



# TOWN OF CANANDAIGUA **SIDEWALK ENVISIONMENT MAP & REPORT**

February 12, 2024



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# INTRODUCTION

## PLAN PURPOSE

The Town of Canandaigua has undertaken a data-based planning effort to proactively enhance and expand their existing sidewalk network. The intent of this report and corresponding map is to provide maximum levels of accessibility, safety, and community connectivity for pedestrians of all ages and mobility levels. The Sidewalk Envisionment Plan identifies target areas of greatest need and prioritizes projects for implementation.

The main purpose of this project is to produce a plan for developing a network of sidewalks that is cost-effective, maintainable and maximizes positive outcomes for residents and visitors.

The planning effort was informed by analysis of existing data, input from Town staff and key stakeholders, field verification of existing conditions, and robust public engagement.

Moving forward, the Plan will be utilized by the various Town boards and committees when considering new development needs associated with sidewalk connections; as well as provide a document that could be used for sourcing financial grant support for construction.

The Sidewalk Envisionment Plan provides an intelligent and adaptable guide for systematically advancing the Town of Canandaigua as a walkable community. In addition to making Canandaigua a more walkable community, the Plan supports a more vibrant and sustainable community and enhance the perception of the Town as a great place to live, work, play, and raise families.

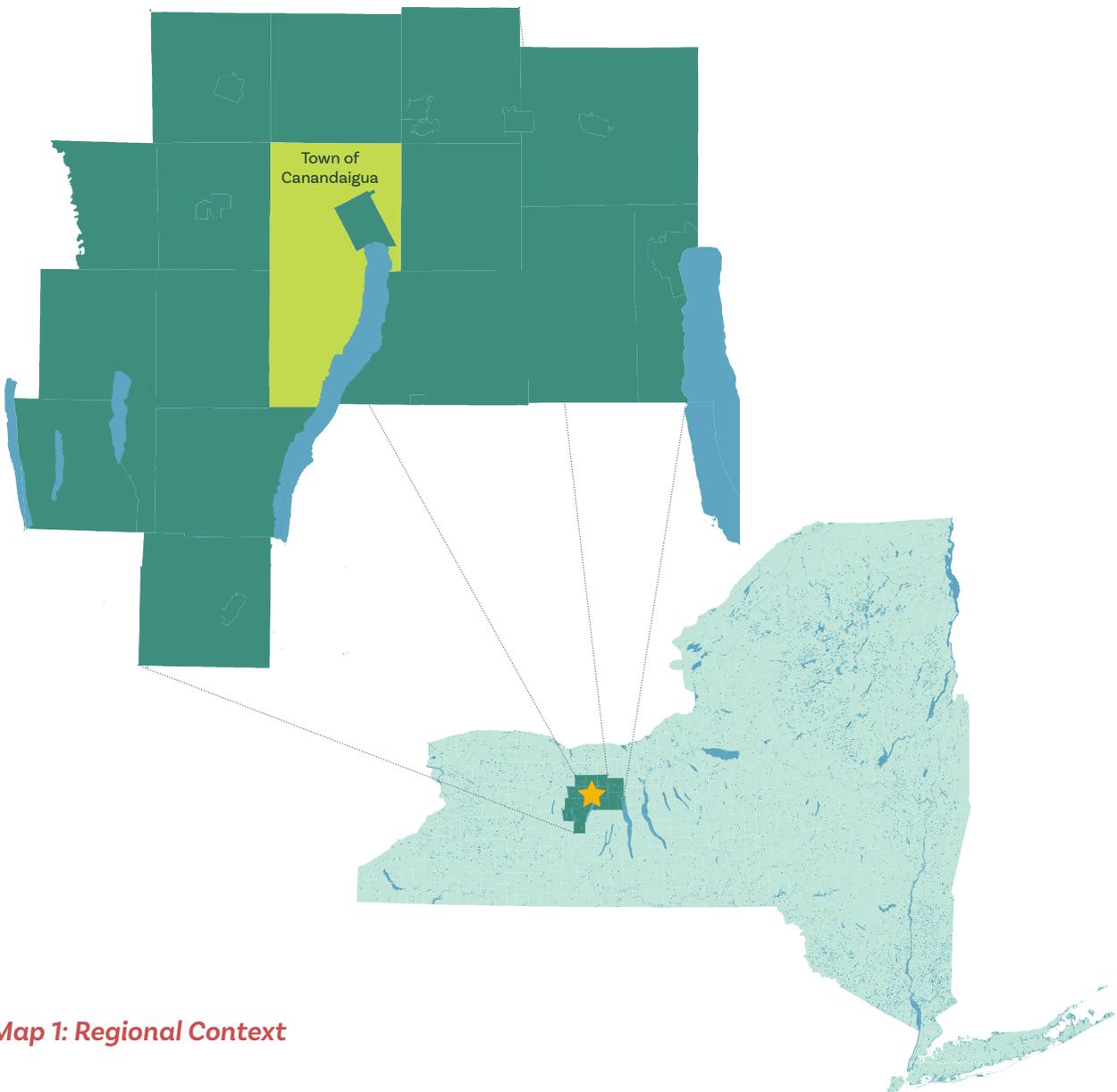


**While the Town recognizes the importance of a fully integrated Active Transportation network, this plan gives special attention to sidewalks, and does not incorporate recommendations for off-road pathways, bicycle facilities, or other multi-modal facilities.**

*Whitecliff Drive Perspective Rendering, Middle Cheshire Road ATP*

## REGIONAL CONTEXT

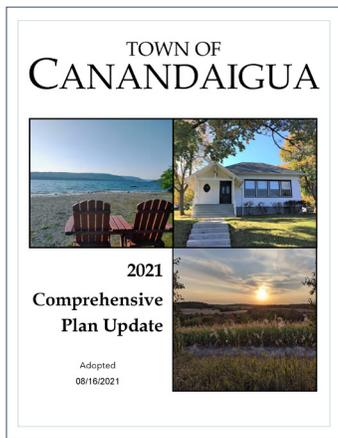
Located in Ontario County, the Town of Canandaigua has a population of 11,109 according to the 2020 Census - making it the fourth largest municipality in the County. The Town has seen rapid growth over the past several decades, and is an increasingly desirable location for families and individuals to move to within the Greater Rochester metropolitan area. Given this growth, the Town consists of suburbanized areas to the north, and has an increasingly rural character heading south. The west shore of Canandaigua lake flanks the Town's eastern border - providing recreational opportunities and scenic vistas.



**Map 1: Regional Context**

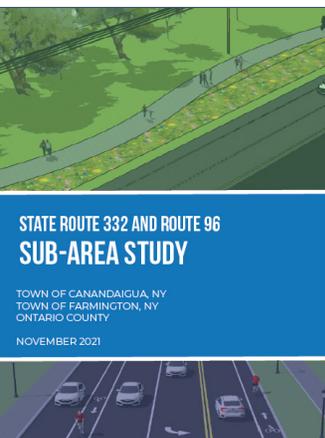
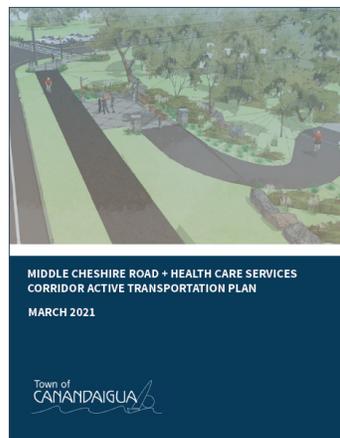
## EXISTING PLANS & STUDIES

One of the main objectives of this planning process is to synthesize and prioritize the recommendations contained within existing plans and studies. The Town has undertaken many planning efforts over the past decade in a proactive effort to steer the future character of the Community. Below is a summary of the relevant Plans and Studies developed within the past ten years. These plans were reviewed for any relevant recommendations pertaining to investment in Sidewalks. The recommendations gleaned from these reports were vetted during individual public engagement processes, and are summarized as part of the Needs Assessment on page 24. Note that recommendations that have been implemented since the development of these reports were removed from final recommendations.



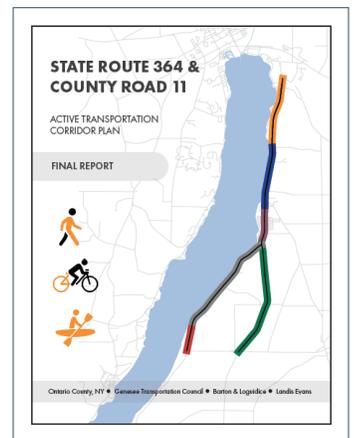
### 2021 Comprehensive Plan Update

The Comprehensive Plan sets forth an overall vision for the future of Canandaigua, and encompasses many aspects of community life, including pedestrian walkability. The Plan specifically references the need for pedestrian facilities within the Hamlet of Cheshire.



### 2021 Middle Cheshire Active Transportation Plan (ATP)

The Middle Cheshire ATP focuses on multi-modal improvements to Middle Cheshire Road, West Street, and Wells-Curtice Road. Side Paths are envisioned for both Middle Cheshire Road and West Street.

