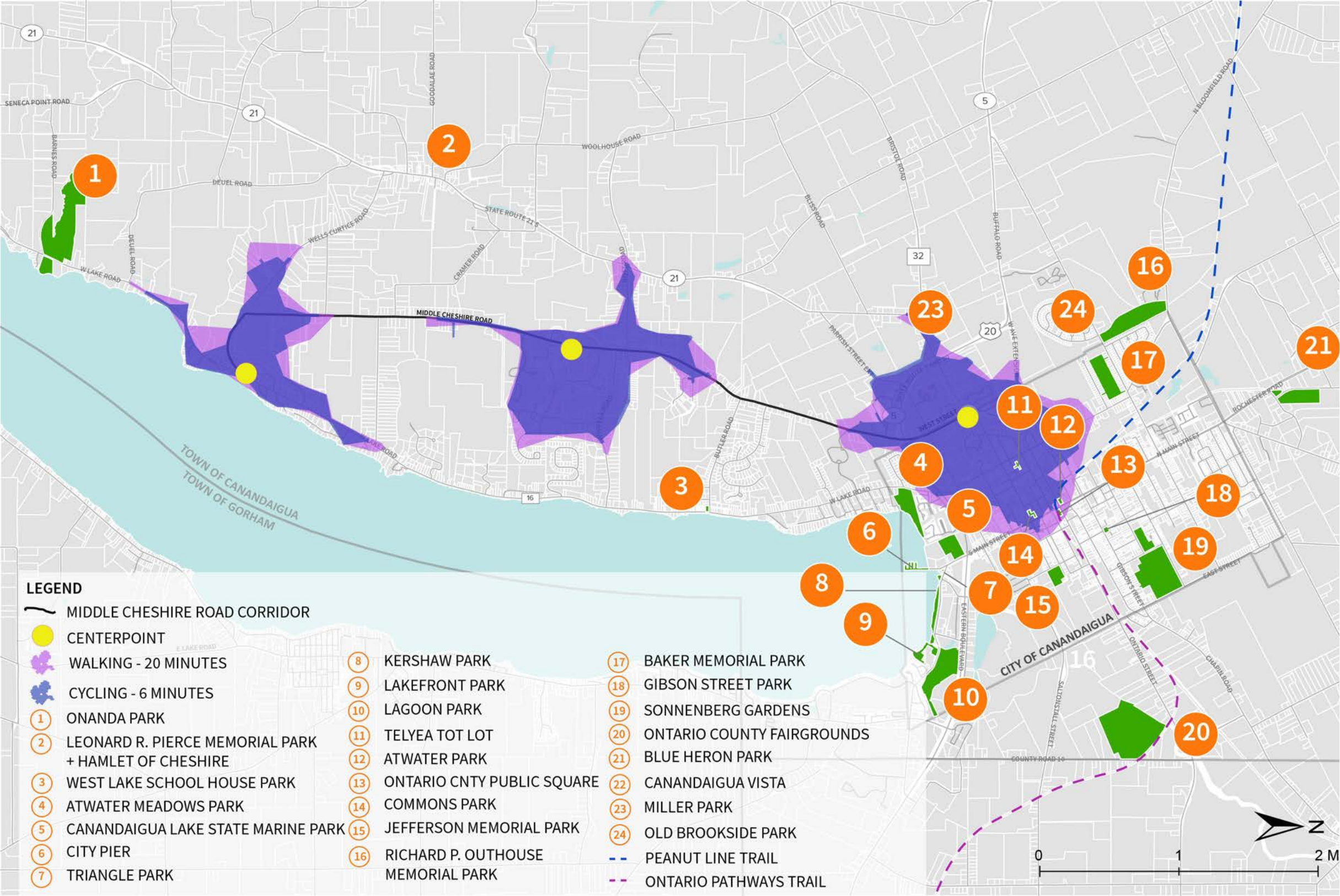
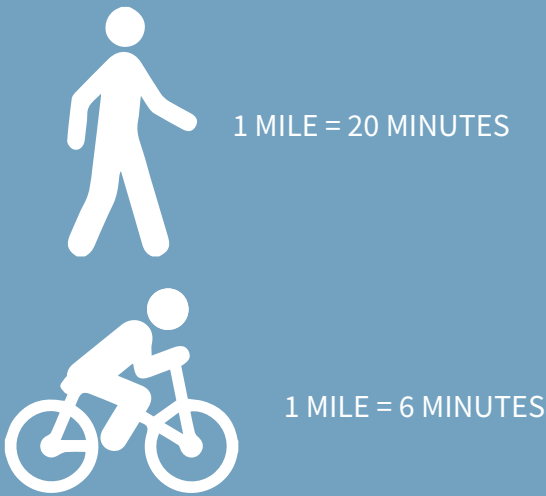


PARKS + TRAILS

Parks and trails promote a healthy community and active lifestyle for residents and visitors. Understanding the location of these assets in relation to the Middle Cheshire Road corridor may point to opportunities for future pedestrian and bicycle connections.

There are an array of parks, trails and open spaces available for public use in proximity to the Middle Cheshire Road corridor. The key parks and trails within one mile of the corridor are described in this section. These assets can be accessed with appropriate connections, within 20 minutes by a pedestrian and 6 minutes by a recreational bicyclist.

AVERAGE TRAVEL TIMES



PARKS + TRAILS

Within 1 mile of the corridor

ATWATER MEADOWS PARK

Atwater Meadows Park is an 18-acre wooded, undeveloped park on the north end of Canandaigua Lake in the City of Canandaigua. The park offers users a small beach area and boat launch amenities. There is a footpath accessible from West Lake Drive for pedestrians.

TELYEA TOT LOT

The Telyea Tot Lot offers a one acre park and year-round playground equipment for City of Canandaigua residents.

WEST LAKE SCHOOL HOUSE PARK

West Lake School House Park is located one mile away from the corridor on the corner of Butler Road and West Lake Road. This park features a swimming area and a schoolhouse used for meetings, parties and special events.

ATWATER PARK

Atwater Park is a small local park located at the intersection of West Avenue and North Main Street across from the Ontario County Court House in the City of Canandaigua. This park contains a gazebo and benches for public use and enjoyment.

CANANDAIGUA LAKE STATE MARINE PARK AND CITY PIER

Canandaigua Lake State Marine Park is located off of Lakeshore Drive and has a boat launch facility that provides fishing and boating access to Canandaigua Lake in the City. The pier offers residents and visitors a number of local restaurants and marina to dock motor boats. This location is highly utilized during the summer months. There is a large parking area and restroom facilities for public use.



PARKS + TRAILS

Within 1 mile of the corridor

PUBLIC SQUARE

This historic park is located at the intersection of Ontario Street and South Main Street just outside of downtown Canandaigua. This park features greenspace and walking paths in proximity to the Ontario County Court House, Police Station, and retail storefronts.

BAKER MEMORIAL PARK

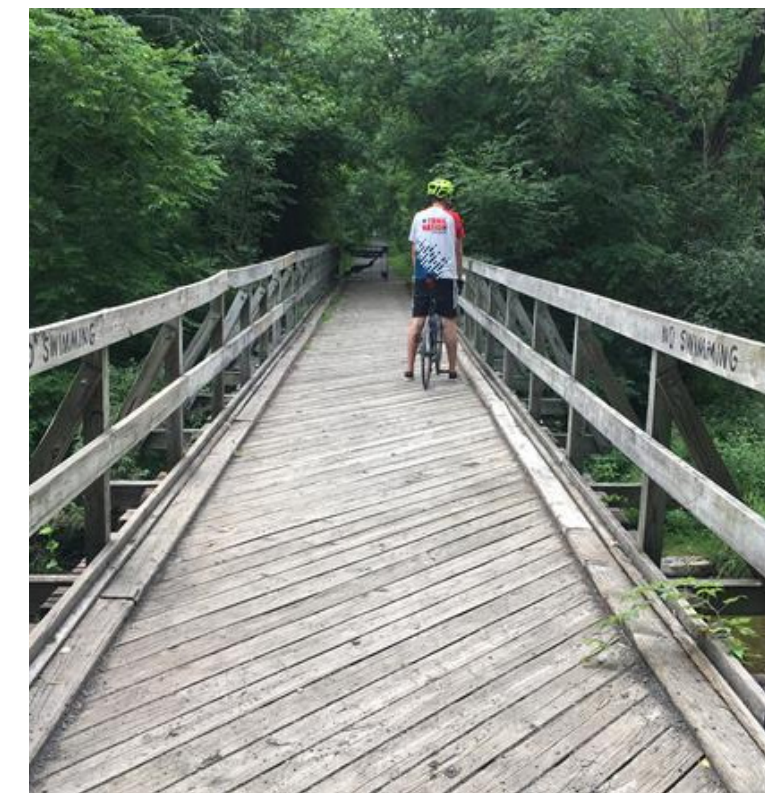
Baker Memorial Park consists of 23 acres of park land and facilities in the City. This park features a walking path, game fields and courts, playground equipment, a covered pavilion and restrooms for public use.

PEANUT LINE TRAIL

The Peanut Line Trail starts in the Town of Canandaigua and runs through the city from County Road 30 to Cooley Road. This historic rail trail was formerly part of the New York Central Railroad. The trail provides connections to the northwest portions of the town and Richard Outhouse Park. A section of the trail rail bed between North Bloomfield Road and Thomas Road was recently donated to the Town for public use.

ONTARIO PATHWAYS TRAIL

Ontario Pathways Trail is a 25-mile system providing non-motorized multi-use paths and 1.7 miles of hiking only trails. This trail is privately owned by a non-profit organization called Ontario Pathways Inc. but is open year-round for public use. The Ontario Pathways Trail connects to the Peanut Line Trail at North Main Street in the City of Canandaigua.

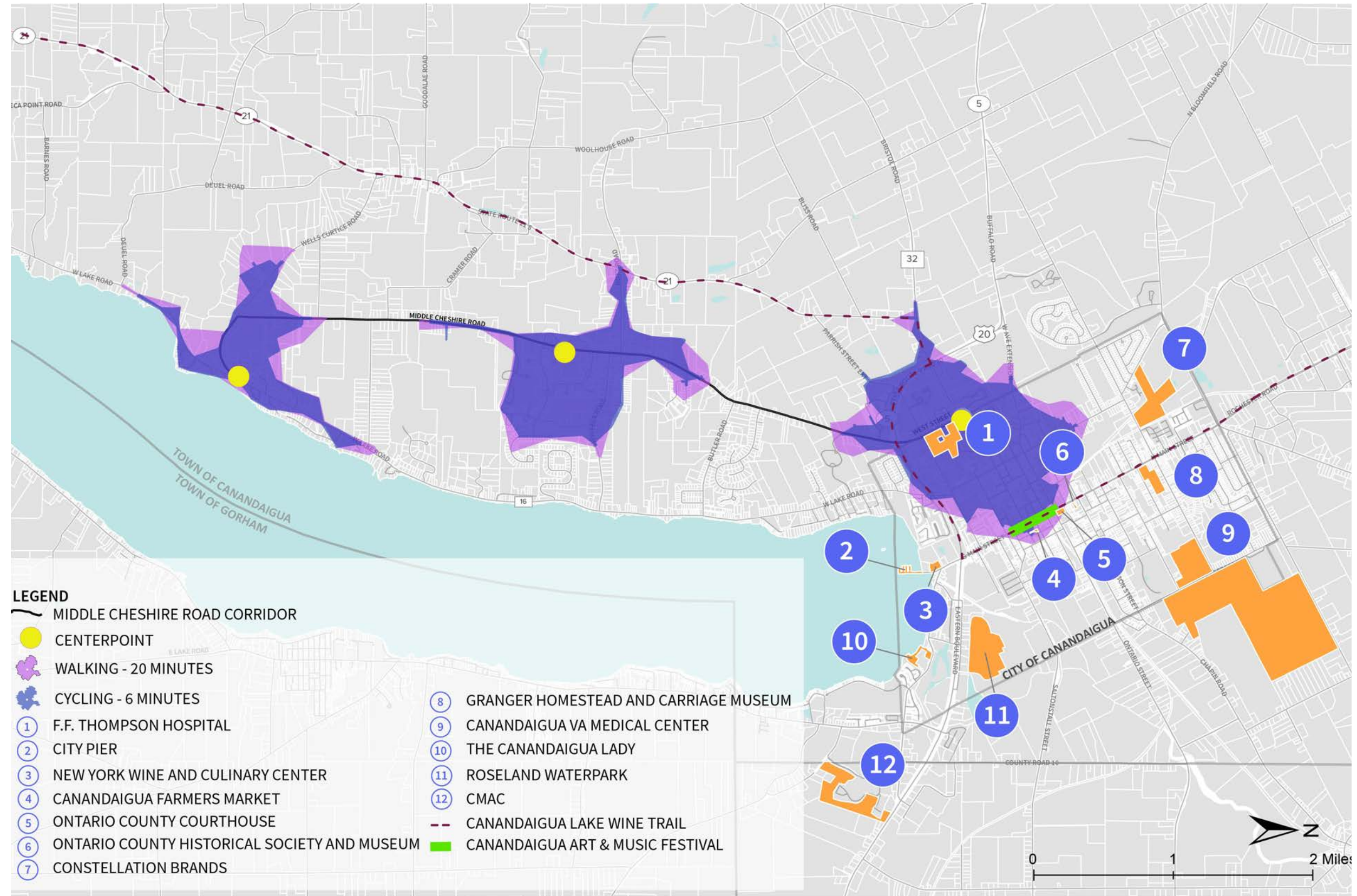


There are also a number of parks and open spaces within the Town and City of Canandaigua beyond a one mile distance from the Middle Cheshire Road corridor.

KEY CORRIDOR DESTINATIONS

There are a number of destinations within two miles of the corridor that provide cultural and social experiences for residents and tourists of the area.

The Town and City of Canandaigua have an abundance of destinations and points of interest in proximity to the Middle Cheshire Road corridor. These destinations and services provide residents and tourists with unique historical, cultural and social entertainment options. Connections to these destinations, via pedestrian, vehicular or bicycle routes, have the ability to increase access to these locations and add to the area's sense of place and vitality.



KEY CORRIDOR DESTINATIONS

Within 1 mile of the corridor

UNIVERSITY OF ROCHESTER F.F THOMPSON HOSPITAL

The F.F Thompson Hospital is located within the City of Canandaigua where Middle Cheshire Road turns into West Street. The hospital is a division of the University of Rochester Medical Center. The hospital serves over 165,000 people in the greater Finger Lakes region with over 450 practitioners that offer a full range of healthcare services. The Hospital recently expanded to 113 beds and includes an independent senior apartment and enriched living residence at the intersection of Ferris Hills and West Lake.

CANANDAIGUA LAKE WINE TRAIL

The Canandaigua Lake Wine trail consists of 22 miles of award-winning wineries, wine tasting rooms, breweries, restaurants, shops, art galleries and outdoor adventures that surround Canandaigua Lake. The wine trail runs along Route 21 and crosses the Middle Cheshire Road corridor near F.F Thompson Hospital.

CANANDAIGUA FARMERS MARKET

The Canandaigua Farmers Market is the only farmer-run market in Ontario County and includes an association of farmers and small-scale food processors consisting of over 30 vendors who reside within a limited radius of Canandaigua. The Farmers Market features a wide variety of quality fruits, vegetables, meats, eggs and flowers. Small scale food vendors offer a variety of freshly baked goods, sauces, honey and pickles amongst other specialty items. The Farmers Market is located approximately mile away from the study area on Mill Street in historic city center of downtown Canandaigua and is available in the summer and winter seasons.

ONTARIO COUNTY COURTHOUSE

Located in the City of Canandaigua within the Canandaigua Historic District; this historic building is the site of Susan B. Anthony's trial in 1873 for voting in the 1872 presidential election. Situated on top of the building stands Lady Justice on the gold-painted cupola.



KEY CORRIDOR DESTINATIONS

Within 1 mile of the corridor

ONTARIO COUNTY HISTORICAL SOCIETY AND MUSEUM

The Ontario County Historical Museum, noted for its rich Georgian Revival architecture, is a landmark on Main Street in the City of Canandaigua. The historical museum houses historical collections and exhibits and provides educational programs and research opportunities.

CANANDAIGUA CITY PIER

The City Pier is located off Lakeshore Drive and provides a striking view of Canandaigua Lake. The main featured activity of the Pier is fishing.

CANANDAIGUA FESTIVALS

The Town of Canandaigua and the City hosts numerous festivals throughout the year, including food and wine festivals, and music and art festivals. The annual Canandaigua Art and Music Festival is a regionally recognized festival that is filled with music and arts centrally located on South Main Street in the historic downtown district of the City. This festival attracts hundreds of visitors each year and occurs for three days. Other notable festivals that occur within the Town and City of Canandaigua, proximate to the corridor include:

- Finger Lakes Riesling Festival
- Waterfront Arts Festival
- Festival of Trees
- Christkindl Market
- Finger Lake Plain Air Festival

NEW YORK KITCHEN

The New York Kitchen is a non-profit organization that originated through a collaboration of Constellation Brands, Wegman's, Rochester Institute of Technology and other culinary companies to create a regional and national gateway to experience New York's agriculture and viticulture industries. Located within the City. The Center is designed to educate, engage, and excite visitors in celebration of New York's numerous beverages, agriculture and culinary industries. Over one million visitors have visited the center since its opening in 2006.



TRANSPORTATION NETWORK

This section provides an overview of the existing transportation network and conditions along the Middle Cheshire Road corridor.