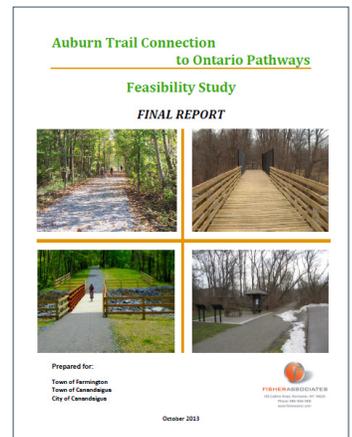
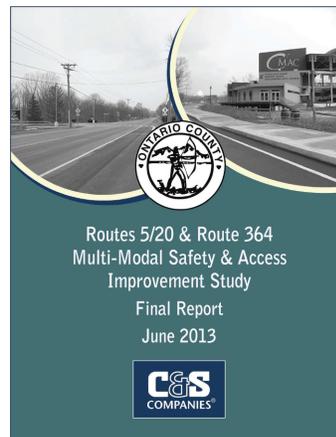
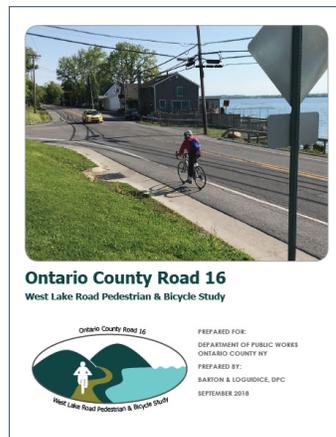
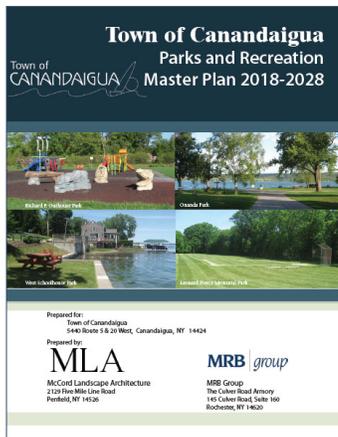


### 2021 State Route 332 & Route 96 Sub-Area Study

This Study assesses the transportation systems and land use patterns of Routes 332 and 96, two major travel routes within the Finger Lakes Region. Route 332 Town line Road and Emerson Road is recommended to have an off-road multi-use facility, and Brickyard Road, Yerkes Road, and Thomas Road are all recommended for sidewalks to promote connectivity to the Route 332 corridor.

### 2020 State Route 364 & CR 11 Active Transportation Plan (ATP)

This ATP focuses on 7.3 miles of State Routes 364 and 3.6 miles of County Route 11. The majority of the study area is within the Town of Gorham, but a small portion of Route 364 is within the Town of Canandaigua. The Plan recommends sidewalks along State Route 364 between Marvin Sands Drive and County Road 18, as well as along Marvin Sands Drive and County Road 18.



## 2019 Uptown Canandaigua Study

The Uptown Study is focused on the area just north of the City of Canandaigua surrounding Route 332, and presents a multi-modal transportation plan and an economic development strategy. The Plan recommends sidewalks and multi-use trails on several of the Uptown area roadways (listed on page 24).

## 2018 Parks and Recreation Master Plan

This Plan identifies the existing and future recreational needs of the community, and is meant to direct and prioritize investment in regards to parks and recreation. Included within the recommendations are connections between existing and proposed park facilities, including sidewalks along Middle Cheshire Road and North Road.

## 2018 County Road 16 Pedestrian & Bicycle Study

This Study analyzed 8.2 miles of County Road 16 (West Lake Road) between the City line and Seneca Point Road. While the Plan does not specifically recommend sidewalks along CR 18, it does recommend sidewalks along Middle Cheshire Road, along Wyffels Road, and Acorn Hill Drive to promote connectivity to the CR 18 corridor.

## 2013 Routes 5/20 & Route 364 Multi-Modal Safety & Access Improvement Study

This study aims to improve safety and accessibility for all transportation users along portions of Routes 5&20, Route 364, Lake Shore Drive, Moran Road, Lakeshore Drive (CR 50), and Marvin Sands Drive within the Towns of Canandaigua and Hopewell. Within Canandaigua, the Plan recommends providing sidewalks or shared use paths on both sides of the roadway for Lake Shore Drive, Route 364, and Marvin Sands Drive.

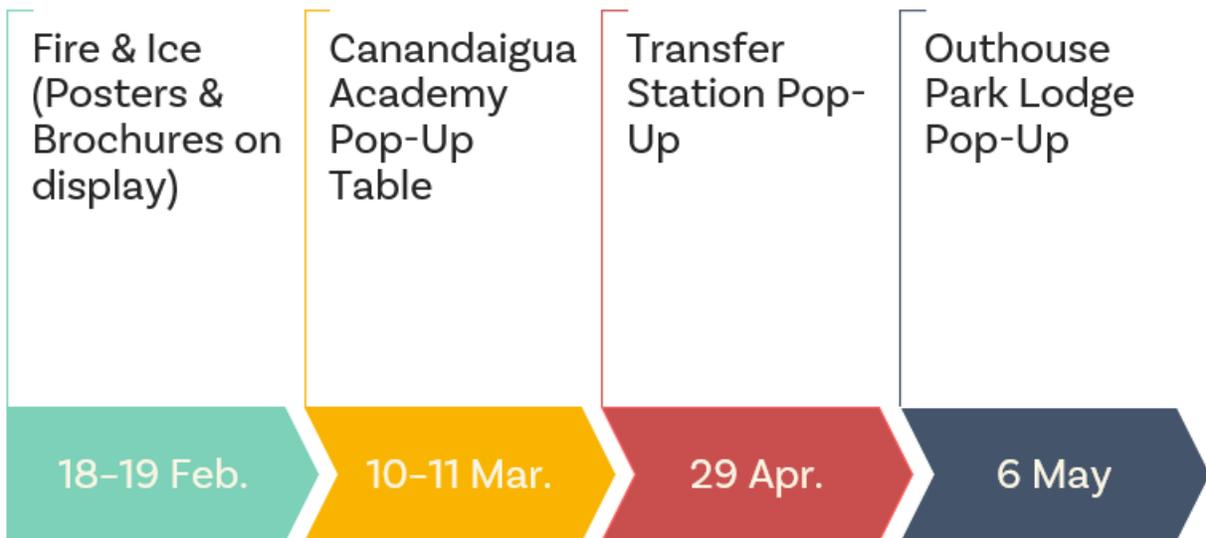
## 2013 Auburn Trail Connection to Ontario Pathways

This study evaluates the feasibility of constructing the Auburn Trail through the Town of Farmington and Canandaigua and the City of Canandaigua, connecting to the Ontario Pathways Trail. The preferred alignment would utilize Brickyard Road and Outhouse Road to connect into the City.

## PUBLIC ENGAGEMENT

Several engagement events and strategies were utilized during the planning process. The purpose of this public engagement was to identify community concerns, needs, and wishes in regards to the pedestrian network and environment throughout the Town. The input received helped to inform recommendations and prioritization of sidewalk development in this Plan. Below is a summary of the various types of events and strategies utilized during the planning process.

## ENGAGEMENT EVENTS



### Fire & Ice Festival: February 18-19, 2023

At the beginning of the project, posters and brochures were put up on display at the Fire & Ice Festival, an event in the City of Canandaigua with a variety of winter activities. The display materials encouraged visitors to utilize the newly launched crowdsourcing application (discussed on the following page).

### Canandaigua Academy Musical: March 10-11, 2023

A pop-up booth was set up at the High School's spring musical, with brochures and posters. Project team members were available to solicit input and answer questions for the event attendees.

## Transfer Station Pop-Up: April 29, 2023

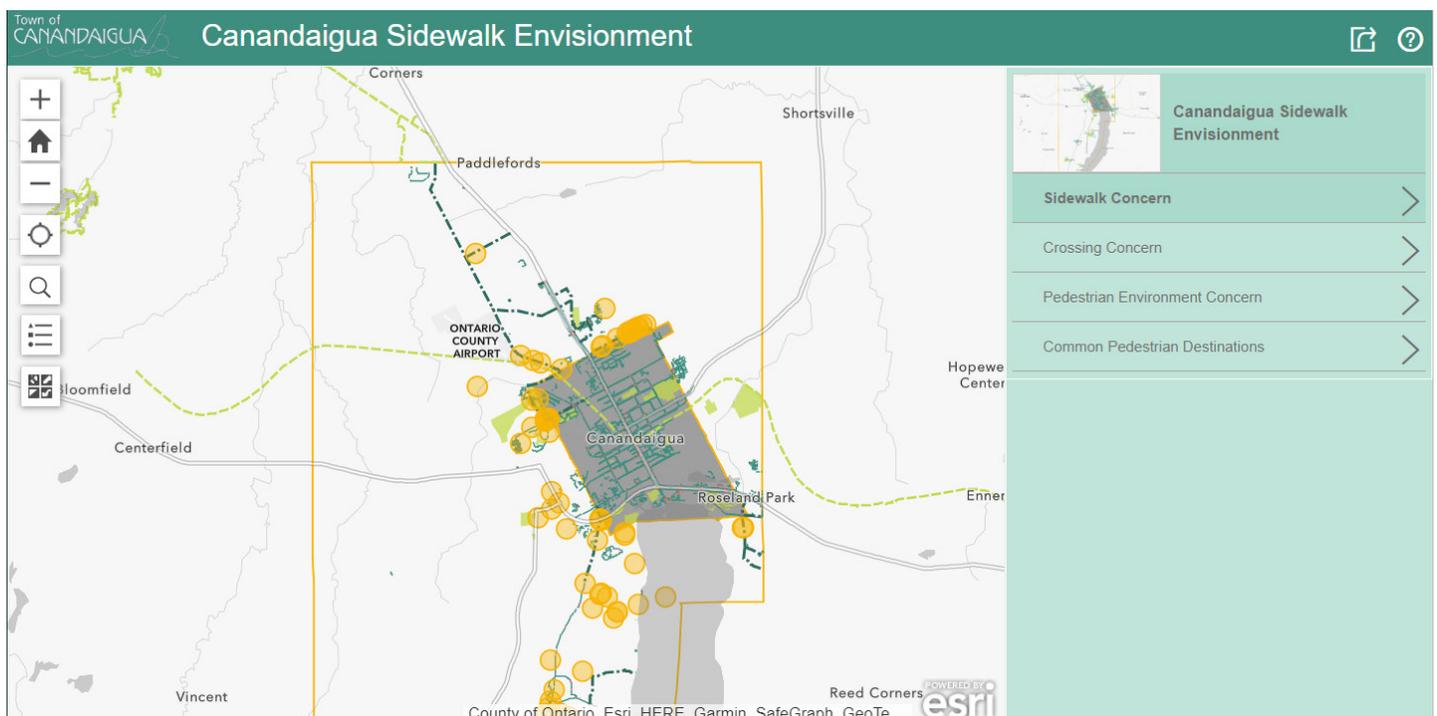
On Saturday, April 29th, members of the project team set up a pop up booth during transfer station hours to inform residents of the project and to ask for additional feedback through the crowdsourcing application.