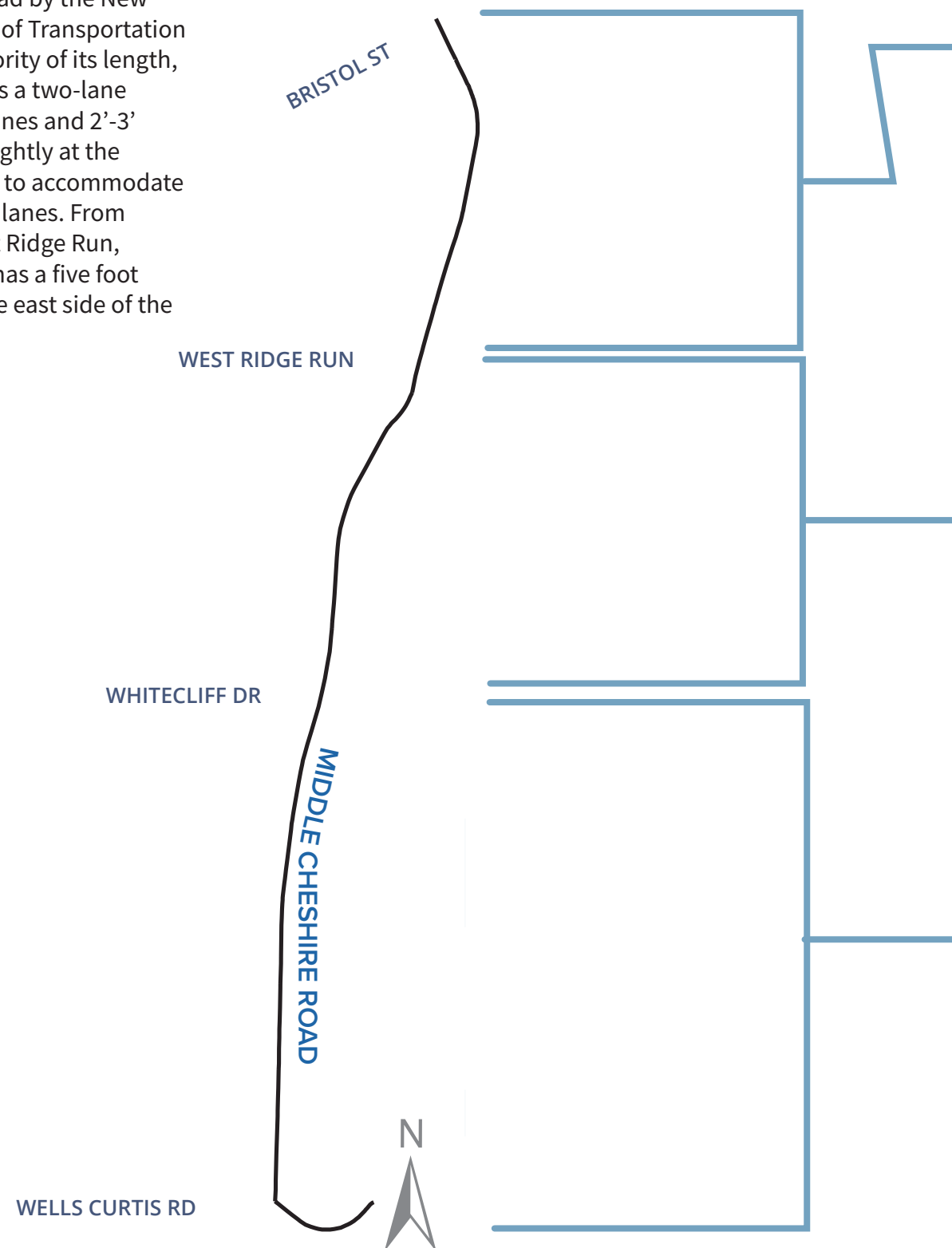
TOPICS:

- + Roadway Configuration
- + Traffic Volumes
- + Intersection Conditions
- + Traffic Accidents
- + Public Transportation
- + Pedestrian and Bicycle Infrastructure

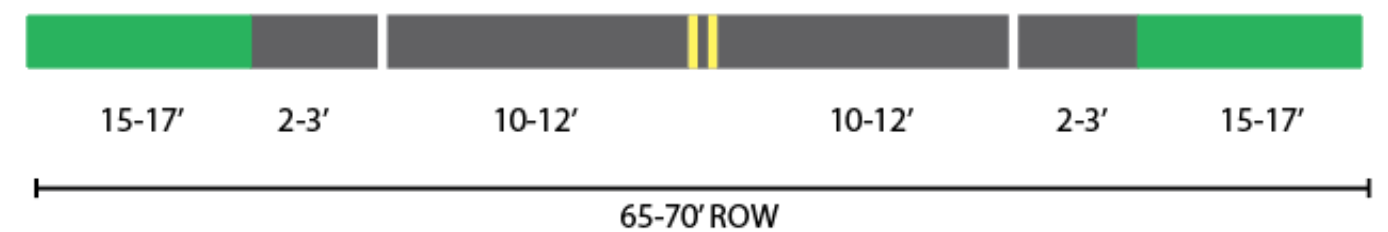
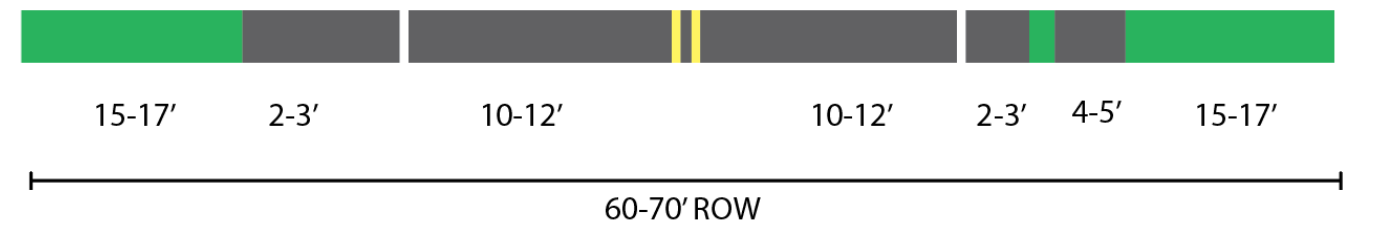
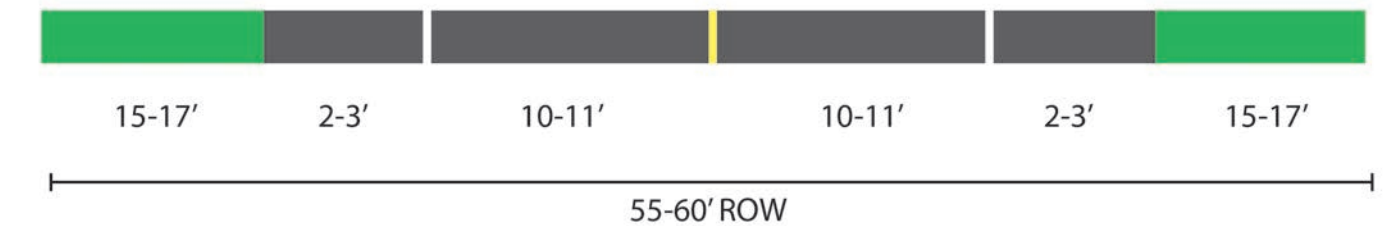


LANE CONFIGURATION

Middle Cheshire Road/West Road is classified as a Local Road by the New York State Department of Transportation (NYSDOT). For the majority of its length, Middle Cheshire Road is a two-lane roadway with 10'-12' lanes and 2'-3' shoulders, widening slightly at the Highway 5 intersection to accommodate the addition of turning lanes. From Whitecliff Drive to West Ridge Run, Middle Cheshire Road has a five foot asphalt sidewalk on the east side of the roadway.

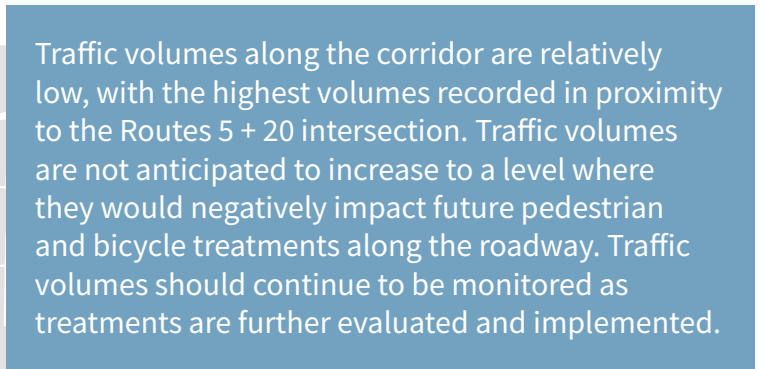


DIAGRAMS ARE NOT TO SCALE



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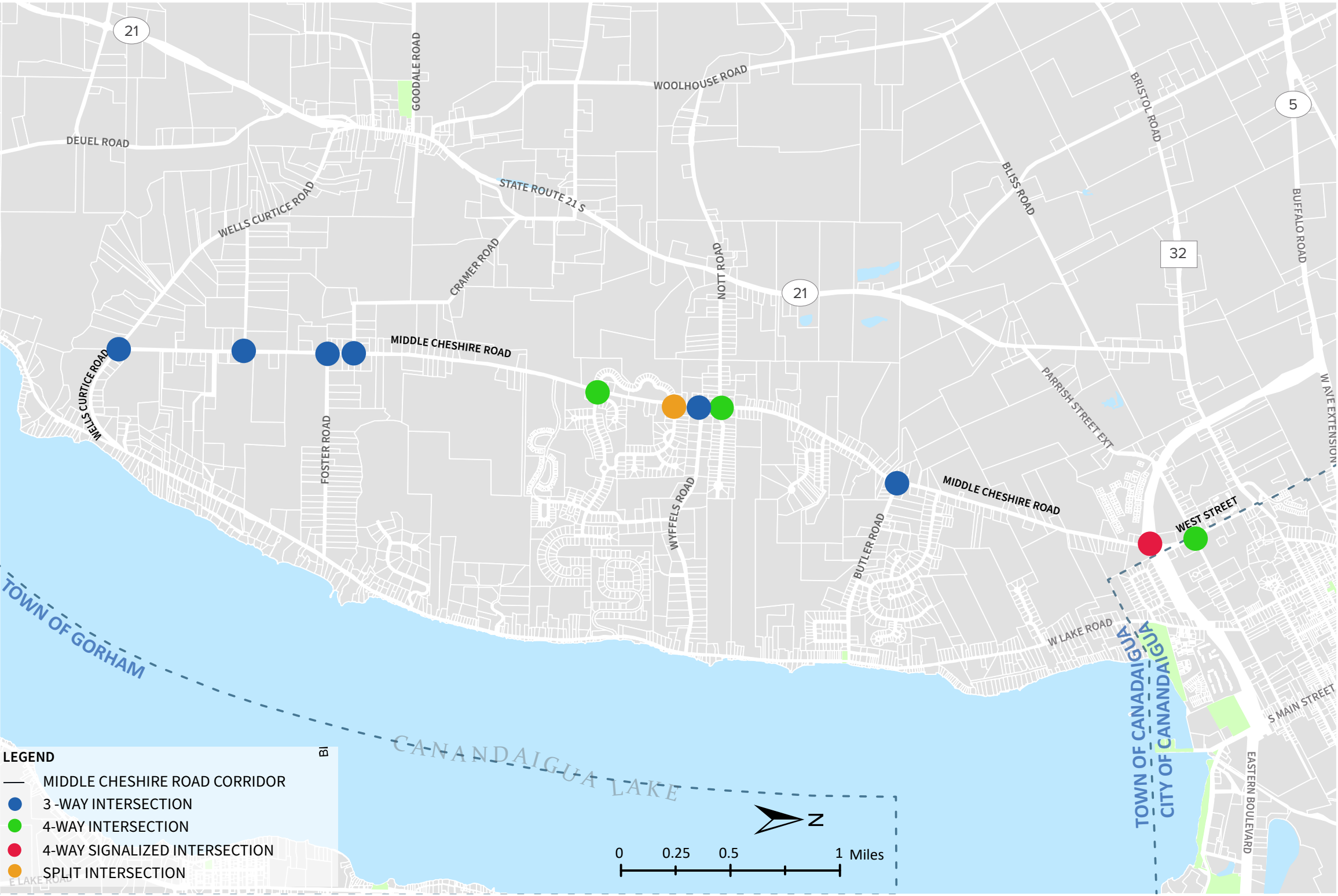
The total traffic volumes from 7 AM to 9 AM and 4 PM to 6 PM were recorded in 15 minute intervals for the Routes 5 + 20 intersection and from 7 AM to 9 AM, 11 AM to 1 PM, and 4 PM to 6 PM for the Parrish Street intersection. Traffic volumes at Routes 5 + 20 were heaviest from 4 PM to 6 PM, ranging from approximately 350 to 425 vehicles, compared to approximately 150 to 270 vehicles from 7 AM to 9 AM. Traffic volumes at the Parrish Street intersection were heaviest from 11 AM to 1 PM, ranging from approximately 110 to 145 vehicles, compared to approximately 75 to 130 vehicles from 7 AM to 9 PM and 55 to 145 from 4 PM to 6 PM. Both intersections operated well under capacity in all recorded peak hours.



INTERSECTION CONDITIONS

A conditions assessment was undertaken for major intersections along the Middle Cheshire Road corridor. Their geometric configuration, pedestrian features and ADA-accessibility provide context regarding the types of improvements that may be necessary to ensure a safe and comfortable experience for all users.

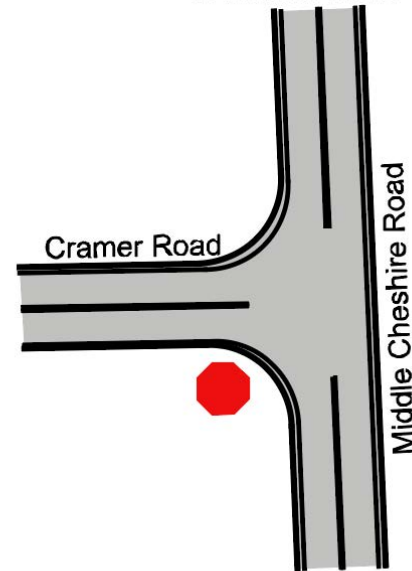
There are four types of intersections along the Middle Cheshire Road corridor. These intersections include three-way, four-way, four-way signalized and split intersections.



INTERSECTION CONDITIONS

THREE-WAY INTERSECTIONS

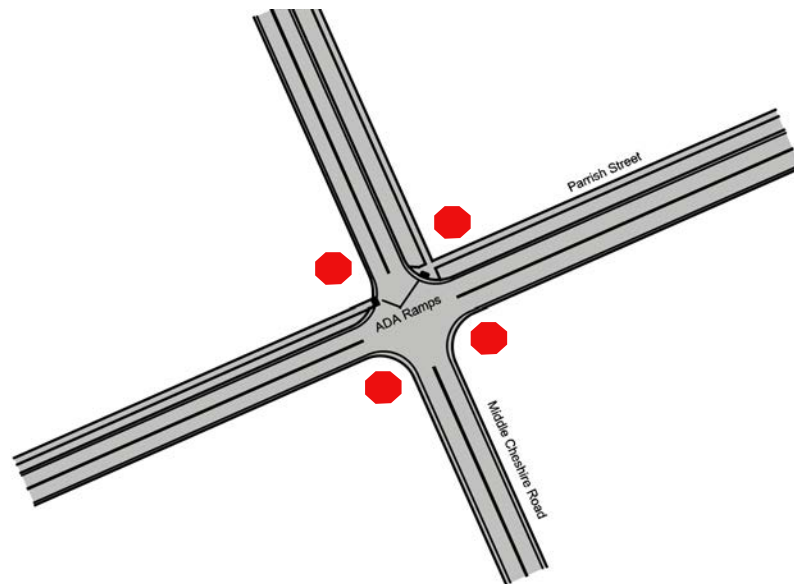
Three-way intersections along the Middle Cheshire Road corridor include Wells Curtice Road, Johnson Road, Foster Road, Cramer Road, Wyffels Road and Butler Road. These intersections have stop signs and limited pedestrian amenities.