## Outhouse Park Lodge Pop-Up: May 6, 2023

A set of interactive boards and informational materials were presented at the Outhouse Park Lodge on Saturday, May 6th. Attendees were able to ask the project team questions, and submit additional input for potential locations for sidewalks and other concerns pertaining to walkability.

# CROWDSOURCING APPLICATION

A mobile-device accessible, web-based crowdsourcing application was developed using a custom-built ESRI ArcGIS tool. With the interactive web map application, the Town collected location-specific information from the public in regard to a) where residents are interested in walking and b) where improvements are necessary to the existing pedestrian network. Users were able to submit comments in a variety of categories, vote on existing crowdsourcing points, and upload photos and videos. The data collected through this application was analyzed as part of the needs assessment section, and is summarized in that section of the report.



# EXISTING CONDITIONS

## OVERVIEW

This section outlines the existing and planned conditions within the Town of Canandaigua regarding pedestrian accessibility. This analysis will identify characteristics of the built environment that lend themselves to walkability and a potential desire for sidewalk development. The findings of this section will result in an identification of key needs and opportunities in regard to the development of a well-connected and well-considered sidewalk network throughout the Town. Topic areas in this section include:

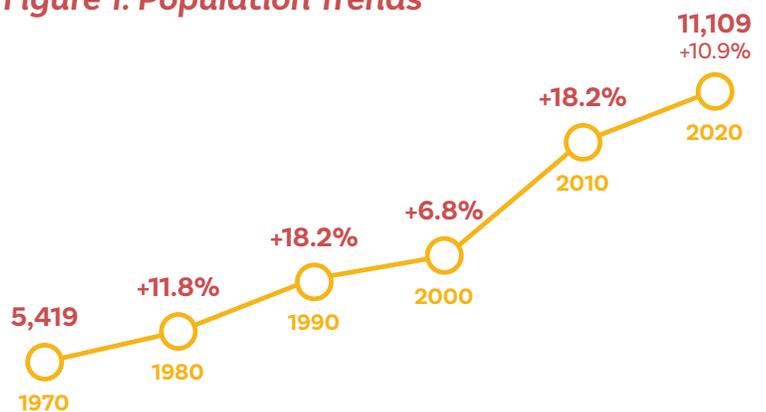
- + Town Demographics
- + Key Destinations
- + Existing Land Use Patterns
- + Roadway Classifications
- + Traffic Volumes
- + Vehicular Crash Data
- + Bicycle and Pedestrian Crash Data
- + Parks & Trails

## DEMOGRAPHICS

### Population Trends

The population of the Town has seen sustained growth in recent history, and has more than doubled (105%) over the past fifty years. By comparison, the County as a whole has increased by approximately 43% in that same time period. The growth trends visualized in Figure 1 is reflective of the attractiveness of the Town for families and individuals within the Greater Rochester area. As population continues to increase, communities typically desire increased access to amenities and services – including pedestrian facilities.

**Figure 1: Population Trends**

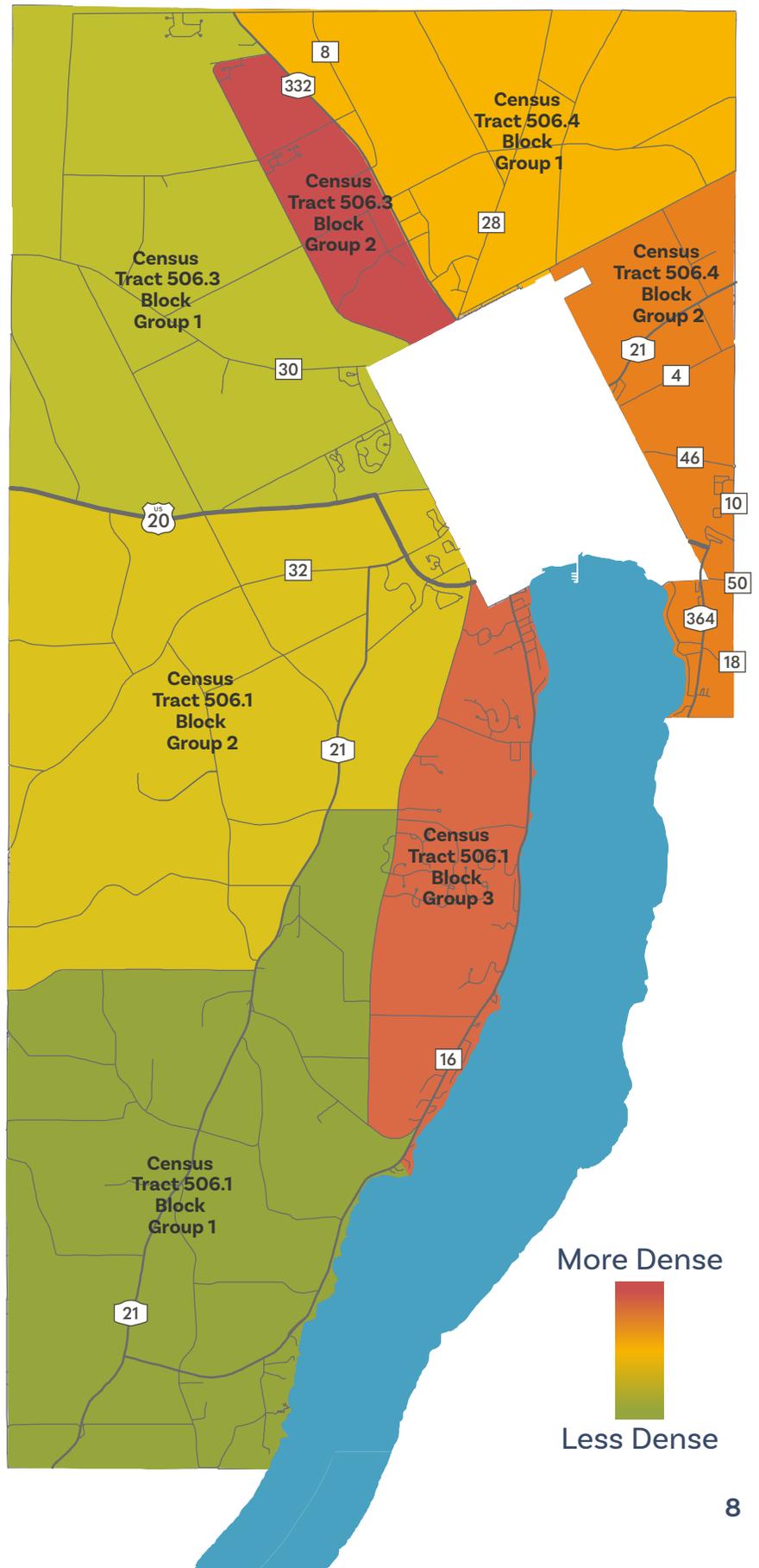


## Population Density

Population density is a contributing factor to the walkable nature of an area, as it reflects the density of residential development.

As shown on Map 2 at right, the Town's population density varies from approximately 102 people per square mile to 377 people per square mile. The densest areas of Town are the west side of Route 332 (Census Tract 506.2 Block Group 2), and along the west shore of Canandaigua Lake just south of the City of Canandaigua (Census Tract 506.1 Block Group 3). The least dense area is the southern-most block group - reflective of that area's rural character.