REPRESENTATIVE DIAGRAM

FOUR-WAY INTERSECTIONS

Four-way intersections are present at three locations along the corridor - Nott Road/Laura Lane, Chatham/Whitecliff Road and Parrish Road. These intersections have stop signs and limited pedestrian amenities. A painted crosswalk is present across Middle Cheshire Road at Whitecliff Drive and Laura Lane. Parrish Road does not have painted crosswalks but does contain ADA-accessible ramps; **this is the only intersection along the corridor with ADA-accessible ramps.**

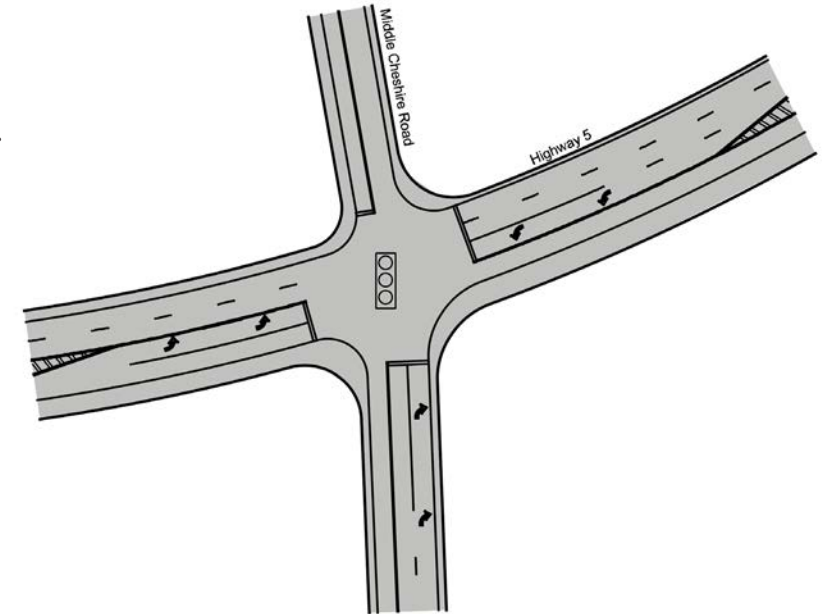


REPRESENTATIVE DIAGRAM

INTERSECTION CONDITIONS

FOUR-WAY SIGNALIZED INTERSECTION

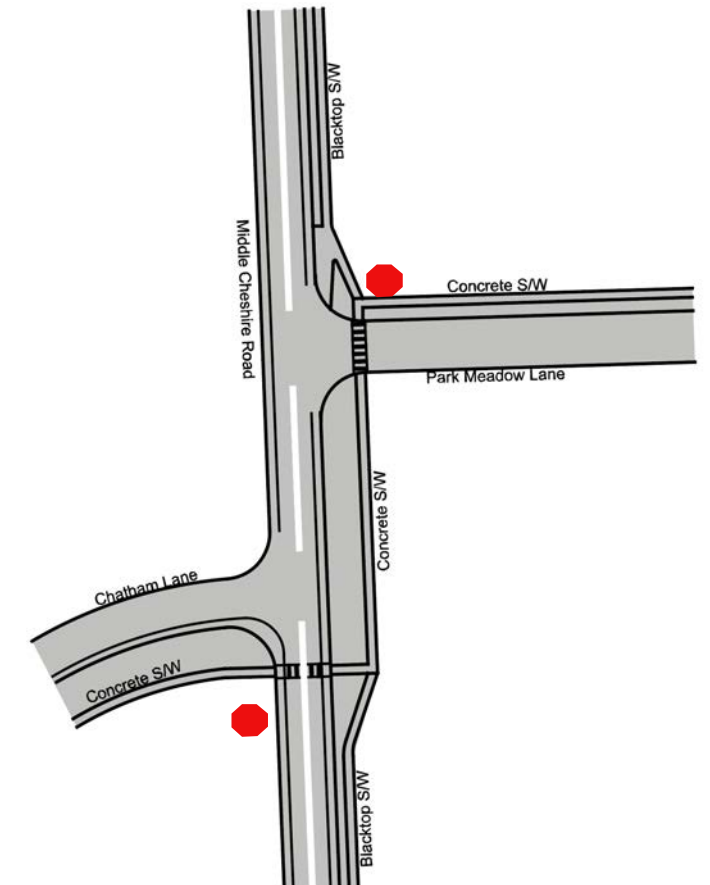
The only four-way signalized intersection along the corridor is at the intersection of Middle Cheshire Road and Route 5&20. This intersection has a right turning lane heading north on Middle Cheshire, and left hand turning lanes on Route 5&20. This intersection does not have pedestrian amenities, sidewalks or ADA-accessible ramps.



REPRESENTATIVE DIAGRAM

SPLIT INTERSECTIONS

There is one split intersection along the Middle Cheshire Road corridor located at Park Meadow Lane. This intersection has stop signs and a painted crosswalk across Middle Cheshire Road and Park Meadow Lane.



REPRESENTATIVE DIAGRAM

TRAFFIC ACCIDENT TYPES

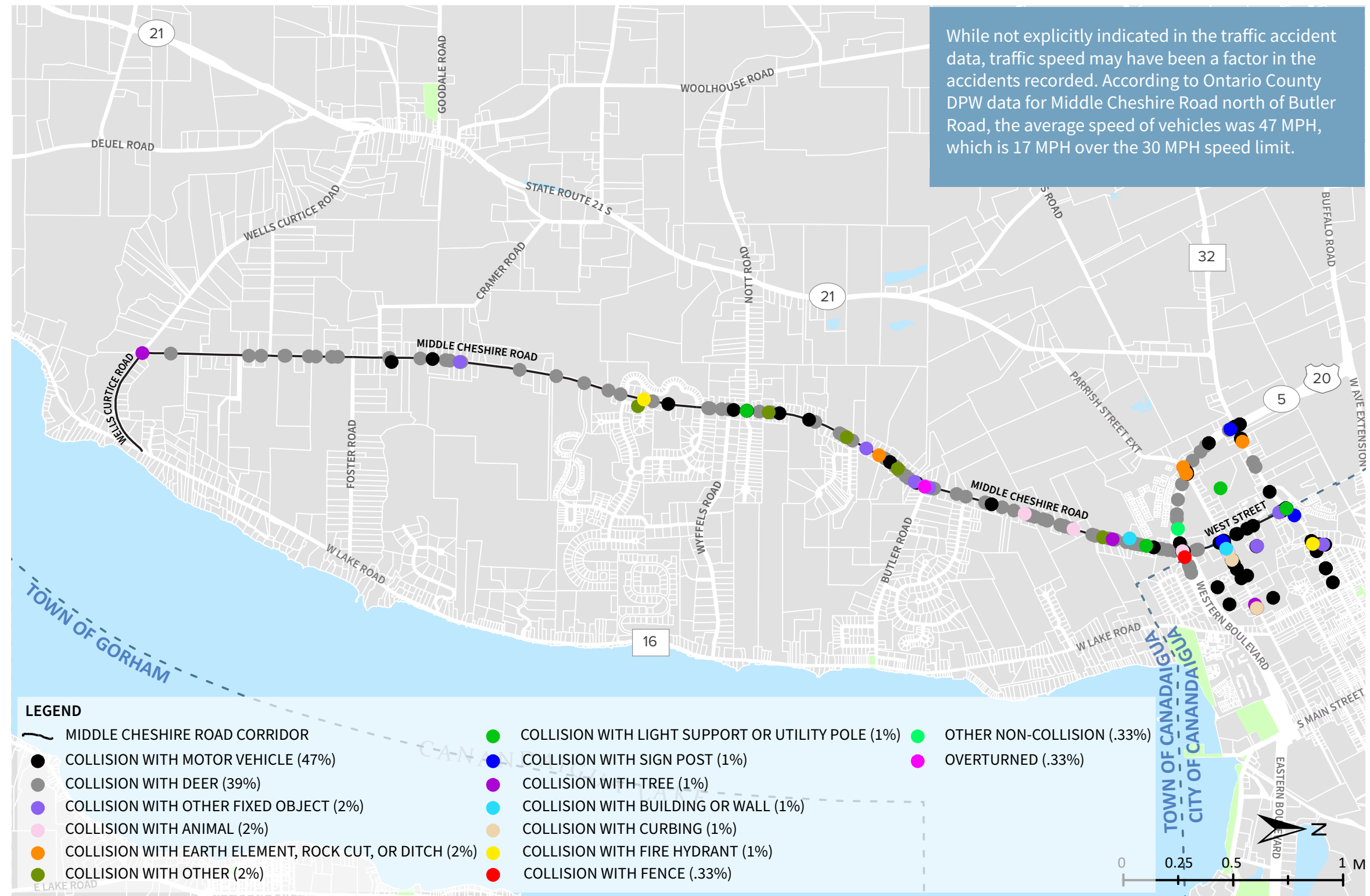
Analyzing the number and type of traffic accidents along Middle Cheshire Road provides context on the roadway's safety for vehicular users, pedestrians and bicyclists and indicates where improvements could potentially be made to the transportation network.

A total of 304 crashes were recorded along the corridor within the past five years. The average crash rate, expressed in crashes per Million Vehicle Miles (MVM), was calculated as 7.21 crashes per MVM. This rate is more than triple the average crash rates reported by NYSDOT of 2.1 for rural roads and 2.23 for urban roads. Several accident clusters were identified in the northern limits of the corridor in proximity to Thompson Hospital. The majority of accidents involved a collision with a motor vehicle. Many accidents involved collisions with an animal (likely a deer). Considering the rural context of the corridor these type of accidents are expected; however, this is a higher than average percentage. Of the 104 car-deer collisions, 72 of them (over 60%), occurred over a 4-month period from October-January, which aligns with deer season.

While a slight majority of crashes occurred during the daylight (56%), a large percentage (42%) occurred in poor lighting conditions (dark, dawn, or dusk), despite generally less traffic during nighttime hours. Breakdowns detailing crash types, weather, surface conditions, severity, and lighting conditions, as well as the seasonal breakdown of car-deer collisions are detailed in the appendix.

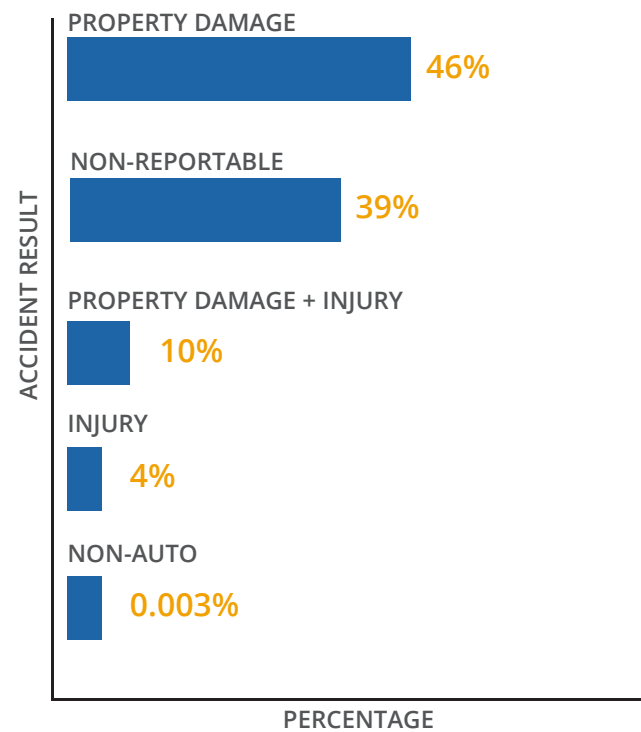
TYPE OF MOTOR VEHICLE ACCIDENT

While not explicitly indicated in the traffic accident data, traffic speed may have been a factor in the accidents recorded. According to Ontario County DPW data for Middle Cheshire Road north of Butler Road, the average speed of vehicles was 47 MPH, which is 17 MPH over the 30 MPH speed limit.



RESULT OF TRAFFIC ACCIDENTS

The map displays the result of traffic accidents along the Middle Cheshire Road corridor. A total of 265 accidents (approximately 46%) resulted in property damage, 223 (39%) were non-reportable and 60 accidents (approximately 10%) resulted in property damage and injury. A low number of accidents (4%) resulted in injuries, meaning that the majority of accidents were minor.



ACCIDENT RESULT DEFINITIONS

A non-reportable accident is any accident that does not cause a fatality, personal injury or damage over \$1,000 to the property or any one person.

A non-auto accident is an accident that does not involve a vehicle.

RESULT OF MOTOR VEHICLE ACCIDENT



PUBLIC TRANSPORTATION

The Regional Transit Service provides public transportation services to eight counties in upstate New York, including Ontario County. Public transportation access for the Middle Cheshire Road corridor is limited. The only bus stop along the corridor is located at the Thompson Hospital complex. The bus stop does not contain a shelter and there is limited directional signage guiding users to this location. Bus Route 252 provides service to the Ontario County Complex weekdays and weekends from 6:30 AM to 6:00 PM.

The lack of available transit stops and route access along the corridor may indicate the need for public transportation improvements along the corridor or may signal limited demand for public transportation services. Public engagement throughout this study indicated a low demand for public transportation services for residential areas along the corridor. Demand for public transportation services should continue to be monitored.



PUBLIC PARKING

Public parking is defined as an area dedicated or maintained for the parking of vehicles by the general public. This parking can either be on- or off-street. There is currently no public parking, in the form of either on- or off-street parking, along the Middle Cheshire Corridor. Parking that is available is privately-owned in association with private businesses or services, such as Thompson Hospital and medical office space.



WAYFINDING

Limited public and private wayfinding signage for key destinations exist within the study area. Wayfinding signage generally consists of two types; directional and locational. Directional signage guides users to specific location points within the study area, while locational signage identifies specific destinations.

Existing signage is limited to locational signs for major facilities along the corridor including Clark Meadows, Ferris Hills At West Lake and The Villas at Canandaigua, First Church of Christ Scientist, Crosswinds Wesleyan Church and Thompson Hospital. Thompson Hospital provides directional signage along West Road to direct visitors to various assets within the hospital campus, including office spaces, continuing care centers, and parking facilities.

There is no wayfinding signage from the Middle Cheshire Road corridor to destinations outside the corridor.



PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Understanding pedestrian and bicycle infrastructure along the corridor provides context on where accessibility gaps may exist and how to create safe, enjoyable multi-modal connections.

Pedestrian and bicycle infrastructure, including sidewalks and bicycle lanes, were analyzed along the Middle Cheshire Road corridor. Sidewalks are very limited along the corridor. A bituminous sidewalk extends 1.7 miles on the eastern side of Middle Cheshire Road from Whitecliff Drive to West Ridge Run. There is then a gap in pedestrian infrastructure along the corridor until a sidewalk begins at West Street and Parrish Street near Thompson Hospital. Sidewalks and gravel trails also exist within residential neighborhoods along the corridor; Park Meadow Lane and Whitecliff Drive connect to the existing sidewalk on the east side of Middle Cheshire Road. It should be noted that the trails shown in the residential area near Whitecliff Drive are private and for resident use.

Bicycle infrastructure is also very limited. There is one 0.7-mile segment of buffered bicycle lane on the westerly side of Middle Cheshire Road, traveling southbound. The buffer consists of two white lines, with no hatch between them. The lane forms approximately 50 feet south of the intersection with Cheshire Glenn Road, and ends at West Ridge Run.



3 NEEDS ASSESSMENT

This section builds upon the existing conditions analysis of the regularity and physical attributes of the Middle Cheshire Road corridor. Key findings provide insight into future corridor needs and influence recommendations for pedestrian and bicycle infrastructure improvements.



OPPORTUNITIES + CONSTRAINTS BY CHARACTER AREA

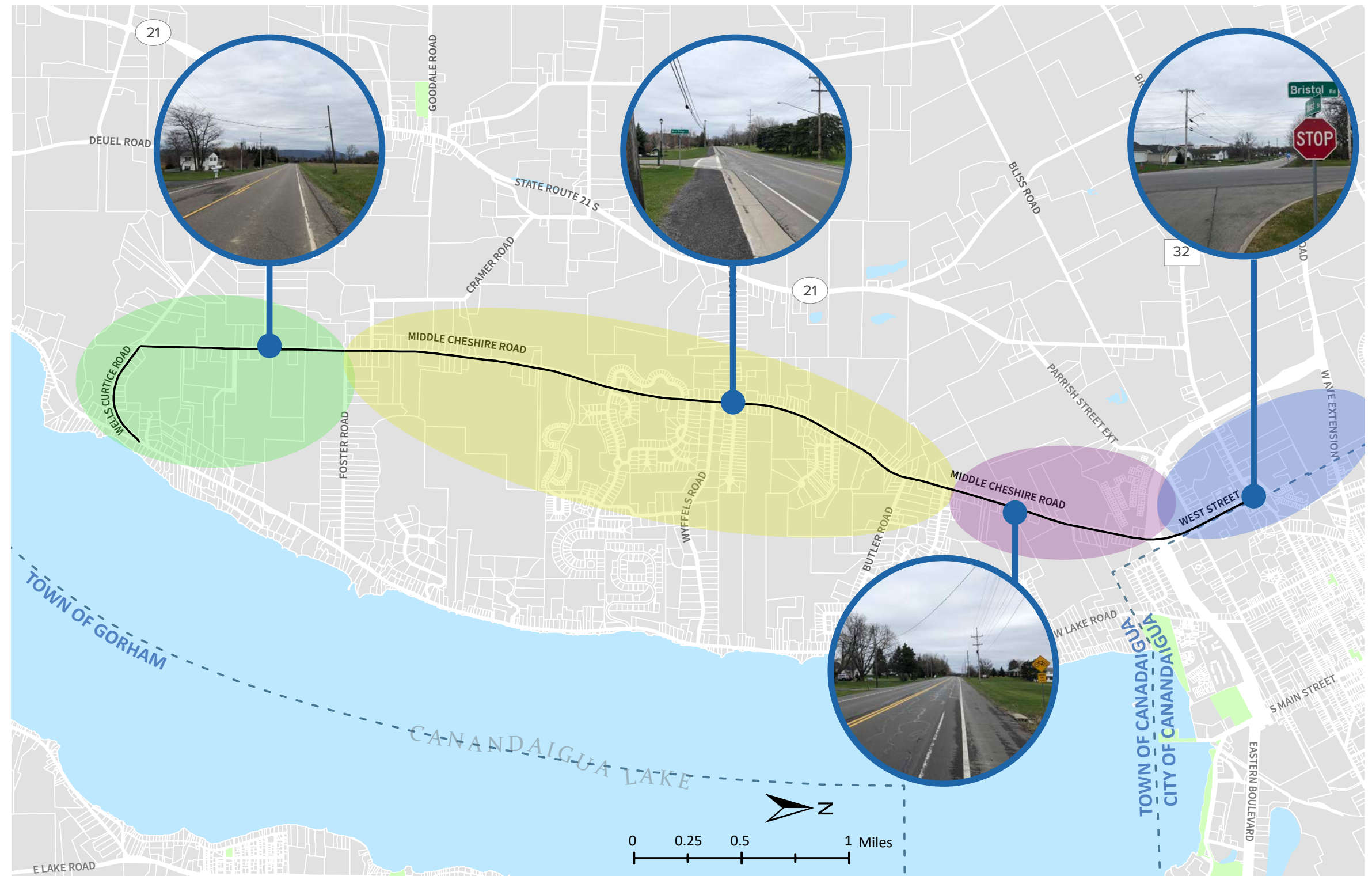
For ease of discussion the opportunities + constraints are presented as they relate to the four distinct character areas. The following pages contain annotated images highlighting those corridor challenges and provide key findings to consider in future recommendations.

SINGLE-FAMILY RESIDENTIAL +
AGRICULTURAL

SINGLE-FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL +
COMMUNITY SERVICE

HEALTH SERVICES +
OFFICE SPACE



SINGLE-FAMILY RESIDENTIAL + AGRICULTURAL

KEY FINDINGS

- Improvements to the intersection of West Lake Road and Wells Curtice Road are needed in order to provide safe multi-modal transportation options. The intersection has a large pavement width with limited sight lines. Improvements to define vehicular and pedestrian traffic are necessary.
- Wells Curtice Road from West Lake Road to Middle Cheshire Road was recently reconstructed. The existing shoulder is approximately 6' wide including the concrete curb gutter. There appears to be available ROW on the south side of Wells Curtice to provide a minimum 5' sidewalk for pedestrians with bicycles sharing the road.
- Middle Cheshire Road from Wells Curtice Road to Whitecliff Drive has a ROW of approximately 60'-70'. Approximately 14'-16' of available ROW exists on the west side of the road which could potentially accommodate a sidewalk or a multi-use path. Potential improvements should consider existing farm practices and movement of farm equipment along the corridor.

Photographic imagery of existing conditions with annotated opportunities and constraints are depicted on the following pages.



SINGLE-FAMILY RESIDENTIAL + AGRICULTURAL



SINGLE-FAMILY RESIDENTIAL + AGRICULTURAL



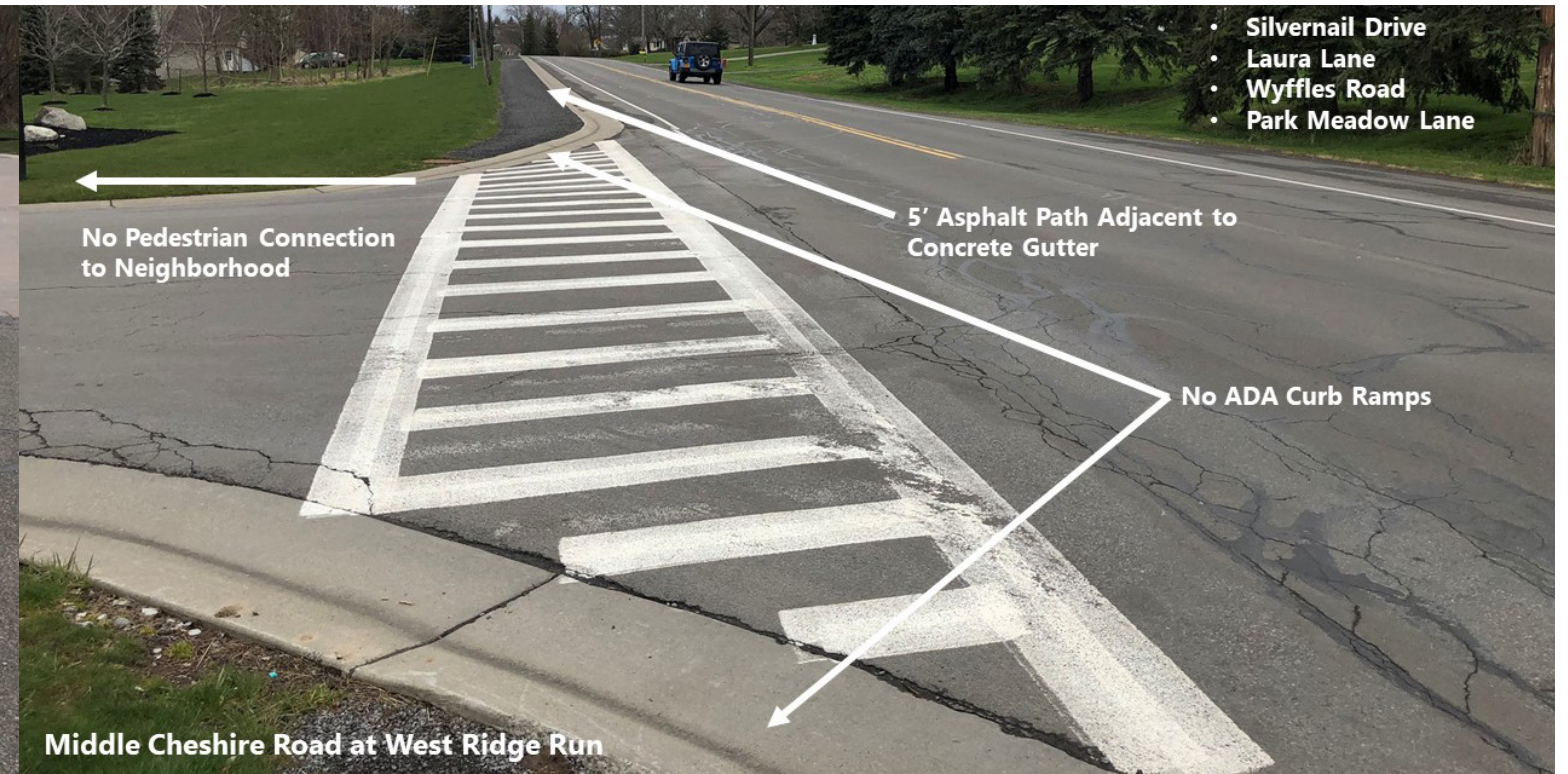
SINGLE-FAMILY RESIDENTIAL



KEY FINDINGS

- Existing crosswalks on Middle Cheshire Road do not fully connect to existing sidewalks. In some cases, the crosswalks do not connect to any existing pedestrian infrastructure.
- Curb ramps and detectable warning strips are missing at all pedestrian crossings and should be considered for pedestrian safety and to meet accessibility requirements.
- Existing crosswalks should be enhanced with signage and highly visible pavement markings to create a safer environment for pedestrians and reduce pedestrian/vehicular conflicts.
- The existing ROW width in this area is approximately 60'-70' wide. There is opportunity to enhance and widen the existing 5' asphalt path to a multi-use path to accommodate pedestrians and recreational bicyclist.
- Potential to incorporate wayfinding signage to direct residents on the corridor to existing nearby trail facilities and to routes that provide access to the waterfront and downtown Canandaigua.

SINGLE-FAMILY RESIDENTIAL



MULTI-FAMILY RESIDENTIAL + COMMUNITY SERVICE



KEY FINDINGS

- Signage exists for a pedestrian crossing on Middle Cheshire Road just north of West Ridge Run; however, there are no pavement markings or sidewalk facilities on the west side of the road. Enhancements to the crossing should be considered to improve pedestrian safety.
- The shoulders on Middle Cheshire Road are approximately 6' wide between 5&20 and West Ridge Run. Currently the road is signed for bikes to share the road; however there may be available space to incorporate dedicated bike lanes in the existing shoulder.
- The existing ROW width in this area is approximately 60'-70' wide. Barrier treatments or a multi-use path facility to accommodate pedestrians and bicyclists could be incorporated within the available right of way.
- No pedestrian connections exist to the Switchback Trail located between Middle Cheshire Road and West Lake Road. Sidewalk connections and wayfinding signage should be installed to direct people to the trail.
- The surface of the Switchback Trail is rough and difficult for pedestrians to traverse. The trail surface may be re-evaluated as well as the integration of amenities including benches and rest areas, especially in the area of the switchback.

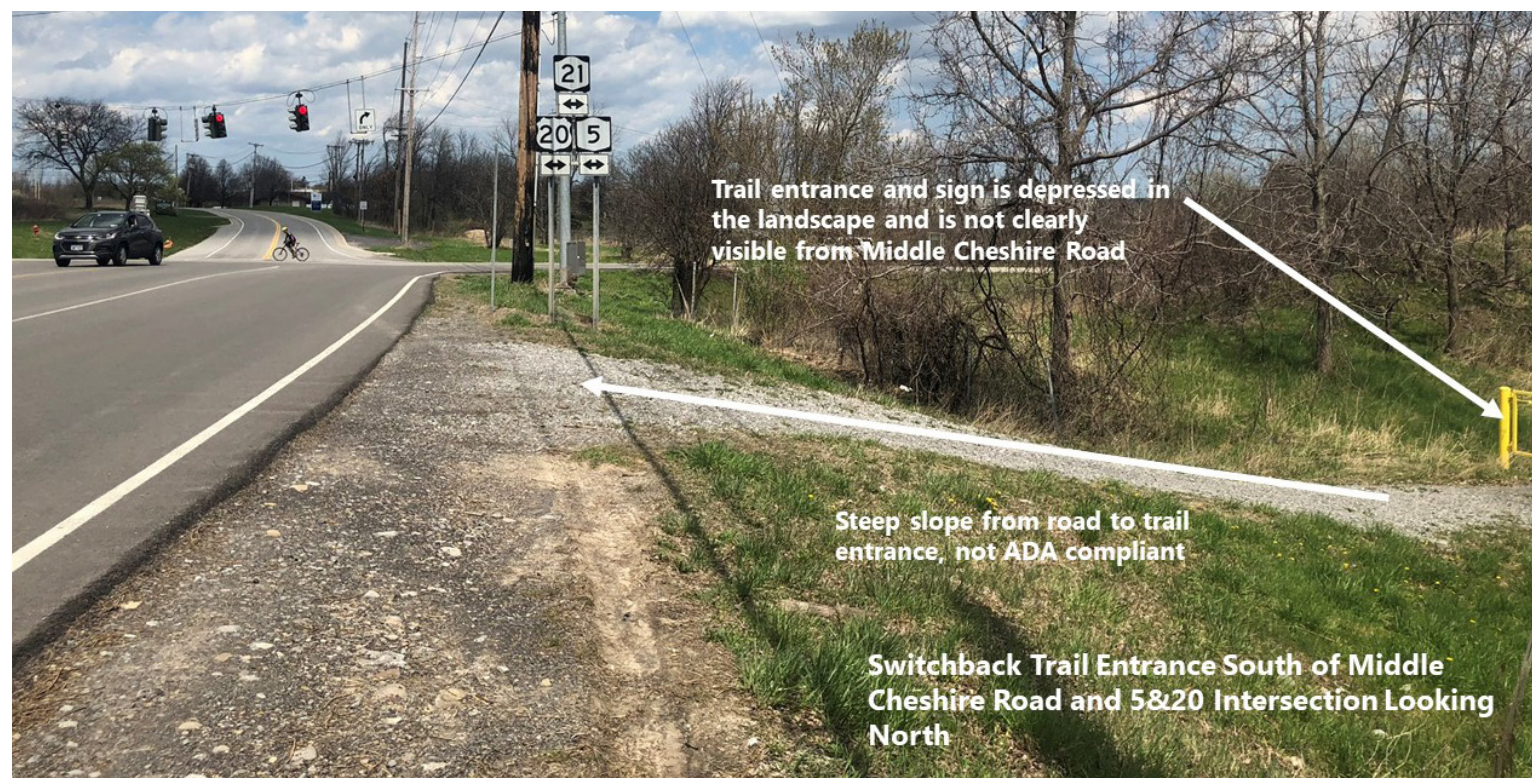
MULTI-FAMILY RESIDENTIAL + COMMUNITY SERVICE



MULTI-FAMILY RESIDENTIAL + COMMUNITY SERVICE



MULTI-FAMILY RESIDENTIAL + COMMUNITY SERVICE



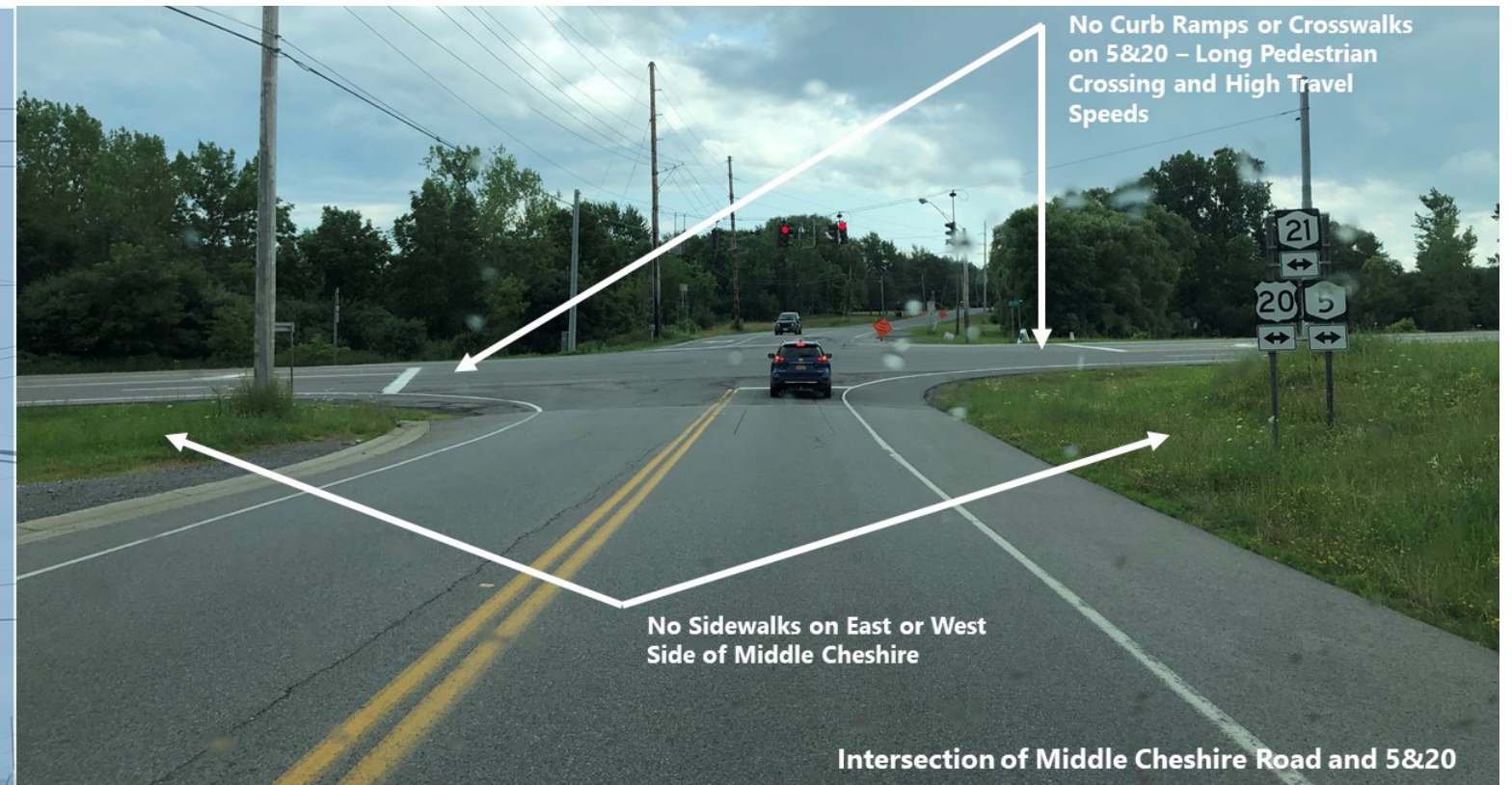
HEALTH SERVICES + OFFICE SPACE

KEY FINDINGS

- The intersection of Routes 5 + 20 and Middle Cheshire Road is not comfortable for pedestrians due to a lack of crosswalks and pedestrian signals. Intersection improvements should be considered to create a more hospitable environment for pedestrians and enhance connectivity to the hospital campus from the Middle Cheshire Road corridor.
- There is an opportunity to install sidewalks between Routes 5 + 20 and Parrish Street.
- The intersection of Parrish Street and Middle Cheshire Road / West Street does not have crosswalks. Sidewalks exist only on the north side of the intersection. Intersection improvements should be considered to create stronger pedestrian crossings.
- There is opportunity to connect the hospital, office buildings, and apartment complexes on the opposite side of the street along Parrish Road and West Street. Enhanced pedestrian crosswalks and sidewalk accommodations on the south side of Parrish Street and the west side of West Street should be considered.
- Greenspace between the existing sidewalk and the road on West Street provides the opportunity to widen the sidewalk, creating a multi-use path and enhancing the streetscape environment with benches, wayfinding signage and other pedestrian amenities.
- There is opportunity to enhance the pedestrian crossings at the intersection of West Street and Bristol Road, creating stronger connectivity to the Hammocks Apartment Complex.