Map 2 Population Density



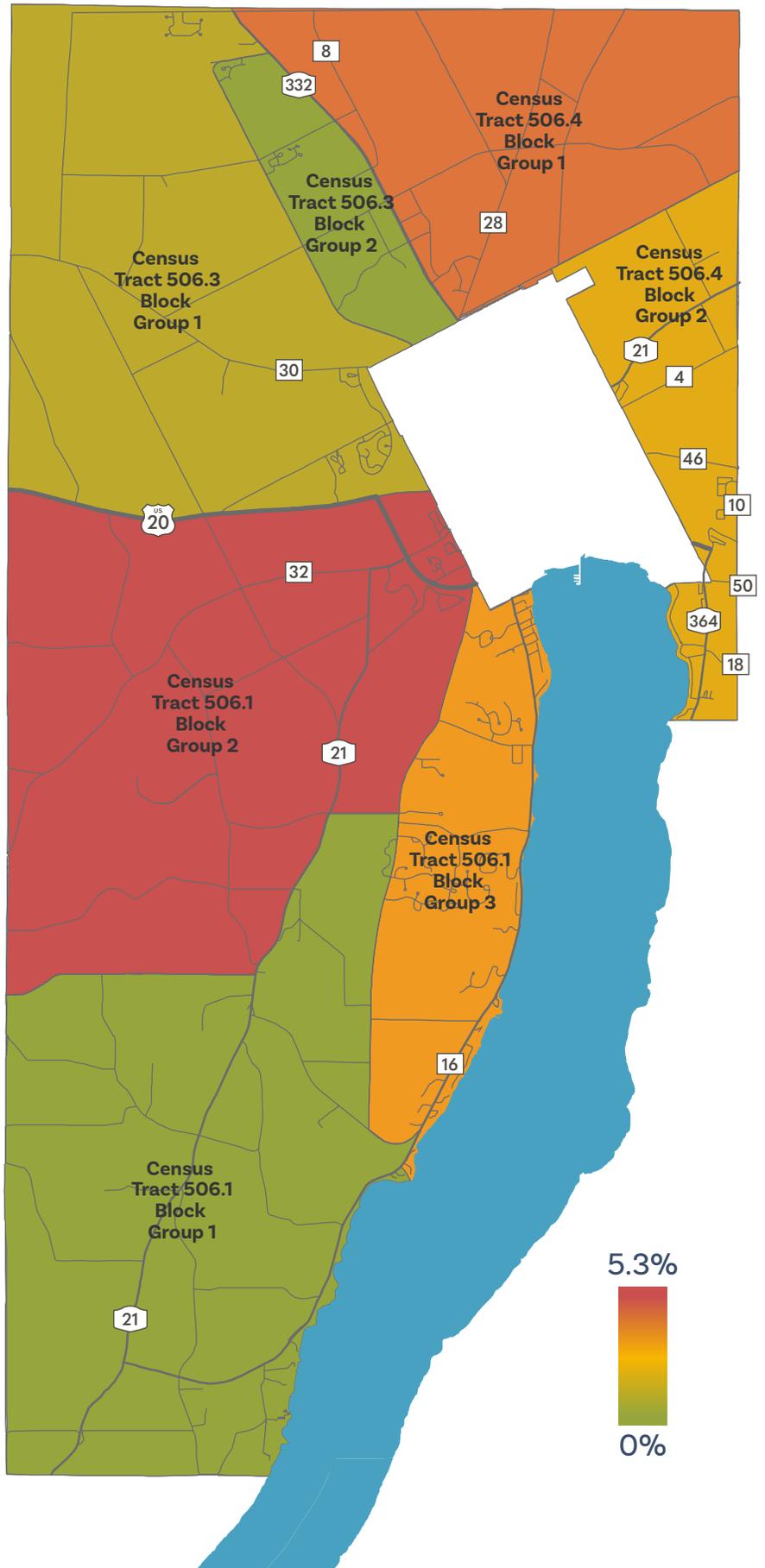
Map 3: Vehicle Ownership

## Vehicle Ownership

Vehicle ownership is also an essential characteristic to determine the level of pedestrian demand in a particular area -- as those without access to vehicles are typically pedestrians out of necessity, and generally have the highest need in regards to safe pedestrian facilities to perform their daily tasks.

Generally speaking, the vast majority of Town residents have access to at least one vehicle within their household. Cumulatively, the Town has approximately 99 households without access to any vehicle.

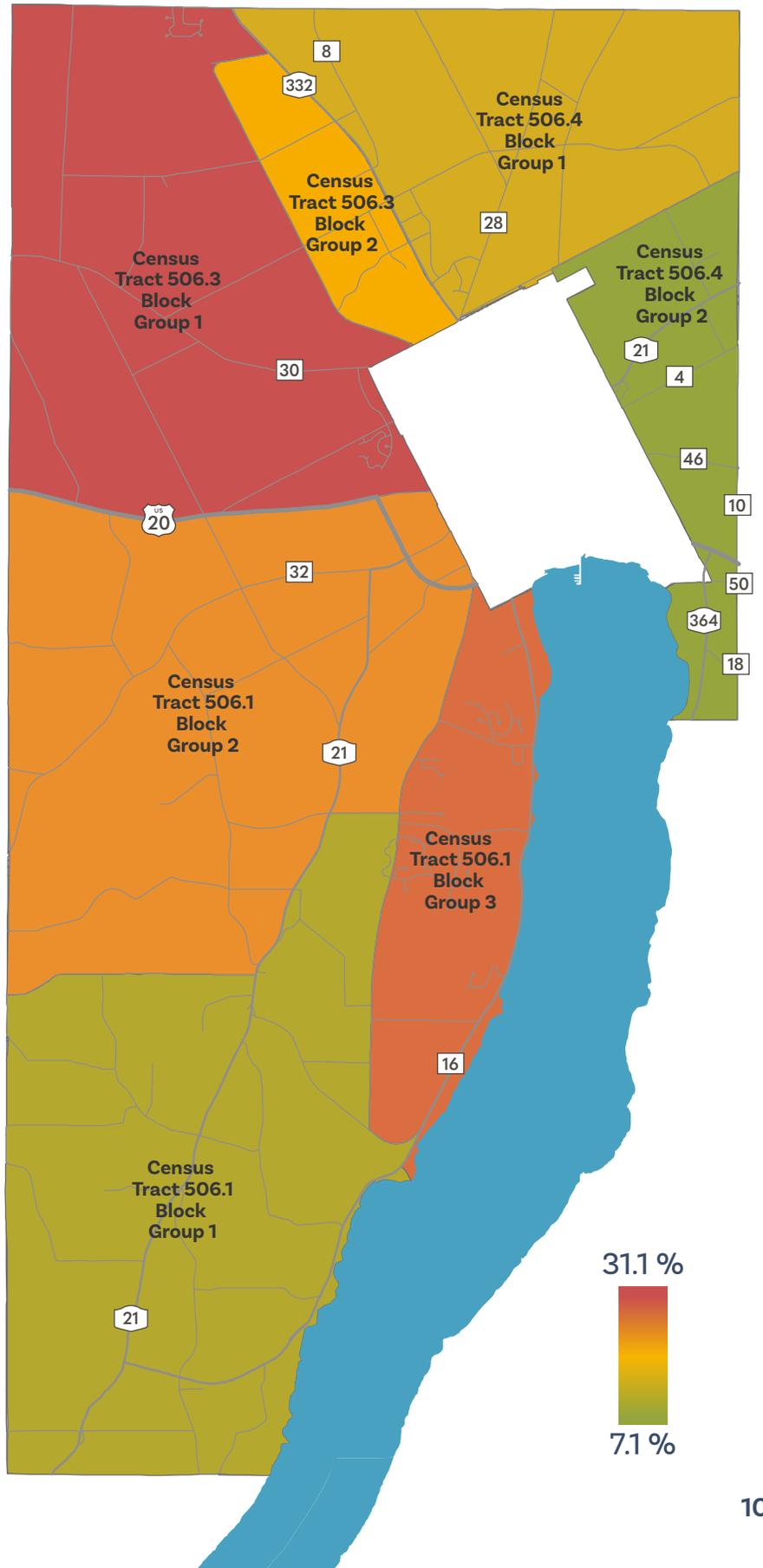
As shown on Map 3, the block groups within Canandaigua range from 0% of households with no access to a vehicle, to approximately 5% of households with no access to a vehicle. The areas of Town that have no households without a vehicle are the southwest corner (Census Tract 506.1 Block Group 1) and the area just west of Route 332 (Census Tract 506.3 Block Group 2). The area south of Routes 5 & 20 (Census Tract 506.1 Block Group 2) has the highest percentage of households with no access to a vehicle at 5.3%.



Map 4: Percent of Population Under 18

## Population Under 18

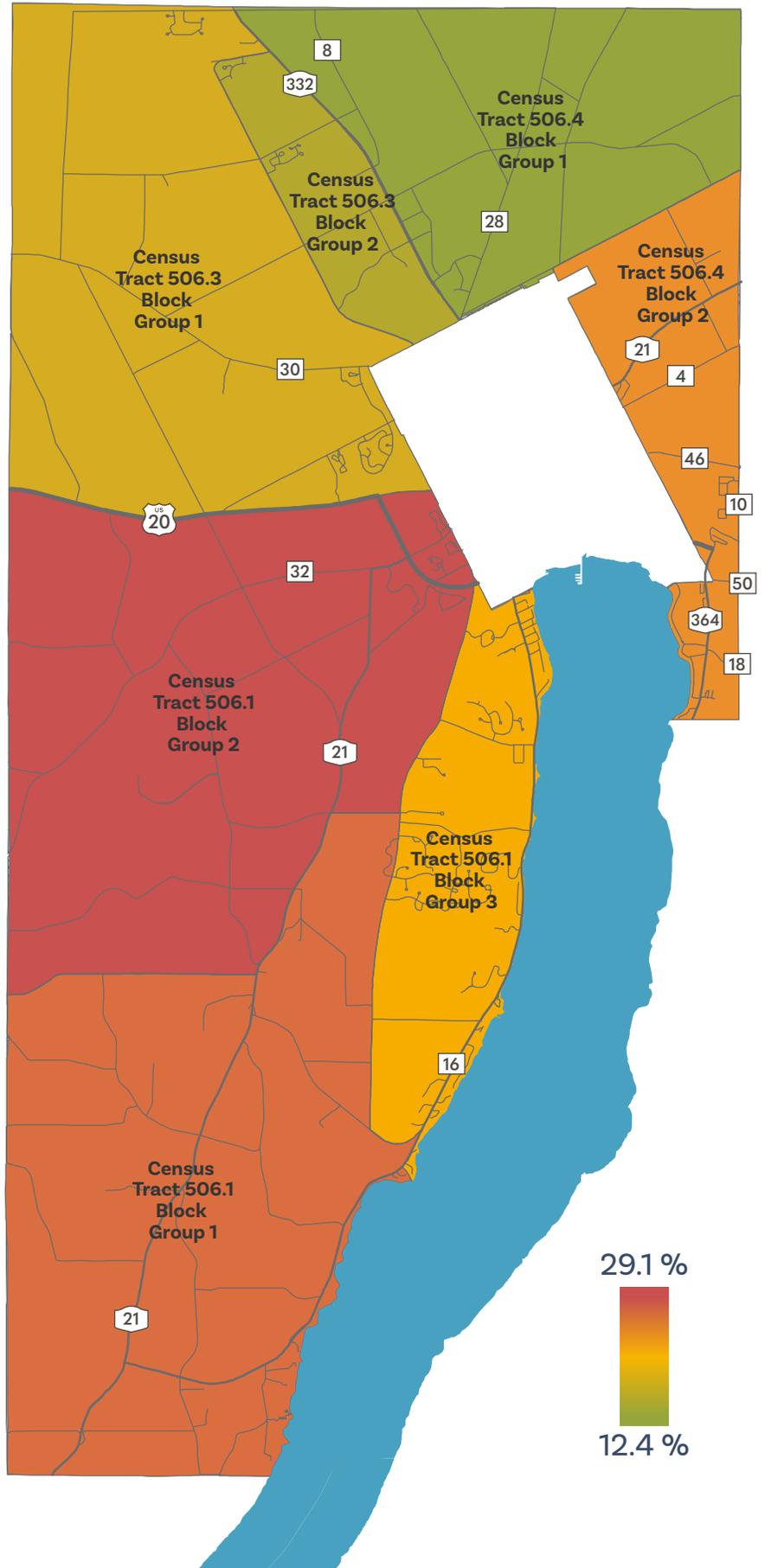
Children under the age of 18 are typically some of the Town's most common pedestrians. The percent of the population under the age of varies widely between the Town's seven block groups - ranging from just over seven percent to over 31 percent. The northwest corner of the Town (Census Tract 506.3 Block Group 1) has highest percentage of young people, followed by the area along the west shore of Canandaigua Lake just south of the City of Canandaigua (Census Tract 506.1 Block Group 3). The area of Town east of the City (Census Tract 506.4 Block Group 2) has the lowest percentage of young people.