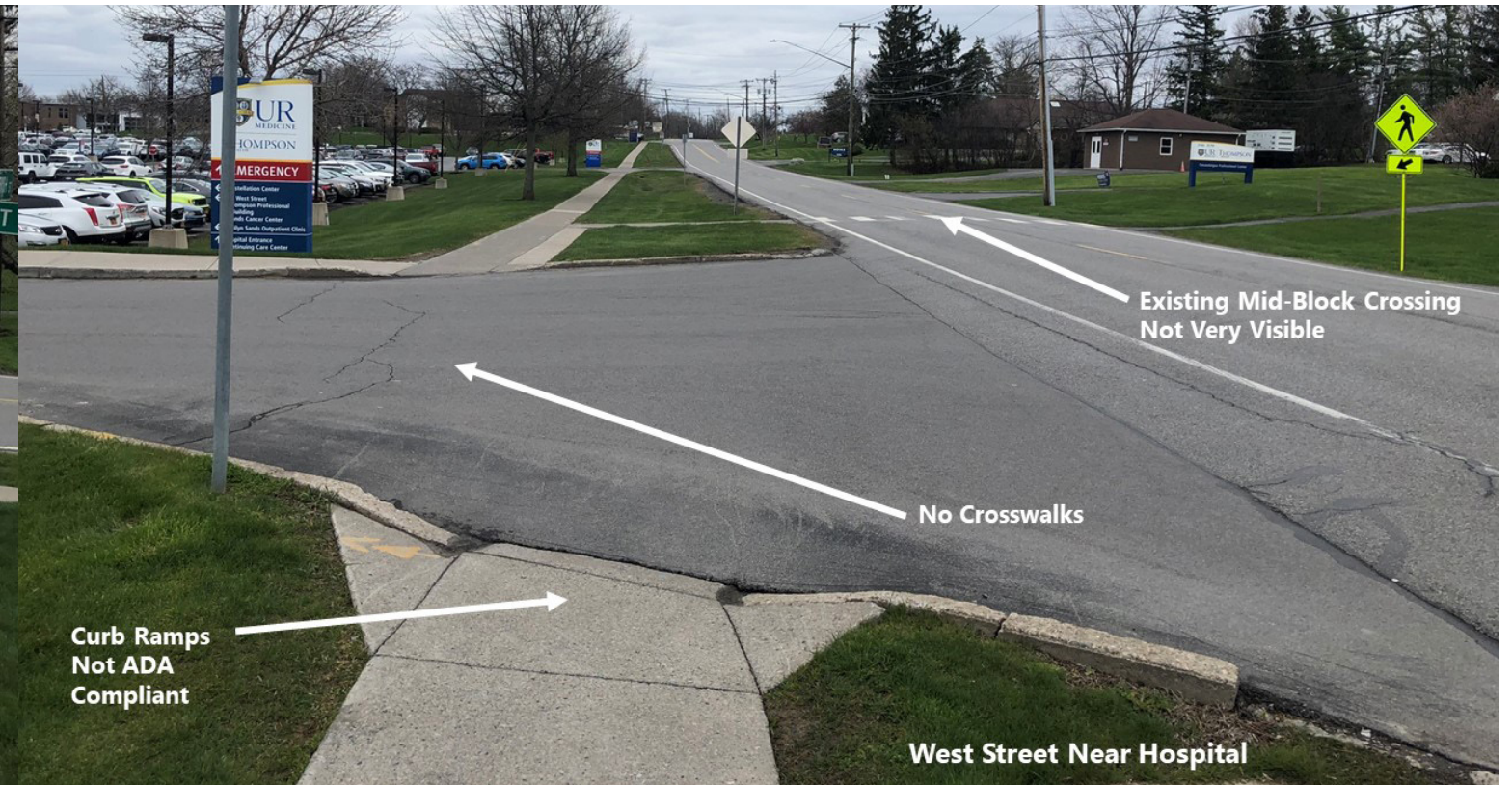
HEALTH SERVICES + OFFICE SPACE



HEALTH SERVICES + OFFICE SPACE



HEALTH SERVICES + OFFICE SPACE



HEALTH SERVICES + OFFICE SPACE



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4 TRANSPORTATION + PLACEMAKING RECOMMENDATIONS

This section draws upon the key findings derived in the Needs Assessment and identifies a series of pedestrian and bicycle treatments for the Middle Cheshire Road Corridor to create a connected and seamless infrastructure network. Recommendations also include intersection improvements and placemaking opportunities to enhance the corridor's sense of place, encourage walkability, and present a safe, multi-modal network for all users.

A. PEDESTRIAN AND BICYCLE TREATMENT ALTERNATIVES

B. INTERSECTION ENHANCEMENTS

C. PLACEMAKING RECOMMENDATIONS

TYPES OF PEDESTRIAN + BICYCLE TREATMENTS CONSIDERED

Several pedestrian and bicycle treatments were considered for the Middle Cheshire Road corridor, including:

- Off-road shared use sidepaths
- Shared use sidepaths with striping
- Pedestrian-only sidewalks
- Separated pedestrian and bicycle paths
- Shared bicycle lanes
- Dedicated bicycle lanes

OFF-ROAD SHARED USE SIDEPATH



This treatment provides an off-road area shared by both pedestrians and bicyclists.

SEPARATED PEDESTRIAN AND BICYCLE PATH



This treatment provides an off-road area for both pedestrians and bicyclists. Pedestrians and bicycles are separated by a grass strip or buffer.

SHARED USE SIDEPATH WITH STRIPING



This treatment is similar to the separated pedestrian and bicycle path; however the separation is provided by striping rather than a physical barrier.

SHARED BICYCLE LANE



This treatment allows bicyclists to share the roadway with vehicles, often combined with pedestrian-only sidewalks.

PEDESTRIAN-ONLY SIDEWALK



This treatment provides a dedicated area for pedestrians. Bicycles would utilize the street for travel, either through a shared bicycle lane or dedicated bicycle lane.

DEDICATED BICYCLE LANE

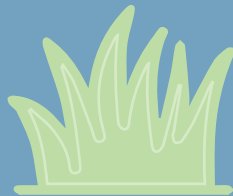


This treatment provides a separated bicycle lane for bicycles on the roadway. These lanes can include striping or a buffer in between the vehicle travel lane for added protection to bicycle users.

PEDESTRIAN AND BICYCLE TREATMENT SEPARATION METHODS

Pedestrian and bicycle treatments that provide separation from vehicular traffic are preferred accommodations since they offer a higher level of comfort for bicyclists and pedestrians. There are a few separation treatment types that were considered for the Middle Cheshire Road corridor, including grass buffers, guiderail buffers, grass buffer with split rail fencing or guiderail, and striped buffer with rumble strips or concrete.

GRASS BUFFER



Grass buffers of at least five feet do not require an additional vertical separation element and are relatively easy to maintain. They provide physical separation from the traveled way and have the other benefits such as additional green space for drainage, snow storage, mailbox placement, utilities and other infrastructure, and provide space for landscaping enhancements. While the separation is preferred, implementing this treatment in some areas may be challenging due to existing right-of-way constraints. Along Middle Cheshire Road, this treatment is recommended along West Street from Routes 5 + 20 to Bristol Road.

GUIDERAIL BUFFER



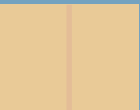
Guiderails are prefabricated metal or timber rails that are installed on a wood or metal post that has been placed into the ground. They provide physical protection, and are an appropriate separation option on roadways high volumes and speed. Guiderails have little to no effect on water drainage since their contact with the ground is minimal, and water can drain directly underneath the rails and between the posts. During heavy snowfall there is a likelihood of snow piling along the railing, which could spill into the roadway or bikeway if not cleared. This treatment could be used as a replacement for the split rail fence alternative.

GRASS BUFFER WITH SPLIT RAIL FENCE OR GUIDERAIL



Split rail fences are approximately four feet high and are typically made of wood. These features blend well with the aesthetic of rural sections of Canandaigua. Compared to other separation options, split rail fences are the most cost-effective. Heavy snow fall will not pose any issues for a swale with a fence considering there is enough space for the snow to pile up and eventually melt without imposing on path users. Along Middle Cheshire Road, the use of this treatment is recommended from Foster Road to Whitecliff Drive.

STRIPED BUFFER WITH RUMBLE STRIPS (SHARDS) OR CONCRETE



Rumble strips, also known as Secondary Highway Audible Roadway Delineators (SHARDS), are an effective method for notifying motorists that they are beginning to travel outside of the travel lane. In rural areas, SHARDS are being implemented as an audible and tactile warning device for motorists. When placed within the buffer between the travel lanes and the sidepath, these devices provide an additional level of warning to path users and motorists. While the rumble strips can pool water, they have minimal effect on the overall drainage network. In snowy conditions, the rumble strips can be a hazard for cyclists if crossed inadvertently. Due to their depressed profile, plowing over the rumble strips is not an issue which may allow for the sidepath to be maintained more regularly. Along Middle Cheshire Road, the use of this treatment is recommended from Wells Curtice Road to Foster Road and from West Ridge Run to Routes 5 and 20.



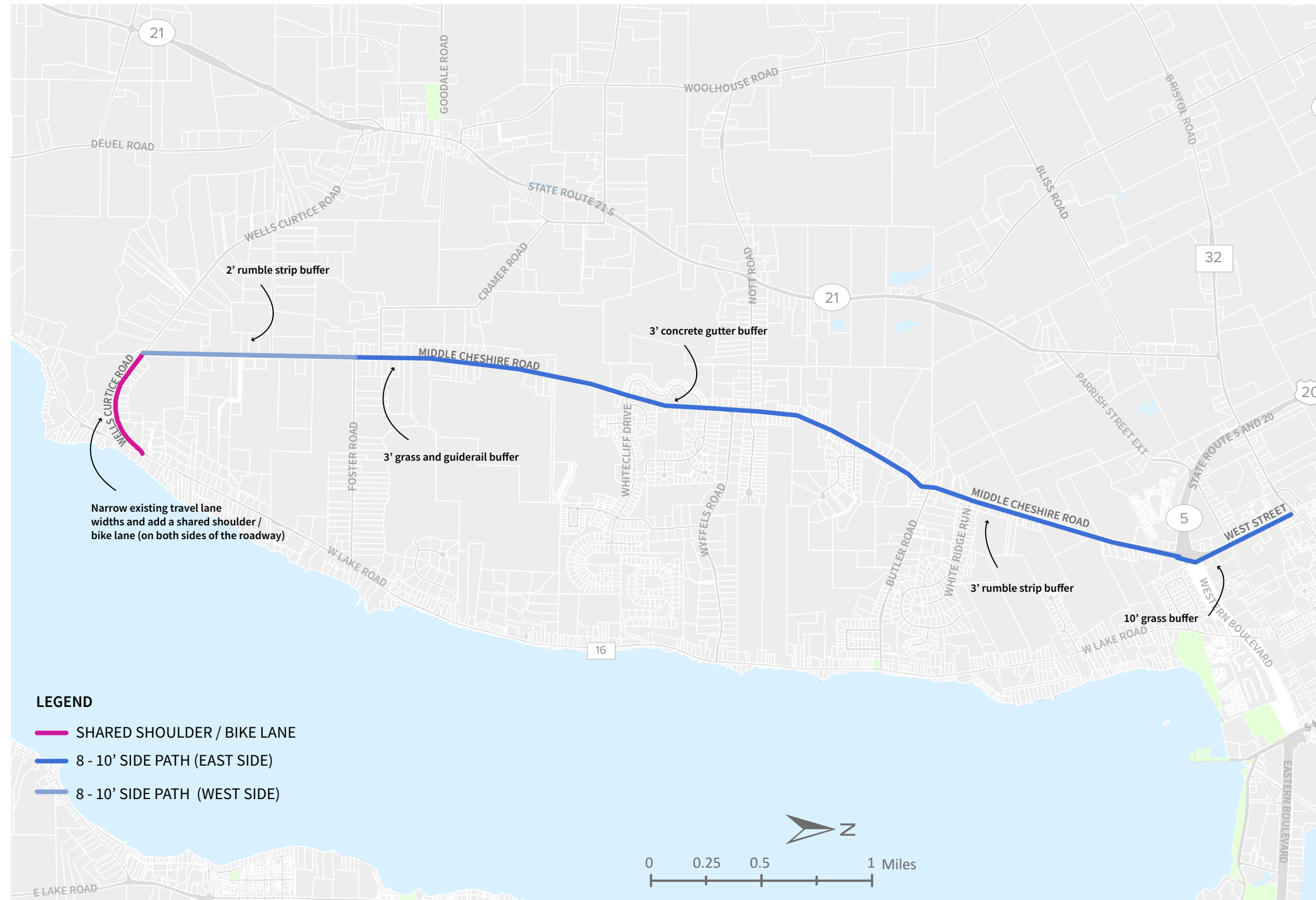
RECOMMENDED PEDESTRIAN + BICYCLE TREATMENTS

Based on the existing conditions inventory, needs assessment, and community feedback, several pedestrian and bicycle treatment alternatives were identified. This section presents the recommended treatments for the Middle Cheshire Road corridor.

The recommended pedestrian and bicycle treatments for the Middle Cheshire Road corridor are intended to create a connected network for multi-modal users. The majority of the recommended treatments provide a physical separation between vehicles and other users with the utilization of an off-road shared use sidepath on the east side of the roadway. Transition treatments are recommended where different facility types connect along the corridor.

EXPANDING CORRIDOR CONNECTIVITY

The pedestrian and bicycle enhancements recommended for Middle Cheshire Road can also be implemented on neighborhood side streets that connect to West Lake Road (CR 16) and State Route 21. Additional opportunities for multi-modal access to regional and recreational destinations should be explored and evaluated, as appropriate, to create a connected and cohesive active transportation network.



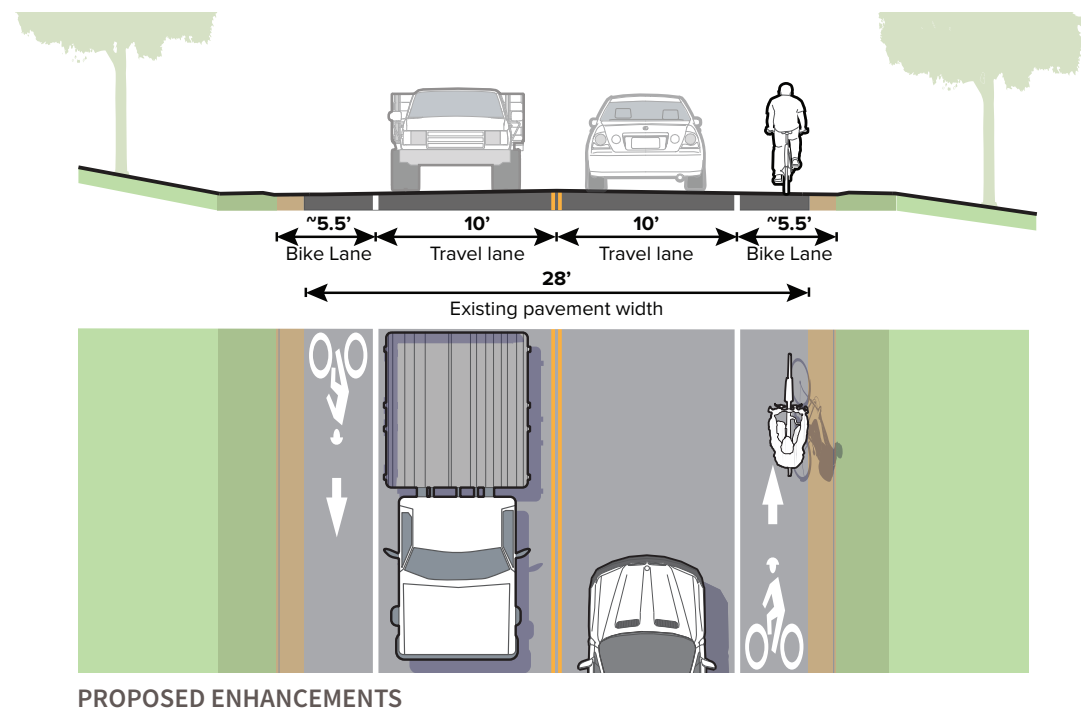
PEDESTRIAN + BICYCLE TREATMENTS

WELLS CURTICE ROAD (WEST LAKE ROAD TO MIDDLE CHESHIRE ROAD)

Wells Curtice Road at the southern end of the corridor currently has 11-foot travel lanes, 2-foot shoulders and 2-foot gutters in both directions. Recommended improvements for this segment involve reducing the travel lanes to 10 feet to increase the roadway shoulders to a width of 3 feet. The shoulders combined with the gutter allow for an approximately 5-foot separated space for bicycle mobility. While this is not a designated bicycle lane, it allows sufficient space for bicycles to travel safely in parallel with vehicle traffic and is an appropriate treatment for bike facilities.



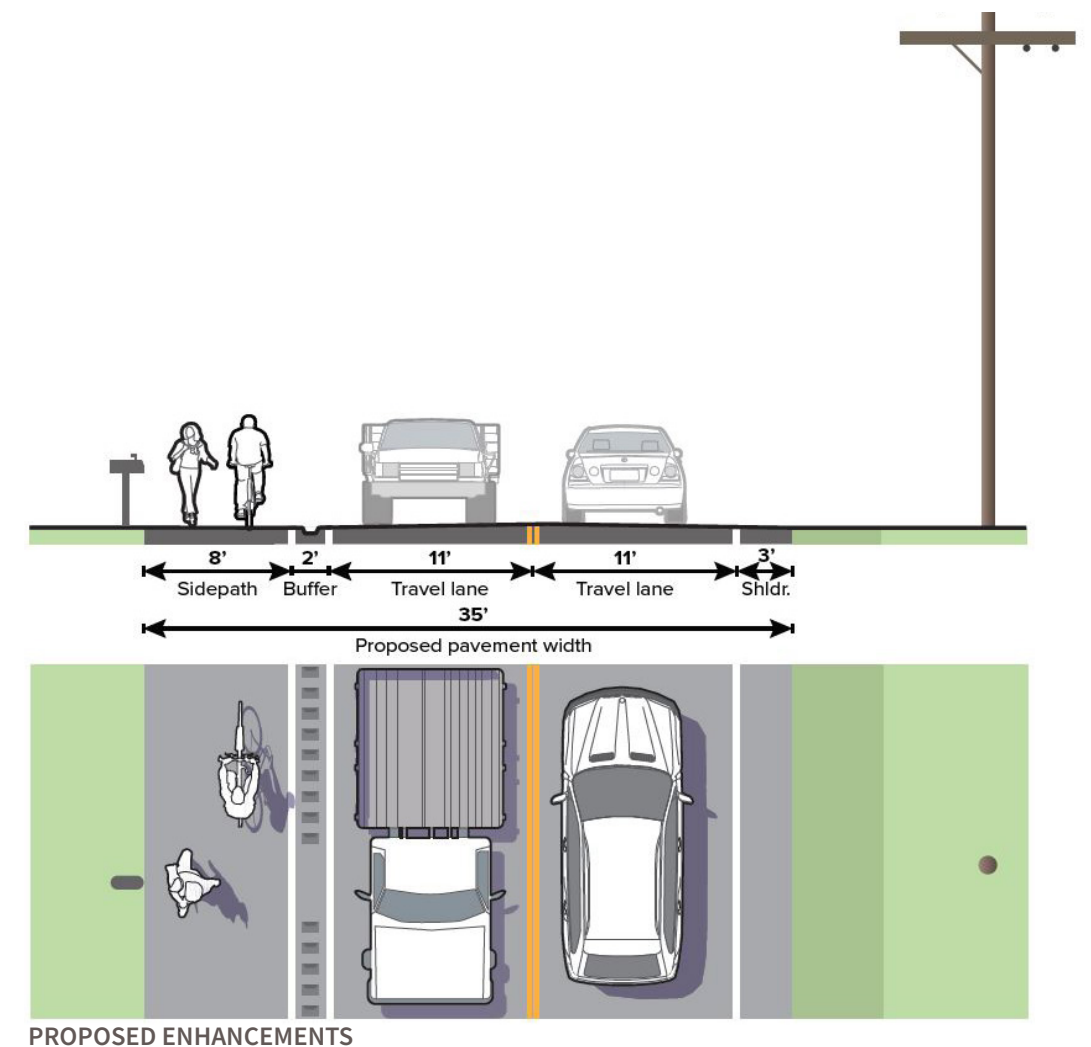
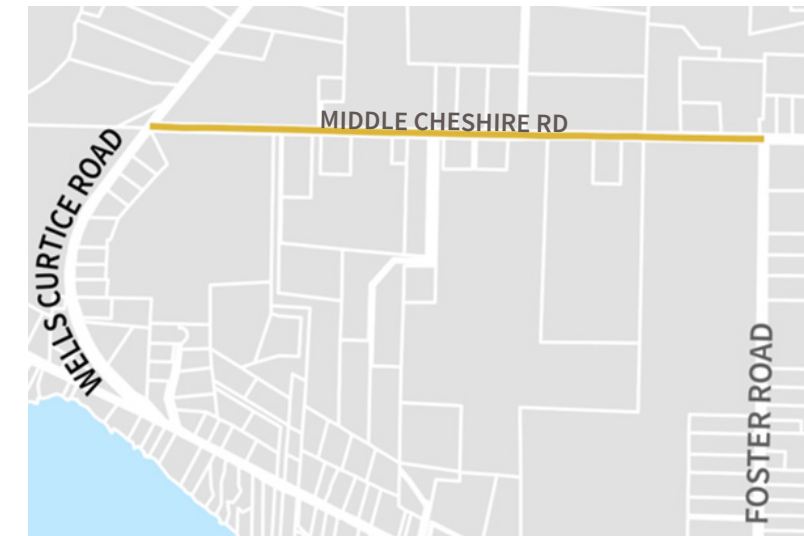
REPRESENTATIVE IMAGE OF BICYCLE LANE UTILIZING GUTTER SPACE



PEDESTRIAN + BICYCLE TREATMENTS

WELLS CURTICE ROAD TO FOSTER ROAD

Land uses on this segment of Middle Cheshire Road are primarily low-density single-family and agricultural. The right-of-way widths and existing uses present restrictions related to the establishment of a separated shared use sidepath on the east side of the roadway; therefore, an 8-foot shared use sidepath is recommended on the western side of Middle Cheshire Road from Wells Curtice Road to Foster Road. This shared use sidepath provides a safe space for pedestrians separated by a 2-foot rumble strip.