**Map 5: Percent of Population Over 65**

## Population Over 65

Individuals over 65 are also typically identified as likely pedestrians, given the lack of ability for some older residents to safely drive, and their desire for recreational opportunities. The Town's seven block group range from 12% of the population over the age of 65, to approximately 29%. The area of Town with the highest concentration of older residents is the area south of Routes 5 & 20 (Census Tract 506.1 Block Group 2), followed by the southwest corner of Town (Census Tract 506.1 Block Group 1). The northeast corner of Town (Census Tract 506.4 Block Group 1) has the lowest percentage of residents over 65.



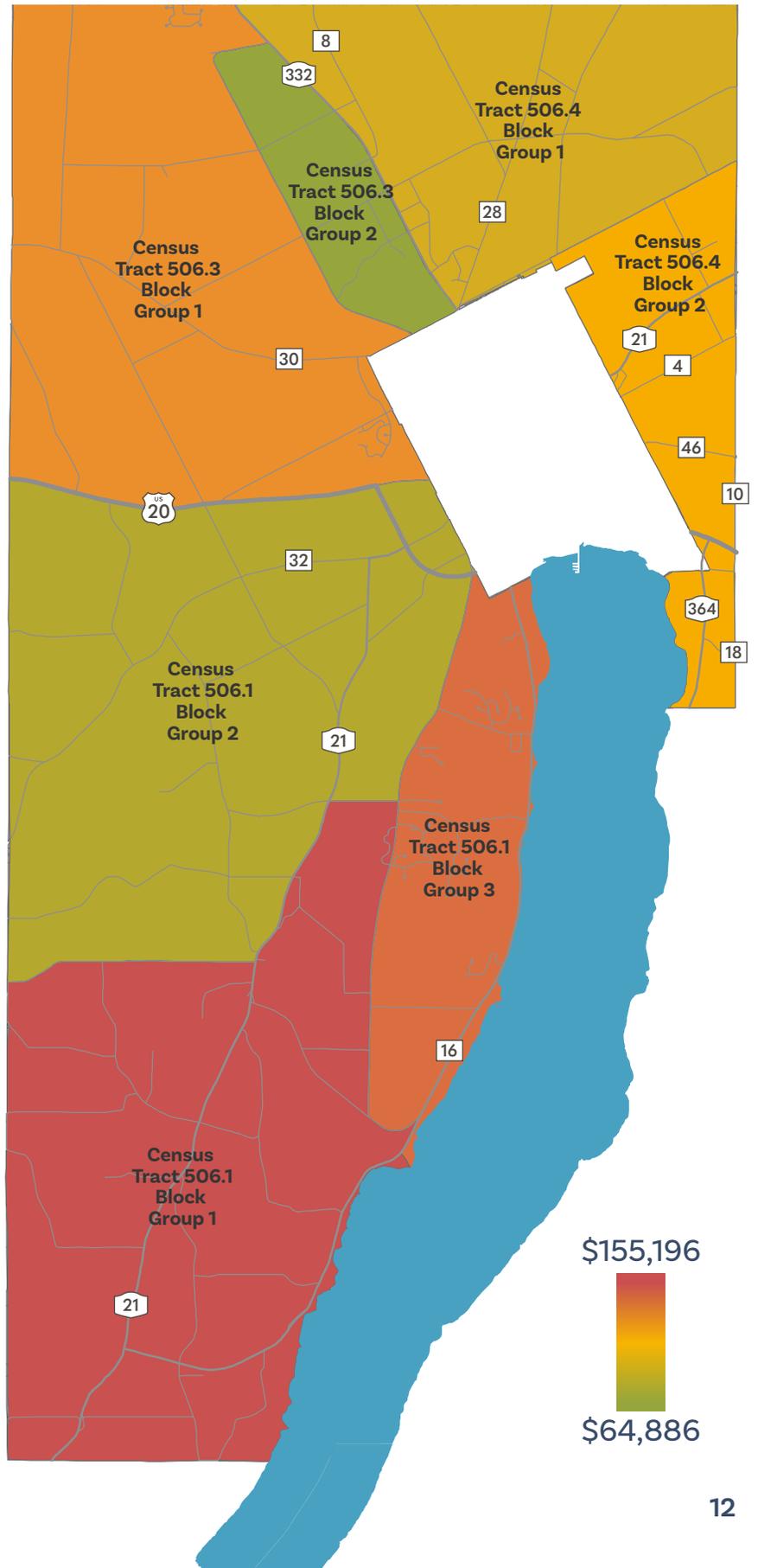
Map 6: Median Income

## Median Income

Analyzing median income can help identify wealth distribution across the Town. Generally speaking, lower income households are more likely to be reliant on safe pedestrian travel accommodations due to the costs associated with owning and maintaining personal vehicles.

The median income for households differs significantly between block groups across the Town - ranging from just under \$65,000 to approximately \$155,000. As shown on Map 6, the two block groups with the highest median incomes are adjacent to the west side of Canandaigua Lake - reflective of the concentration of wealthy residents living in large lakefront homes in this area of Town.

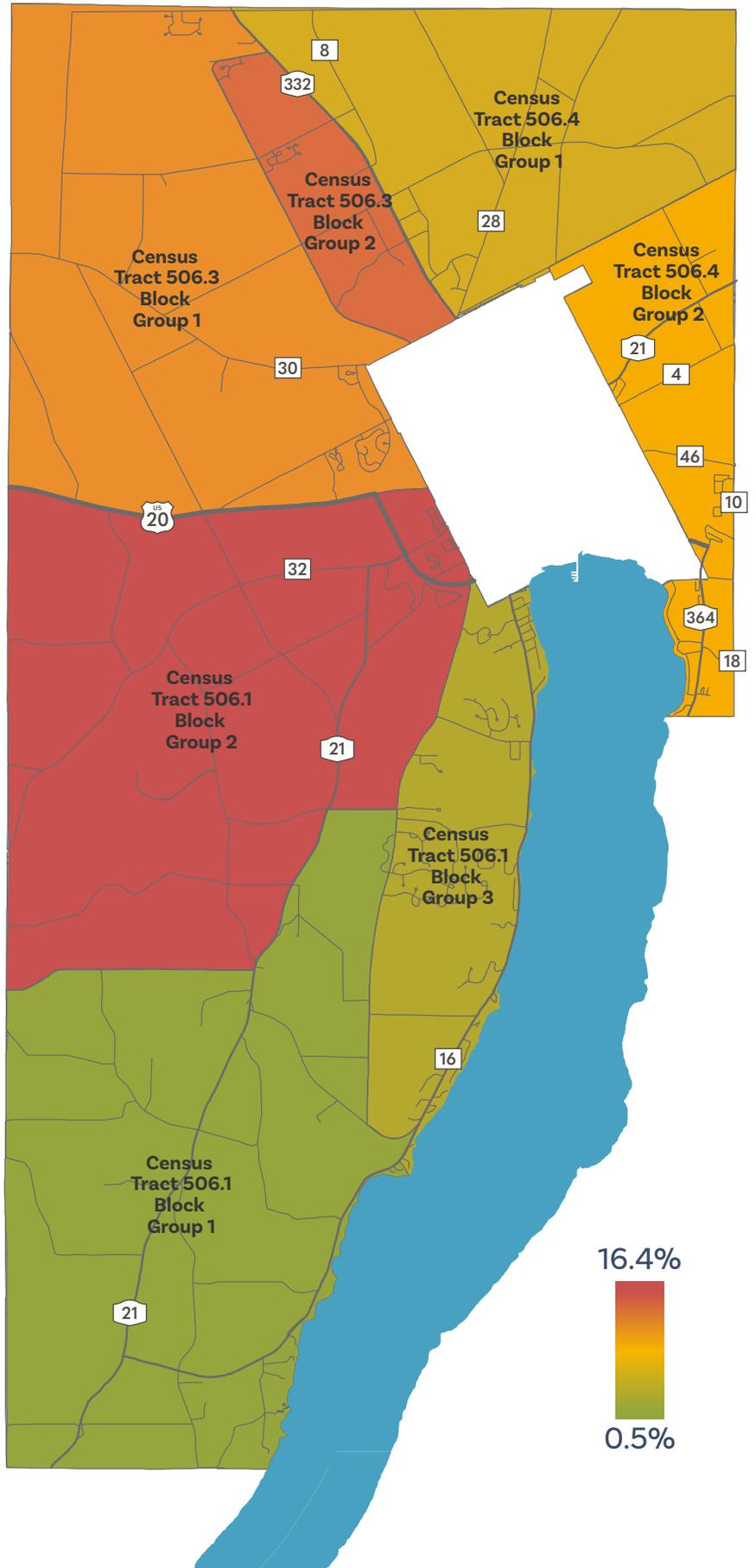
The lowest median income by block group is found along the west side of Route 332 (Census Tract 506.2 Block Group 2), followed by the area south of Routes 5 & 20 (Census Tract 506.1 Block Group 2).



Map 7: Poverty Rates

## Poverty

Households under the poverty threshold as defined by the Census Bureau (i.e. \$17,529 for a two-person household) are more likely to walk or bike as their primary form of transportation. Understanding where there are concentrations of households under the poverty threshold can help to begin to identify where needs are greatest for safe and accessible multi-modal networks. The percentage of households under the poverty threshold ranges from less than one percent to over 16 percent by block group in Canandaigua. The area south of Routes 5 & 20 (Census Tract 506.1 Block Group 2) has the highest percentage of poverty-stricken households, followed by the area east of Route 332. Poverty rates are lowest in the southwest corner of the Town (Census Tract 506.1 Block Group 1).



# KEY DESTINATIONS

Several recreational, commercial, and public assets are distributed throughout the Town, which provide critical resources for residents and serve as destinations for pedestrians. Understanding where these destinations are located and how they can be better connected will directly inform sidewalk recommendations. Below is a list of such destinations by type, which are also displayed on Map 8.

## Parks & Trails

1. Richard P. Outhouse Park
2. Blue Heron Park
3. Leonard R. Pierce Memorial Park
4. McJannett Park
5. Miller Park
6. Old Brookside Park
7. Ononda Park
8. Motion Junction Playground
9. West Lake School House Park
10. Canandaigua Vista Nature Preserve
11. Canandaigua Junior Baseball Park
12. Ontario County Fairgrounds

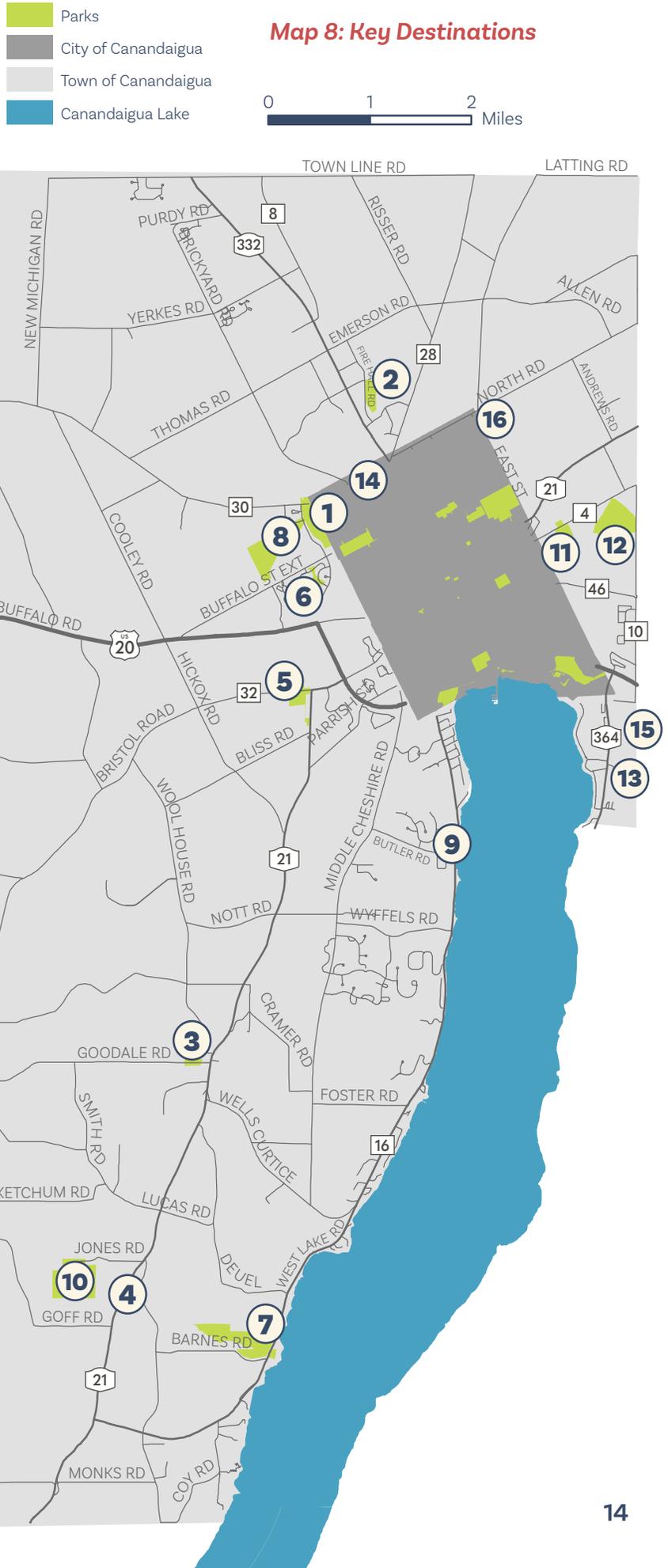
## Recreational Facilities

13. Constellation Brands - Marvin Sands Performing Arts Center (CMAC)
14. YMCA (opening October 2023)\*

## Educational Institutions

15. Finger Lakes Community College (FLCC)
16. Canandaigua Academy\*

\*Within the City limits



## LAND USE

An analysis of the existing land uses within the Town can help to identify where there are clusters of activity and residential development, and therefore where pedestrian facilities may be desirable and appropriate. For instance, an area containing a variety of commercial, recreation, and other uses will typically draw in residents and visitors-- and therefore will see a higher likelihood of pedestrian activity. Additionally, areas of denser residential development typically also benefit from pedestrian facilities for both commuting and recreational purposes.

The breakdown of existing land uses within the Town, derived from the New York State Department of Taxation and Finance, are depicted in Map 9, as well as in Figures 2 and 3; and are summarized below.

As shown on Map 9, and also in Figure 2, the largest percentage (41.8%) of the Town's acreage is residential in use. The average lot size of residential parcels is 3.9 acres, but varies from less than 5,000 square feet to over 300 acres. The largest residential parcels are generally in the rural areas in the southwest area of Town, and also clustered in the northeast corner of Town. The densest residential development is along the Canandaigua lakeshore just south of the City, as well as in portions of the northern area of Town.

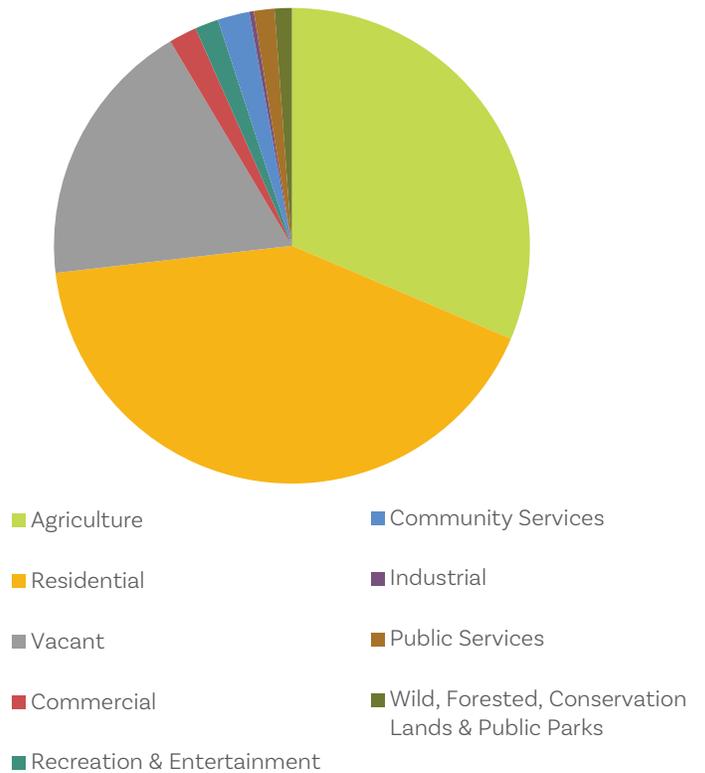
The second largest percentage (31.4%) of the Town's acreage is devoted to agricultural uses. These areas of Town are generally not in need of robust pedestrian facilities, given their low-density development pattern and low number of residents.