PEDESTRIAN + BICYCLE TREATMENTS

TRANSITION BETWEEN WEST / EAST SIDE SHARED USE PATH

A striped crosswalk on Middle Cheshire Road at Foster Road is recommended to create a safe east/west crossing for both pedestrians and bicyclists. This crosswalk is intended to be utilized by pedestrians and bicyclists and will incorporate warning signage to raise awareness of potential multi-modal users to vehicles. Warning signage placed approximately 50 feet on either side of the crossing is also recommended.



PEDESTRIAN + BICYCLE TREATMENTS

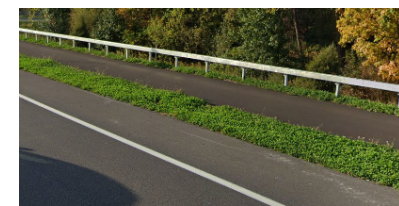
FOSTER ROAD TO ROUTES 5 + 20

Middle Cheshire Road currently has limited pedestrian infrastructure. An asphalt sidewalk exists on the east side of the roadway from Whitecliff Drive to West Ridge Run. Since many residents indicated a desire to have a physical space separated from vehicles, the recommended pedestrian and bicycle treatment from Foster Road to Routes 5 + 20 creates a cohesive, connected treatment in the form of an 8 to 10-foot shared use sidepath from Foster Road to Routes 5 + 20. While this treatment is feasible, the width of the shared use sidepath may vary due to right-of-way constraints or the location existing utility poles.



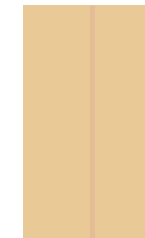
An 8-10' shared use sidepath is recommended along Middle Cheshire Road from Foster Road to Routes 5 + 20 providing a separated bicycle/pedestrian facility. Three types of buffers are proposed along this segment.

GRASS/GUIDERAIL OR SPLIT RAIL FENCE BUFFER



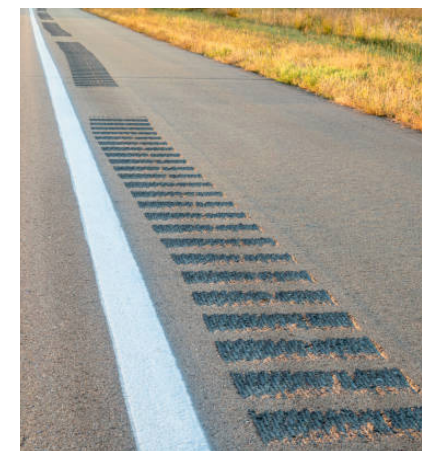
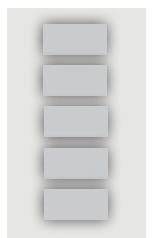
FOSTER ROAD TO WHITECLIFF DRIVE

CONCRETE GUTTER BUFFER



WHITECLIFF DRIVE TO WEST RIDGE RUN

RUMBLE STRIP BUFFER

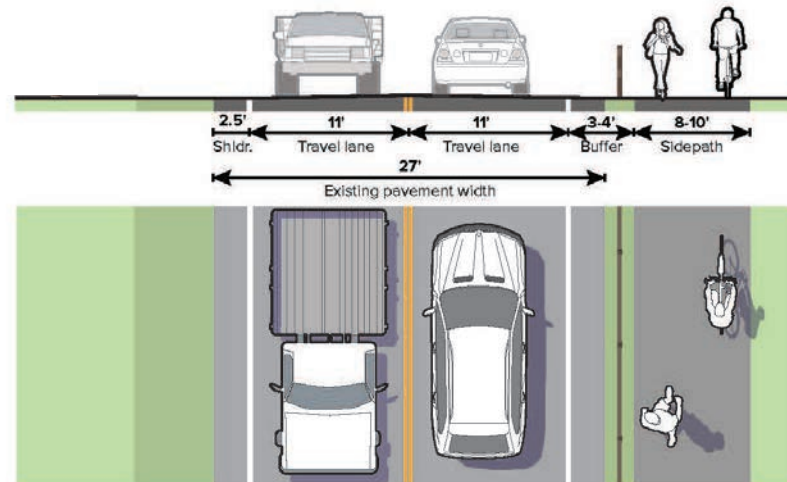


WHITE RIDGE RUN TO Routes 5 + 20

PEDESTRIAN + BICYCLE TREATMENTS

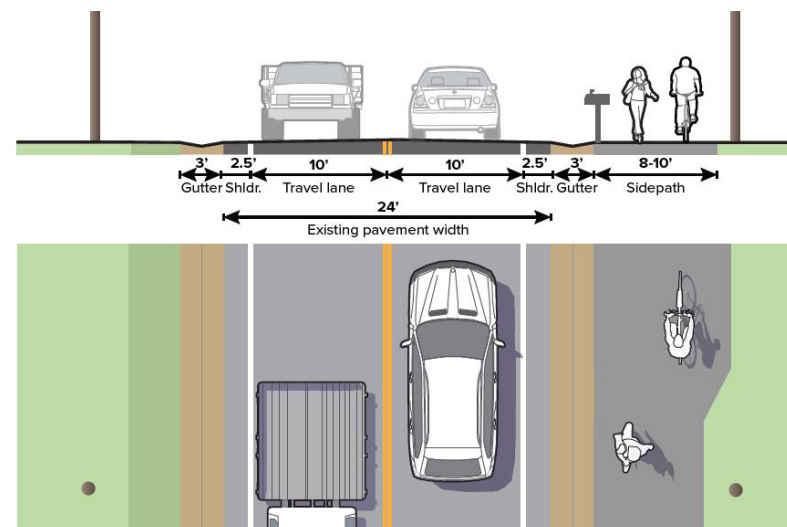
FOSTER ROAD TO WHITECLIFF DRIVE

An 8-10' shared use sidepath from Foster Road to Whitecliff Drive is recommended. This proposed treatment contains a guiderail and grass buffer in between the pedestrian/bicycle sidepath and the roadway. Users of this sidepath will share the space. Grading may be required to achieve the desired vision. In constrained locations, the buffer can be reduced to 1' with an 8' trail width to reduce grading impacts.



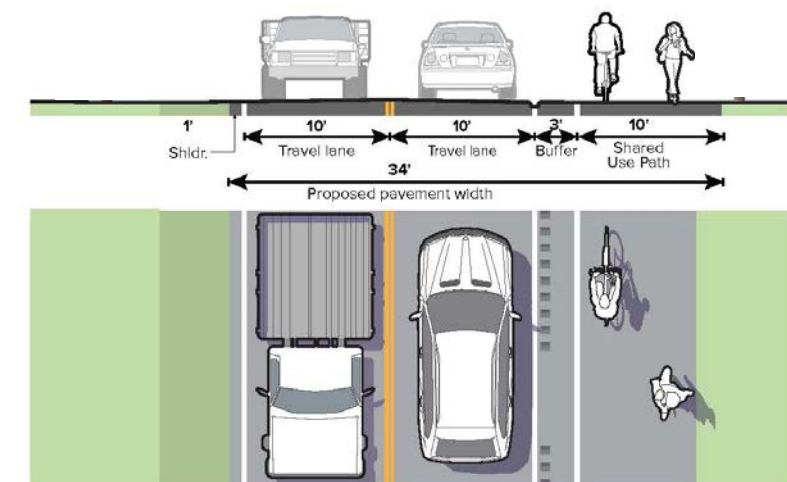
WHITECLIFF DRIVE TO WEST RIDGE RUN

An 8-10' shared use sidepath is recommended from Whitecliff Drive to West Ridge Run. The width of the sidepath may vary to accommodate areas where there are corridor constraints, such as existing utility poles, may exist. This will not restrict or impede pedestrian or bicycle travel.



WEST RIDGE RUN TO ROUTES 5 +20

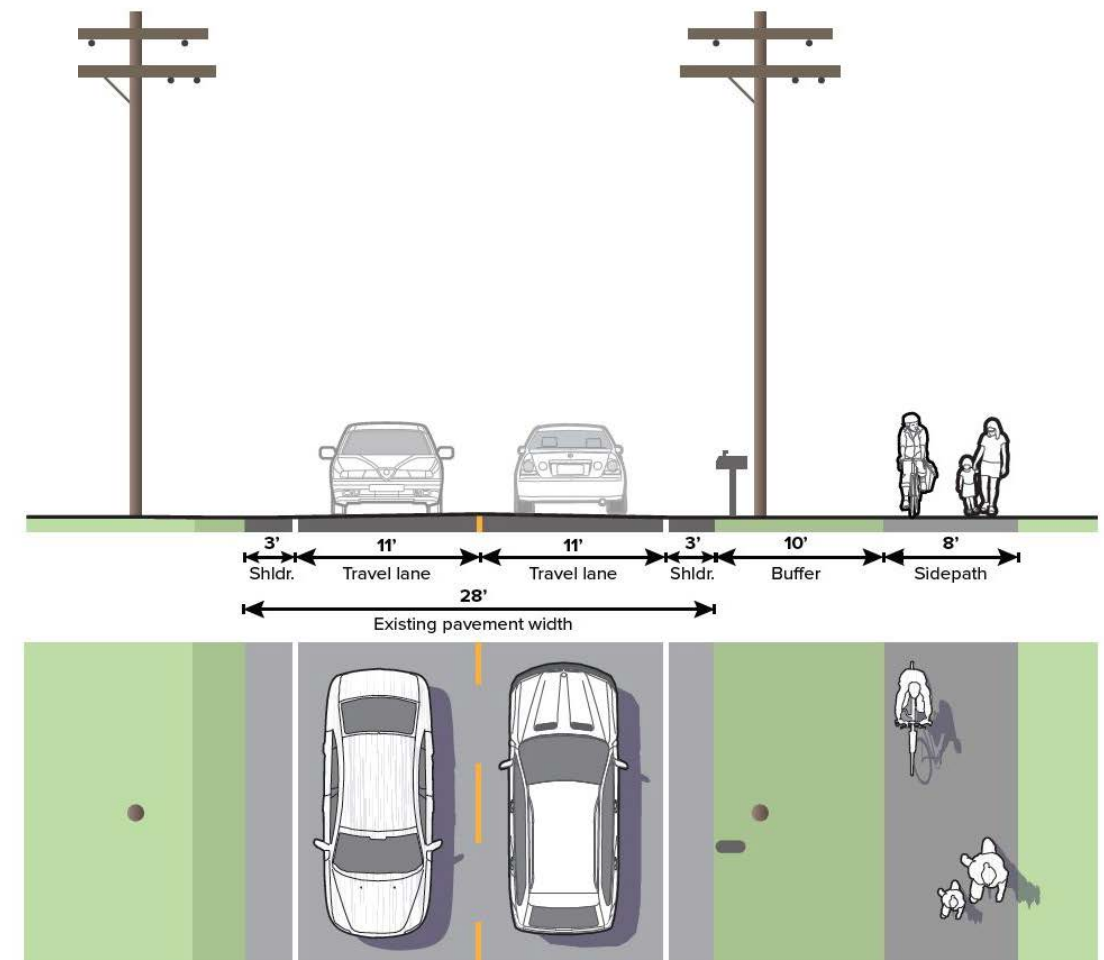
A 10' shared use sidepath is recommended from West Ridge Run to Routes 5 +20. This segment is proposed to contain a 3' buffer with a rumble strip.



PEDESTRIAN + BICYCLE TREATMENTS

ROUTES 5 + 20 TO Bristol Road

West Street from Parrish Street and Bristol Road currently has a 4-foot concrete sidewalk on the east side of the roadway. To maintain the shared use path from Wells Curtice Road to Bristol Road, an 8-foot shared use path on the east side of the roadway is recommended along this segment of West Street. This treatment will create a connected experience along the entire corridor.



PROPOSED ENHANCEMENTS

INTERSECTION ENHANCEMENTS

Intersection enhancements are also proposed to complement pedestrian and bicycle improvements along the corridor. These enhancements focus on increasing awareness of pedestrian crossing locations and creating separation between vehicles and other modes of transportation.

Enhancements are proposed at main intersections along the corridor. These intersections include:

- Wells Curtice Road at West Lake Road
- Middle Cheshire Road at Whitecliff Drive
- Middle Cheshire Road at Routes 5 + 20
- West Street at Parrish Street
- West Street Mid-Block Crossing

The installation of pedestrian amenities, such as benches, wayfinding signage and landscaping are also recommended for many intersections along the corridor. A materials palette for these amenities are described in the Placemaking Recommendations section of this report.



INTERSECTION ENHANCEMENTS

WELLS CURTICE ROAD AT WEST LAKE ROAD

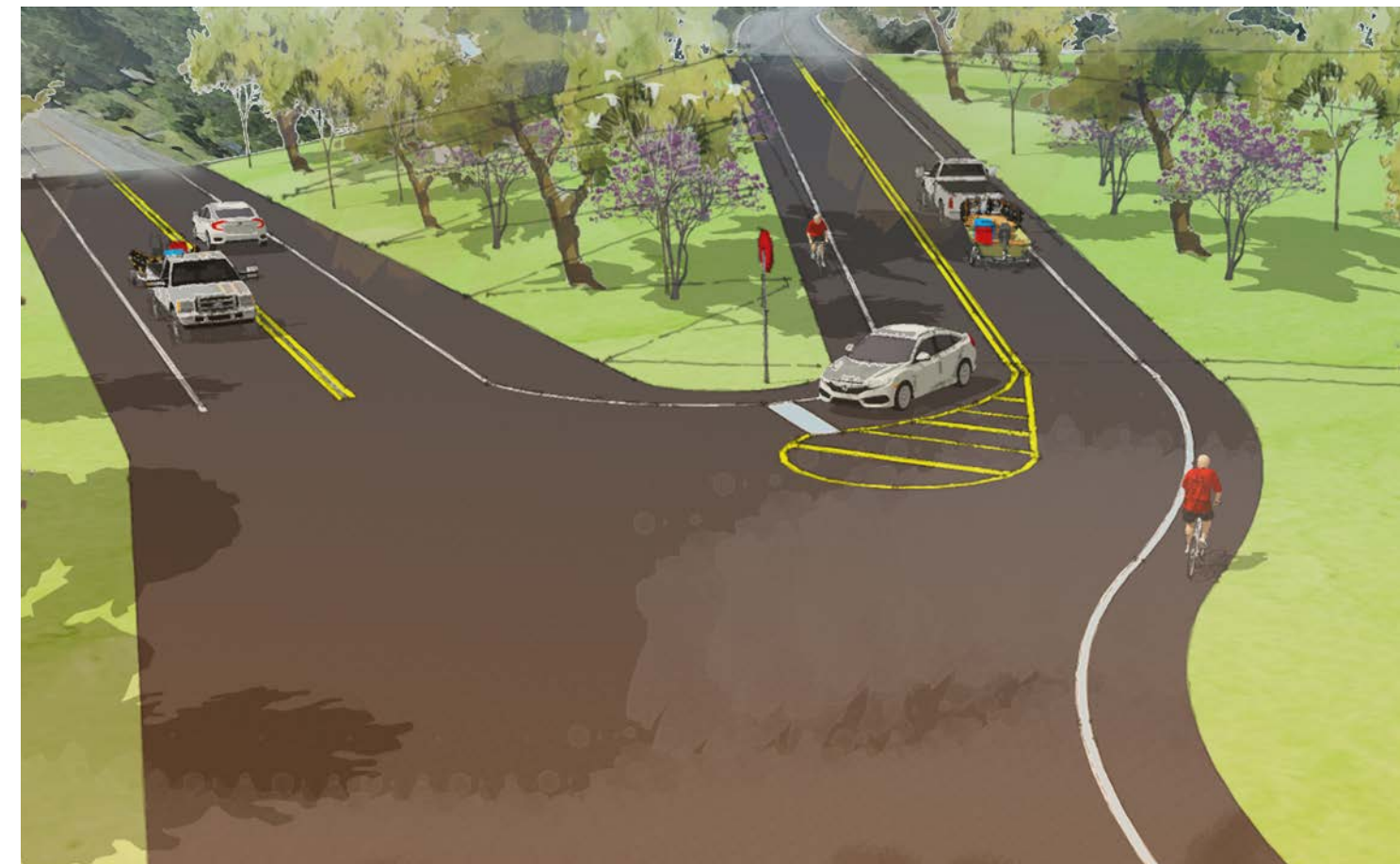
This intersection connects Wells Curtice Road to West Lake Road and runs parallel to Canandaigua Lake. The geometry of this intersection is wide with undefined roadway markings and difficult sight lines, providing no separation for bicycle/pedestrian and vehicular users. Recommendations for this intersection include improvements to ensure safe bicycle access and a defined path of travel for motorists, while still providing adequate room for farm equipment and vehicles with boat trailers to navigate the intersection. Recommended improvements for this intersection include:

- Defined striping to delineate the roadway shoulder and center line;
- Painted stop line at Wells Curtice Road stop sign;
- Reduction of pavement width to define the intersection and allow for easy movement of farm equipment, trucks and boat trailers.