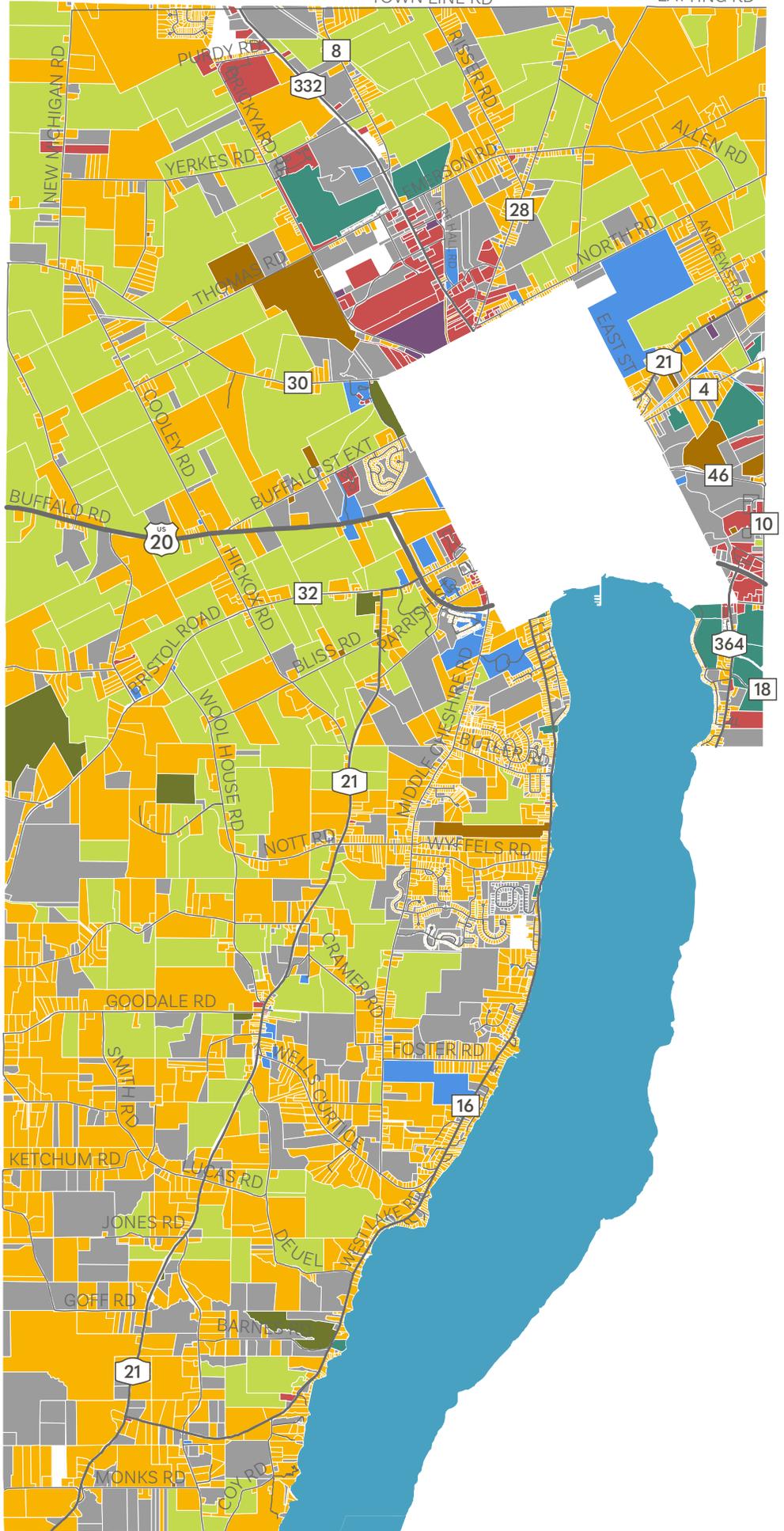
Vacant land accounts for 18.2% of the Town's acreage, and is distributed throughout the entirety of the Town. Depending on their current zoning designations, these sites represent opportunity for future development and potential activity generators.

Just under 2% of the Town is devoted to commercial uses – clustered predominately along Route 332 at the City line, as well as along Routes 5 & 20 to the east of the City. These areas are the primary activity generators within Town, and likely are priority areas for pedestrian facilities.

The remaining 6.7% of acreage is dedicated to a variety of uses, including recreation and entertainment, community services, public services, industrial uses, and wild, forest, conservation lands and public parks. These uses are also generally clustered around the City limits. This mixing of uses typically lends itself to pedestrian activity, furthering the notion that the areas of the Town adjacent to the City would benefit from sidewalks.

**Figure 2: Land Use Distribution by Acreage**





**Map 9: Land Use**

**Property Class**

- Agriculture
- Residential
- Vacant
- Commercial
- Recreation & Entertainment
- Community Services
- Industrial
- Public Services
- Wild, Forested, Conservation & Public Parks



# ROADWAY CHARACTERISTICS

## Crash Data

The GTC provided the Town with 10-year crash data from the Crash Location and Engineering Analysis Repository (CLEAR), between August 1 2012, and July 31 2022.

All crashes, regardless of the type of incident were mapped, and a kernel density analysis was performed to determine where the “hot spots” were located in terms of crash density. There were eight crashes involving bicycles, and eighteen crashes within those ten years that involved pedestrians, which are shown separately on Map 10. However, it is helpful to analyze all of the crash data, regardless of the type of incident, as any road segment that experiences a high concentration of vehicle crashes has a high likelihood of being unsafe for pedestrians and bicyclists as well.

It is also important to note that these crash numbers are from reported crashes only, and do not account for pedestrian and bicyclist incidents that were not reported to the police, or were “close-calls,” but not actual collisions.

As seen on Map 10, the most intense concentration of crashes is located at the intersection of Routes 5 & 20 at Route 364. The highest concentration of pedestrian and bicyclist crashes are also in this location. The second highest crash density location is along Route 332 at Parkside Drive, followed by the segment of Routes 5 & 20 between Buffalo Road and Middle Cheshire Road.



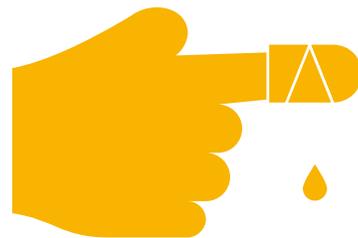
**38% of crashes were with other vehicles**



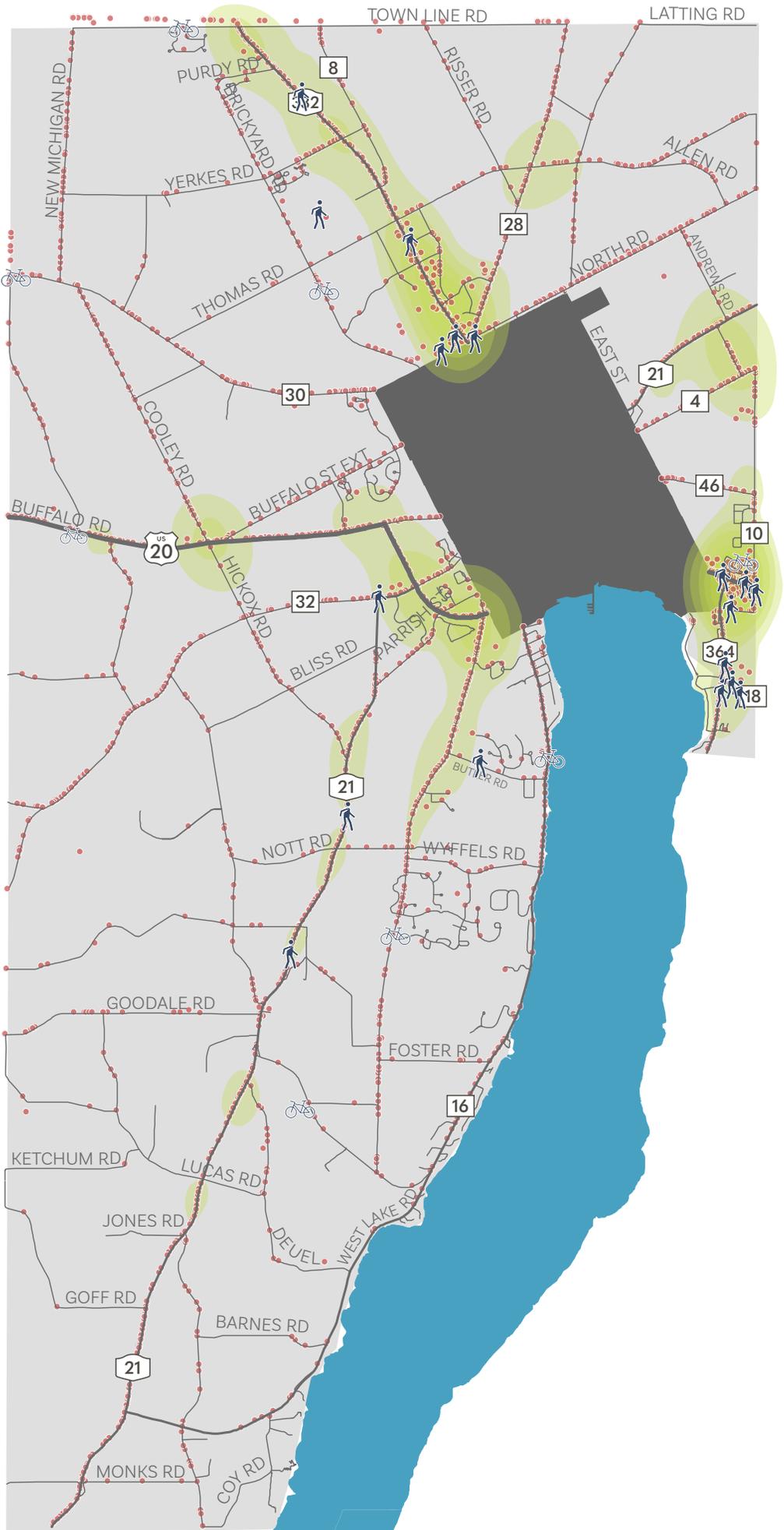
**< 1% of crashes were with cyclists or pedestrians**