PROPOSED PLAN VIEW

INTERSECTION ENHANCEMENTS



Enhanced crosswalk striping at this intersection will create improved sight lines for drivers and provide a safe route for bicycles and pedestrians.

INTERSECTION ENHANCEMENTS

WHITECLIFF DRIVE

The Whitecliff Drive intersection provides a connection to the adjacent residential neighborhoods. Sidewalk facilities connect to the pedestrian path on Middle Cheshire Road but fall short connecting to the east side of Middle Cheshire Road. Residents often utilize this pedestrian infrastructure but have indicated the need for a safer pedestrian environment that encourages walkability. Recommended improvements at this intersection include:

- Extension of the existing sidewalks to the roadway curb;
- Installation of ADA-accessible curb ramps;
- Addition of highly visible crosswalk striping across Middle Cheshire Road and Whitecliff Drive; and
- Addition of a pedestrian node with enhanced landscaping and amenities.



EXISTING CONDITIONS



PROPOSED ENHANCEMENTS

INTERSECTION ENHANCEMENTS



Improvements at this intersection, such as crosswalk striping, extended sidewalks and curb ramps, are intended to enhance the pedestrian experience crossing Middle Cheshire Road. These improvements create a functional system for all users and abilities.



The establishment of an amenity node is recommended because of the number of pedestrians that traverse this area. This node, equipped with enhanced landscaping, benches, lighting and wayfinding signage, will encourage users to utilize the pedestrian and bicycle infrastructure and provide an identity for the corridor and direct users to proximate recreational facilities and important destinations.

INTERSECTION ENHANCEMENTS

ROUTES 5 + 20

The Routes 5 + 20 intersection is a major intersection along the Middle Cheshire Road corridor that leads into the City of Canandaigua. The intersection has high levels of traffic and is intimidating from a pedestrian standpoint due to the number of travel lanes and lack of pedestrian infrastructure. Improvements are recommended to enhance the experience, safety, and comfortability for pedestrians and bicyclists. Recommended improvements include:

- Highly visible crosswalk striping on the east side of Routes 5 + 20;
- Addition of ADA-accessible curb ramps that connect to the Switchback Trail extension;
- Installation of pedestrian-actuated crossing signal; and
- Enhanced landscaping nodes on the northeast and southeast quadrants.



EXISTING CONDITIONS



PROPOSED ENHANCEMENTS

INTERSECTION ENHANCEMENTS



The improvements at the Routes 5 + 20 intersection create a physical environment that encourages safer pedestrian travel. Landscaping nodes at either end of the intersection and ADA-accessible sidewalk connections soften the environment, increase separation between pedestrians/bicyclists and vehicles, and provide visual clues to all users of a potential conflict of uses.



The use of cohesive, durable materials (timber and fieldstone) on pedestrian and bicycle amenities create a sense of place for the Middle Cheshire Road that is unique and appealing.

INTERSECTION ENHANCEMENTS

PARRISH STREET

Parrish Street is a four-way intersection that employees and visitors of Thompson Hospital often utilize to travel in proximity to the hospital campus. The northeastern quadrant is the only section of this intersection with sidewalk infrastructure. Pedestrian and bicycle treatment recommendations include implementing a shared use off-road sidepath on the east side of the roadway with a sidewalk on the western side. To connect these treatments, enhanced landscaping and seating opportunities are intended to create a node for rest and relaxation.



EXISTING CONDITIONS

PEDESTRIAN SIGNAL ANALYSIS

A traffic analysis was conducted to determine the need for a pedestrian-actuated signal at this intersection. Traffic counts were recorded during August 2020. According to this analysis, traffic operations are well under capacity and do not warrant the need for a pedestrian-actuated signal. Although traffic counts were taken during the COVID-19 pandemic, when volumes were generally lower, the traffic levels would have to nearly double to meet signal warrants.



PROPOSED ENHANCEMENTS

INTERSECTION ENHANCEMENTS



Highly visible crosswalk striping at this intersection will provide a safe space for pedestrians to cross the street and alert drivers of potential pedestrians.



A pedestrian node adjacent to the Thompson Hospital campus is recommended. This node will provide a connection point for pedestrians and bicycle users accessing this area.

INTERSECTION ENHANCEMENTS

WEST STREET MID-BLOCK CROSSING

West Street contains a mid-block crossing between Parrish Street and Bristol Road adjacent to Thompson Hospital. Employees and patients often utilize this crossing to travel to supporting medical office spaces in association with the Hospital on the west side of West Street. Recommended improvements at this crossing include:

- Raised crosswalk to provide separation between pedestrians and vehicles;
- Colored crosswalk striping and warning signage to ensure vehicles are aware of pedestrians; and
- Enhanced landscaping and benches.



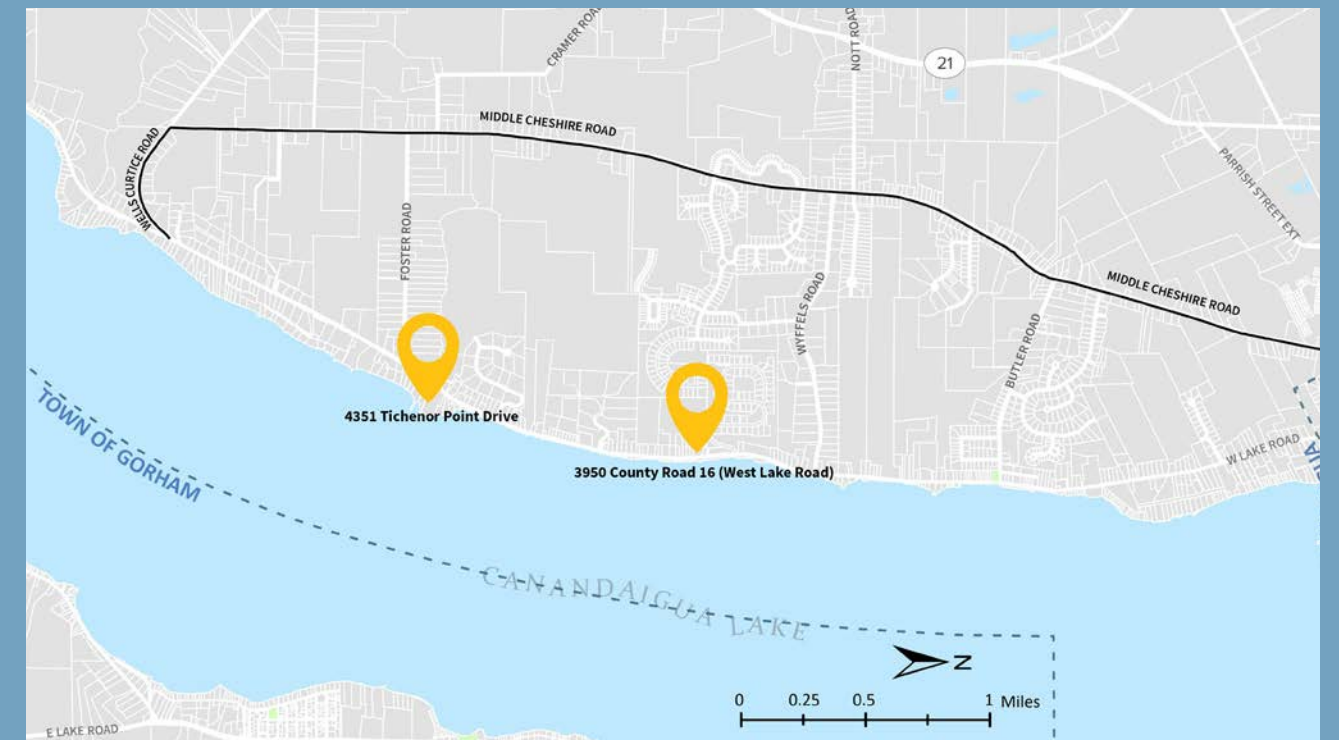
EXISTING CONDITIONS



PROPOSED ENHANCEMENTS

EXPANDING WATERFRONT ACCESS TO CANANDAIGUA LAKE

Enhancing access to the Canandaigua Lake waterfront and recreational opportunities throughout the Town is a priority for Town of Canandaigua officials and leaders. The Town of Canandaigua is currently evaluating the purchase of two properties along Canandaigua Lake to fulfill the vision of creating public waterfront destinations stops, swimming and docking areas, and scenic viewing opportunities for residents and visitors. The two properties include 3950 County Road 16 and 4351 Tichenor Point Drive.



During the public outreach process for this plan, as well as the Town's 2020 Comprehensive Plan Update, residents expressed the desire to expand public lakefront access. The recommendations in this Active Transportation Plan support the implementation of safe, multi-modal transportation options for residents along Middle Cheshire Road and surrounding neighborhoods to access these lakefront properties.

PLACEMAKING

Placemaking is essential to establishing and enhancing a corridor's sense of place. This section describes placemaking nodes and proposed amenities that are intended to create a cohesive corridor experience.

Placemaking recommendations include the installation of pedestrian and bicycle amenities, such as benches, bike racks, trash receptacles and landscaping, which are intended to strengthen the attractiveness of available facilities along the Middle Cheshire Road corridor.

These amenities are intended to be integrated at three placemaking nodes along the corridor, including:

- Between Middle Cheshire Road and Canandaigua Lake (along the Water Treatment Plant access road);
- Entrance to the Switchback Trail; and
- West Street near Thompson Hospital.

Corridor-wide treatments are also identified, which could be incorporated at various locations along the corridor.



PLACEMAKING

NODES

INTERPRETIVE PARK + TRAIL

Middle Cheshire Road runs parallel to West Lake Road and Canandaigua Lake, which provides scenic waterfront views and recreational opportunities. The site provides a unique opportunity to provide a pedestrian and bicycle connection from Middle Cheshire Road to West Lake Road, which was identified as a priority by the steering committee. These improvements envision an interpretive park and trail to bring residents and visitors close to nature and celebrate the natural resources of Canandaigua. Recommendations for improvements to this site include:

- A unique elevated boardwalk on the western side and shared use trail along the Canandaigua Water Treatment Plant access road will facilitate a seamless trail through this property;
- A wetland overlook and stream crossing;
- Two trailheads along Middle Cheshire Road near Laura Lane and just south of Silvernail Drive; and
- Celebration of natural elements through the incorporation of interpretive signage.

It should be noted that this property contains a 19-acre easement granted to the Finger Lakes Land Trust. This easement permits public recreational access, such as trails and limited parking, if wetland protection is maintained and efforts to minimize wetland disturbance is upheld. According to the Finger Lakes Land Trust, approval by the Army Corps of Engineers will be required for this project to move forward. This project should also ensure proper fencing and buffering is installed near the existing water supply to ensure safe separation from public users.



PLACEMAKING

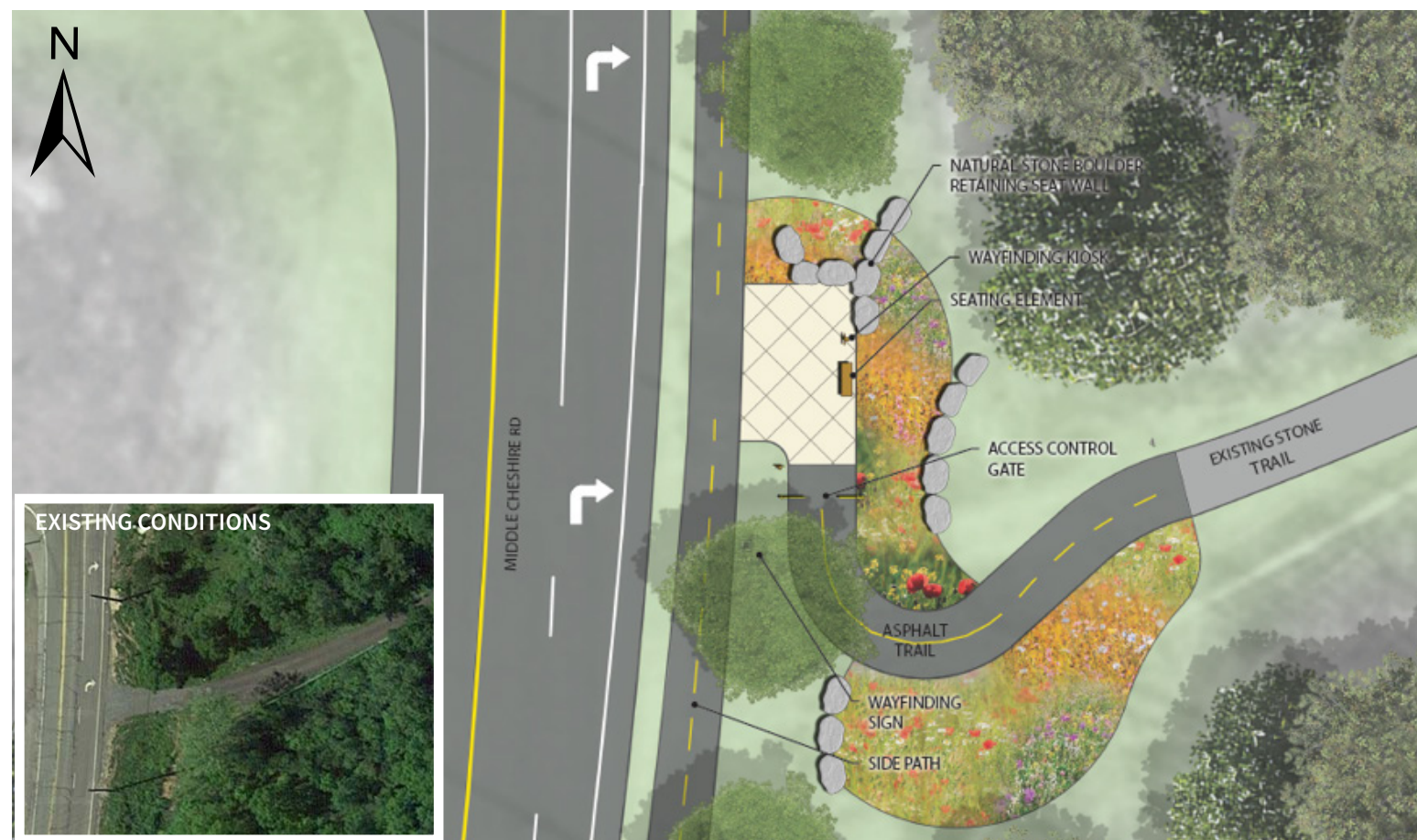
NODES

SWITCHBACK TRAIL CONNECTION

The Switchback Trail is a gravel pedestrian pathway that connects Middle Cheshire Road to West Lake Road. The trail can be accessed from the east side of Middle Cheshire Road near the Routes 5 + 20 intersection. Currently, the trail entrance is not easily recognizable and often goes unnoticed by residents and visitors. Creating a prominent trailhead that establishes a stronger presence of the trail on Middle Cheshire Road will improve visibility and use of the trail. Recommended improvements at the Switchback Trail trailhead include:

- Extension of the existing asphalt trail so that it is visible from Middle Cheshire Road;
- Installation of user amenities, such as benches and seating for trail users;
- Installation of wayfinding signage, such as kiosks and directional signs;
- Use of natural stone barrier and landscaping plantings to create an attractive node; and
- Leveling of the trail grade to address ADA-accessibility for pedestrian and bicycle users.

The enhancement of this node is anticipated to increase safety and comfortability of users and encourage connectivity between Middle Cheshire Road and the Canandaigua Lake waterfront.



PROPOSED SWITCHBACK TRAIL ENTRANCE IMPROVEMENTS

PROPOSED ENHANCEMENTS = SWITCHBACK TRAIL TRAILHEAD



The Switchback Trail trailhead is recommended to be a prominent feature along the Middle Cheshire Road corridor. Amenities at this location should include seating opportunities, an informational kiosk, and directional signage.



Recommended improvements at this location include extending the existing trail from its current location (which is approximately 200 feet from the roadway) adjacent to Middle Cheshire Road. This will increase visibility and accessibility of the trail for users.

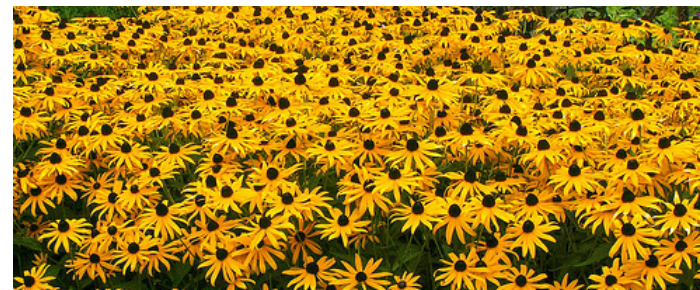
PLACEMAKING

NODES

THOMPSON HOSPITAL

Thompson Hospital is a major anchor of the Middle Cheshire Road corridor with high pedestrian traffic levels due to the large number of employees and visitors. West Street from Parrish Street to Bristol Road is pedestrian-oriented, with a network of sidewalks, a fitness trail, and mid-block crossings; however, improvements to enhance walkability, connectivity, and sense of place are recommended. Recommended placemaking improvements for this area of West Street include:

- Enhanced landscaping with wildlife plantings;
- Installation of pedestrian and bicycle amenities, such as benches and bike racks to encourage utilization;
- Installation of fitness stations; and
- Installation of directional wayfinding signage to guide visitors to desired locations.



BLACK EYED SUSAN

This plant is one of the most popular wildflowers grown because of their ability to attract butterflies, bees and a variety of insects.



FITNESS STATIONS

The existing fitness trail can be enhanced with a series of exercise stations, such as the one depicted above.



PROPOSED PLACEMAKING IMPROVEMENTS NEAR THOMPSON HOSPITAL

PLACEMAKING

CORRIDOR-WIDE AMENITIES

Corridor-wide amenities, such as street furnishings and wayfinding signage, are recommended along the corridor. This section provides design recommendations for these amenities to create a cohesive sense of place.

CONTEXT AND INSPIRATION

Placemaking amenities are recommended along Middle Cheshire Road to foster a unique sense of place and welcome residents and visitors to the corridor. An amenities palette of recommended materials is provided as inspiration to ensure consistency and cohesiveness along the corridor. This materials palette is derived from the materials and colors prevalent along Middle Cheshire Road and surrounding Canandaigua Lake.



GOLDENROD

The New York native Goldenrod is a perennial found throughout the corridor. The rich golden yellow color can be used to brand recommended site furnishings, which will strengthen the corridor's identity.



NATURAL ROUNDED FIELDSTONE

Natural rounded fieldstone and timber are common in the walls, piers, and fencing found throughout the Finger Lakes region. Integration of these materials within site furnishings and wayfinding will aid in enhancing the corridor's sense of place.



NATURAL TIMBER

PLACEMAKING

CORRIDOR-WIDE AMENITIES

STREET FURNISHINGS

Street furnishings, including benches, bicycle racks and trash receptacles, are recommended along the corridor to serve the needs of pedestrian and bicycle users. These amenities are recommended to beautify the streetscape, encourage use of the street as a public space, enhance the pedestrian experience, and activate the streetscape year-round. The recommended materials palette for street furnishings utilize wood and have durable steel elements. The steel elements can be powder coated with the iconic yellow color reflective of the goldenrod plant.



BENCH AND SEATING OPTIONS

Multiple bench options are shown for placement along the Middle Cheshire Road corridor. These benches should be placed along the street and at specific nodes contributing to the overall character of the street and encourage sitting and use.



TRASH RECEPTACLES

Well-designed and strategically placed trash receptacles are intended to maintain a clean and inviting pedestrian experience. These should be placed in areas of high pedestrian activity, such as intersections, seating areas and key destinations.



BIKE RACKS

Bike racks are common furnishings that encourage alternative forms of transportation. These amenities should be placed in locations in high visibility locations with ample space as to not conflict with pedestrian zones.

PLACEMAKING

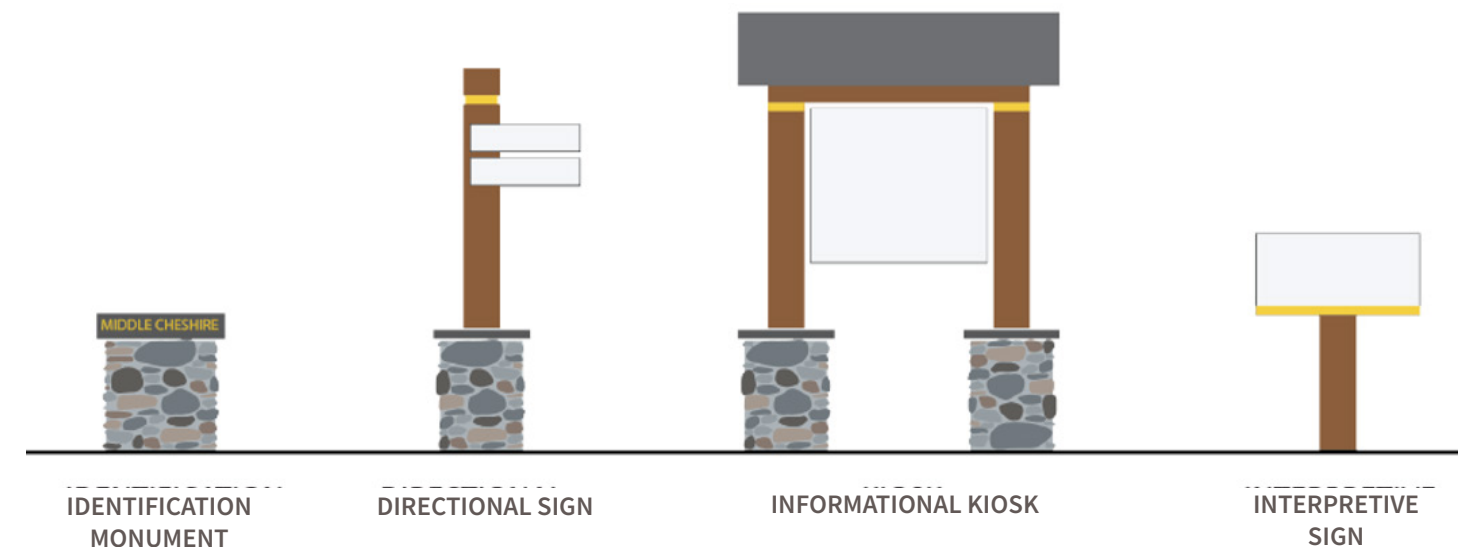
CORRIDOR-WIDE AMENITIES

SIGNAGE + WAYFINDING

The purpose of a signage and wayfinding system is to ensure residents and visitors can easily navigate and access their desired destinations. A hierarchy of signage types is recommended for the Middle Cheshire Road corridor, including:

- **Identification monuments**, placed at key locations where users enter the corridor;
- **Directional signs**, placed at locations to direct users to key destinations, such as the Switchback Trail;
- **Pedestrian-Oriented Informational kiosks**; located at nodes where orientation or interpretive information is useful to users (including the Switchback Trail entrance); and
- **Interpretive signs**, placed along the corridor to share environmental or historic information to users, and identify the new interpretive park and trail connection.

The recommended signage hierarchy integrates natural stone piers, timber, and yellow accents to maintain a cohesive aesthetic along Middle Cheshire Road.





5 IMPLEMENTATION PLAN

A comprehensive implementation strategy is necessary to achieve the proposed recommendations for pedestrian and bicycle enhancements along the Middle Cheshire Road corridor. This section outlines the specific actions to be implemented that will result in a connected, cohesive corridor for residents and visitors. A matrix of actions, responsible parties, costs, and anticipated phasing is included to assist the Town and City with budgeting and identifying funding for future improvements.

IMPLEMENTATION PLAN

A number of activities must precede construction of the recommended pedestrian and bicycle improvements for the Middle Cheshire Road corridor.

GRANT WRITING

The recommendations in this report represent conceptual-level design. To progress the recommended improvements, additional funding must be secured to advance engineering design, permitting and construction. Several potential funding sources are included in the implementation matrix.

ENGINEERING DESIGN + PERMITTING

Proposed treatments in this report must be further refined through final design and construction documents must be developed prior to implementation. During engineering design additional analysis, such as a traffic impact analysis and drainage study, may be required. Future permitting and final design may need to be coordinated with several entities, such as the Town of Canandaigua, City of Canandaigua, and the New York State Department of Transportation.

In addition to the recommendations in this plan, the Town of Canandaigua should continue to collaborate with the City of Canandaigua, Orleans County, GTC, and New York State DOT to implement active transportation projects that are intended to enhance multi-modal options in the region, including opportunities identified in the Ontario County Road 16 West Lake Road Pedestrian & Bicycle Study - recommended actions from this plan are included in the appendix.



IMPLEMENTATION PLAN

PEDESTRIAN AND BICYCLE TREATMENTS (BY SEGMENT)

| | Project | Phasing | Costs* | Funding Source* | Responsible Party | Notes / Considerations |
|-----------------------------------|---|--|-------------|-------------------------|--------------------------------------|--|
| PEDESTRIAN AND BICYCLE TREATMENTS | Wells Curtice Road (West Lake Road to Middle Cheshire Road) | Design | \$30,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua , Orleans County | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$350,000 | | | This project will require coordination with Orleans County. |
| | Wells Curtice Road to Foster Road | Design | \$110,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$1,315,000 | | | |
| | Foster Road to Whitecliff Drive | Design | \$182,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$2,183,000 | | | |
| | Whitecliff Drive to West Ridge Run | Design | \$150,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$1,850,000 | | | |
| | West Ridge Run to Routes 5 + 20 | Design | \$115,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua | This project will require coordination with the City of Canandaigua. |
| | | Construction (including contingencies) | \$1,385,000 | | | |
| | Routes 5 + 20 to Bristol Road | Design | \$51,000 | Local, TAP, HSIP, CHIPS | Town of Canandaigua | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$614,000 | | | This project will require coordination with the City of Canandaigua. |
| | | TOTAL | \$8,335,000 | | | |

*Funding sources are further described in the Funding Sources section of this report.

*Detailed cost estimates are provided in the appendix.

IMPLEMENTATION PLAN

INTERSECTION IMPROVEMENTS

| | Project* | Phasing | Costs | Funding Source | Responsible Party | Notes / Considerations |
|---------------------------|---|---|-----------|--|---|---|
| INTERSECTION IMPROVEMENTS | Wells Curtice Road at West Lake Road | Design | \$3,000 | Local, TAP, HSIP, CHIPS, GIGP | Town of Canandaigua, Orleans County | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$35,000 | | | |
| | Whitecliff Drive / Middle Cheshire Road | Design | \$10,000 | Local, TAP, HSIP, CHIPS, GIGP | Town of Canandaigua | Conceptual design completed as part of this study. |
| | | Construction (including contingencies) | \$115,000 | | | |
| | Routes 5 + 20 / Middle Cheshire Road | Design | \$30,000 | Local, TAP, HSIP, CHIPS, GIGP | Town of Canandaigua, City of Canandaigua, NYS DOT | Conceptual design completed as part of this study. This project will require coordination with the City of Canandaigua and NYSDOT. |
| | | Construction (including contingencies) | \$360,000 | | | |
| | Parrish Street / Middle Cheshire Road | Design | \$18,000 | Local, TAP, HSIP, CHIPS, GIGP | City of Canandaigua, Town of Canandaigua | Conceptual design completed as part of this study. This project will require coordination with the City of Canandaigua. |
| | | Construction (including contingencies) | \$207,000 | | | |
| | West Street Mid-Block Crossing / Middle Cheshire Road | Design | \$8,000 | Local, TAP, HSIP, CHIPS, GIGP, Private sources | City of Canandaigua, Town of Canandaigua | Conceptual design completed as part of this study. This project will require coordination with the City of Canandaigua. |
| | | Construction (including contingencies) | \$92,000 | | | |
| | | TOTAL | \$878,000 | | | |

*Highlighted intersections indicate priority intersections for future improvements.

IMPLEMENTATION PLAN

PLACEMAKING RECOMMENDATIONS

| | Project | Phasing | Costs* | Funding Source | Responsible Parties | Notes / Considerations |
|-------------------|-----------------------------|--|-------------|--|---|--|
| PLACEMAKING NODES | Thompson Hospital Node | Design | \$43,000 | Local, TAP, HSIP, CHIPS, GIGP, NYMS, Private sources | City of Canandaigua, Thompson Hospital, Town of Canandaigua | This project will require coordination with the City of Canandaigua and NYSDOT. |
| | | Construction (including contingencies) | \$517,000 | | | |
| | Switchback Trail Node | Design | \$25,000 | Local, GIGP, RTP, TAP | City of Canandaigua, Town of Canandaigua, NYSDOT | This project will require coordination with the City of Canandaigua and NYSDOT. |
| | | Construction (including contingencies) | \$305,000 | | | |
| | Interpretive Trail and Park | Design | \$160,000 | Local, GIGP, RTP, TAP, Finger Lakes Land Trust, Canandaigua Lake Watershed Association | Town of Canandaigua, Finger Lakes Land Trust | This project will require approvals and coordination with the Finger Lakes Land Trust. |
| | | Construction (including contingencies) | \$1,940,000 | | | |
| | | TOTAL | \$2,990,000 | | | |

*Estimated costs for placemaking nodes include all amenities and improvements shown in the Transportation + Placemaking Recommendations section of this report.

IMPLEMENTATION PLAN

PLACEMAKING RECOMMENDATIONS

The total number of amenities and their location along the Middle Cheshire Road corridor is to be determined. The costs provided in the table below indicate the unit cost for purchase and installation of each type of amenity.

| | Project | Unit | Unit Cost |
|-----------------------|-------------------------|--------------------------|-----------|
| STREETSCAPE AMENITIES | Bench | Each | \$3,500 |
| | Bicycle Racks | Each (Two bike capacity) | \$600 |
| | Trash Receptacles | Each | \$1,200 |
| | Street Tree | Each | \$1,000 |
| SIGNAGE + WAYFINDING | Identification Monument | Each | \$10,000 |
| | Directional Sign | Each | \$12,000 |
| | Informational Kiosk | Each | \$20,000 |
| | Interpretive Sign | Each | \$10,000 |

IMPLEMENTATION PLAN

SHORT-TERM PRIORITY ACTIONS

Several proposed projects and actions should be undertaken in the short-term to jump start pedestrian and bicycle safety enhancements along the Middle Cheshire corridor. These projects and actions are listed below.

| | Project | Potential Funding Source | Notes |
|-----------------------------|---|--|---|
| SHORT-TERM PRIORITY ACTIONS | Complete the final design of pedestrian and bicycle treatments for the length of the Middle Cheshire Corridor | Town of Canandaigua, City of Canandaigua, Transportation Alternatives Program | This action will require surveying. Estimated design and construction costs are provided by segment. |
| | Complete the final design of proposed priority intersection improvements. | Town of Canandaigua, City of Canandaigua, Transportation Alternatives Program | This action will require surveying. Estimated design and construction costs are provided by intersection. Priority intersections include Routes 5 + 20 / Middle Cheshire Road, Whitecliff Drive, and Parrish Street. |
| | Complete a corridor-wide signage and wayfinding plan | Town of Canandaigua, NY Main Street | A specific sign location and messaging plan should be completed for the corridor. |
| | Construct priority intersection improvements | NY Main Street, Transportation Alternatives Program (TAP), HSIP, Town of Canandaigua | Intersection improvements should be paired with the installation of recommended pedestrian amenities. Priority intersections include Routes 5 + 20 / Middle Cheshire Road, Whitecliff Drive, and Parrish Street. |

FUNDING SOURCES

Successful implementation of the proposed pedestrian and bicycle treatments will likely require a combination of local, state and federal funding sources. This section provides a number of potential funding sources to implement the recommended improvements. Available funding sources change annually; therefore the Town and City of Canandaigua should evaluate the New York State Consolidated Funding Application on an annual basis and identify potential match funding in annual operating budgets.

| | PROGRAM | DESCRIPTION | USES |
|----------------|---|--|--|
| NEW YORK STATE | Transportation Alternatives Program (TAP) | Funds from this source are used to support bicycle, pedestrian, multi-use path and non-motorized transportation-related projects. Projects must be related to surface transportation. *Federally-funded, state administered. | Construction of pedestrian and bicycle facilities, recreational trails, and safe routes to schools, as well as community improvements such as historic preservation and projects that reduce congestion and gas emissions. |
| | Green Innovation Grant Program (GIGP) | The Green Innovation Grant Program (GIGP) provides grants on a competitive basis to projects that improve water quality and implement green infrastructure in New York State. GIGP provides up to \$15 million to cover a minimum of 40% up to a maximum 90% of the total eligible project costs. A match from state or local funds is required. | GIGP funds a range of green infrastructure-focused installation projects, including the installation of permeable pavements and stormwater street trees. |
| | New York Main Street Program (NYMS) | This program is administered through the Office of Community Renewal. New York Main Street provides funds to stimulate reinvestment in properties located within mixed-use commercial districts located in urban, small town and rural areas of NYS. NYMS is a comprehensive grant program that provides funding for local revitalization efforts and technical assistance to help communities build the capacity required to grow the downtown or neighborhood retail district. | Funds can be used to implement streetscape enhancements, such as planting trees; installing street furniture and trash receptacles; providing appropriate signs in accordance with a local signage plan. |

FUNDING SOURCES

| | PROGRAM | DESCRIPTION | USES |
|---------|---|---|---|
| FEDERAL | Consolidated Local Street and Highway Improvement Program (CHIPS) | Funds support the construction and repair of highways, bridges and highway railroad crossings, and other facilities not in the State highway system. | Funds can be used for resurfacing, shoulder improvements, new drainage systems, sidewalk improvements, traffic calming installations, and bus shelters. |
| | Highway Safety Improvement Program (HSIP) | The Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. | HSIP funds may be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Funds can be used for the installation of vehicle-to-infrastructure communication equipment, pedestrian hybrid beacons, roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands, and other physical infrastructure projects not specifically enumerated in the list of eligible projects. |
| | Recreational Trails Program (RTP) | Funds the development and maintenance of recreational trails for motorized and non-motorized uses. | Maintenance / restoration of existing trails, purchase / lease of trail construction equipment, acquisition of easements, construction of new trails, and assessment of conditions. |



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