**20% of crashes occurred at controlled intersections**



**13% of crashes resulted in injury**



**Map 10: Crash Clusters**

-  Bicyclist Involved Crash
-  Pedestrian Involved Crash
-  Other Crash

**Crash Density**



Map 11. Traffic Volumes

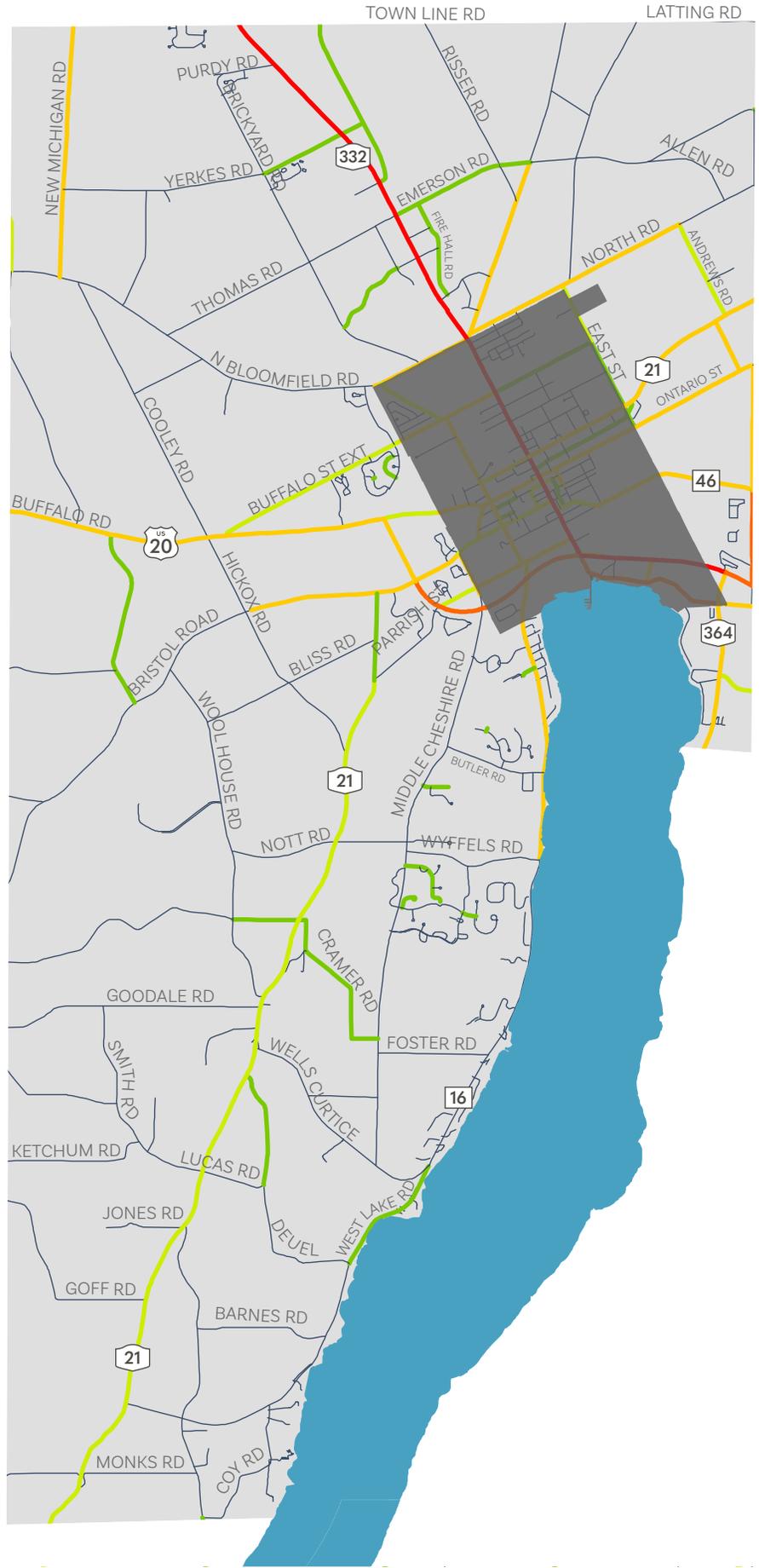
## Traffic Volumes

Traffic volumes, expressed as Annual Average Daily Traffic (AADT) for the purposes of this Plan, can help determine which roads provide the most access to local and regional destinations, and can also indicate which roads may feel most unsafe for a pedestrian without a sidewalk or other pedestrian facility. As shown on Map 11 the road with the highest AADT in the Town is Route 332, followed by segments of Routes 5 & 20. The roads that see between 3,000 - 9,000 vehicles daily include, but are not limited to, Bristol Road, New Michigan Road, North Road, portions of Route 21, and Ontario Street.

-  City of Canandaigua
-  Town of Canandaigua
-  Canandaigua Lake

### Annual Average Daily Traffic (AADT)

-  No Data
-  2 - 1500
-  1501 - 3000
-  3001 - 9000
-  9001 - 15000
-  15001 - 25901



Map 12. Posted Speeds

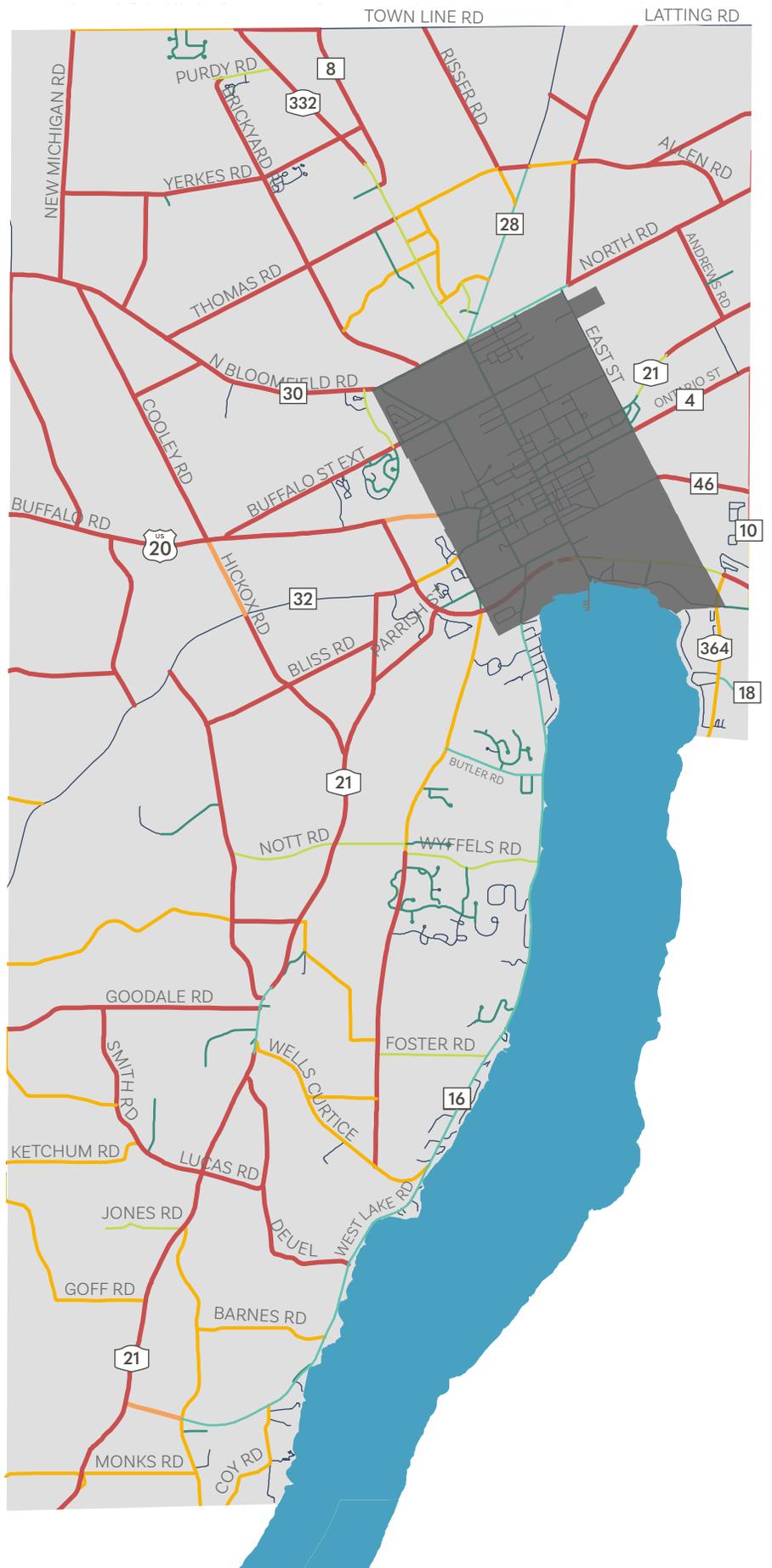
## Posted Speed

Similar to traffic volumes, an analysis of posted speed limits can identify where pedestrian movement may be most uncomfortable due to the nature of vehicle travel. As shown on Map 12, a large portion of the roads in Canandaigua have a posted speed of 55 miles per hour (mph). The posted speed on Route 332 reduces from 55 mph to 40 mph as it heads south towards the City of Canandaigua, and many of the roads in the Uptown area on either side of Route 332 have a 45 mph speed limit.

-  City of Canandaigua
-  Town of Canandaigua
-  Canandaigua Lake

### Posted Speed

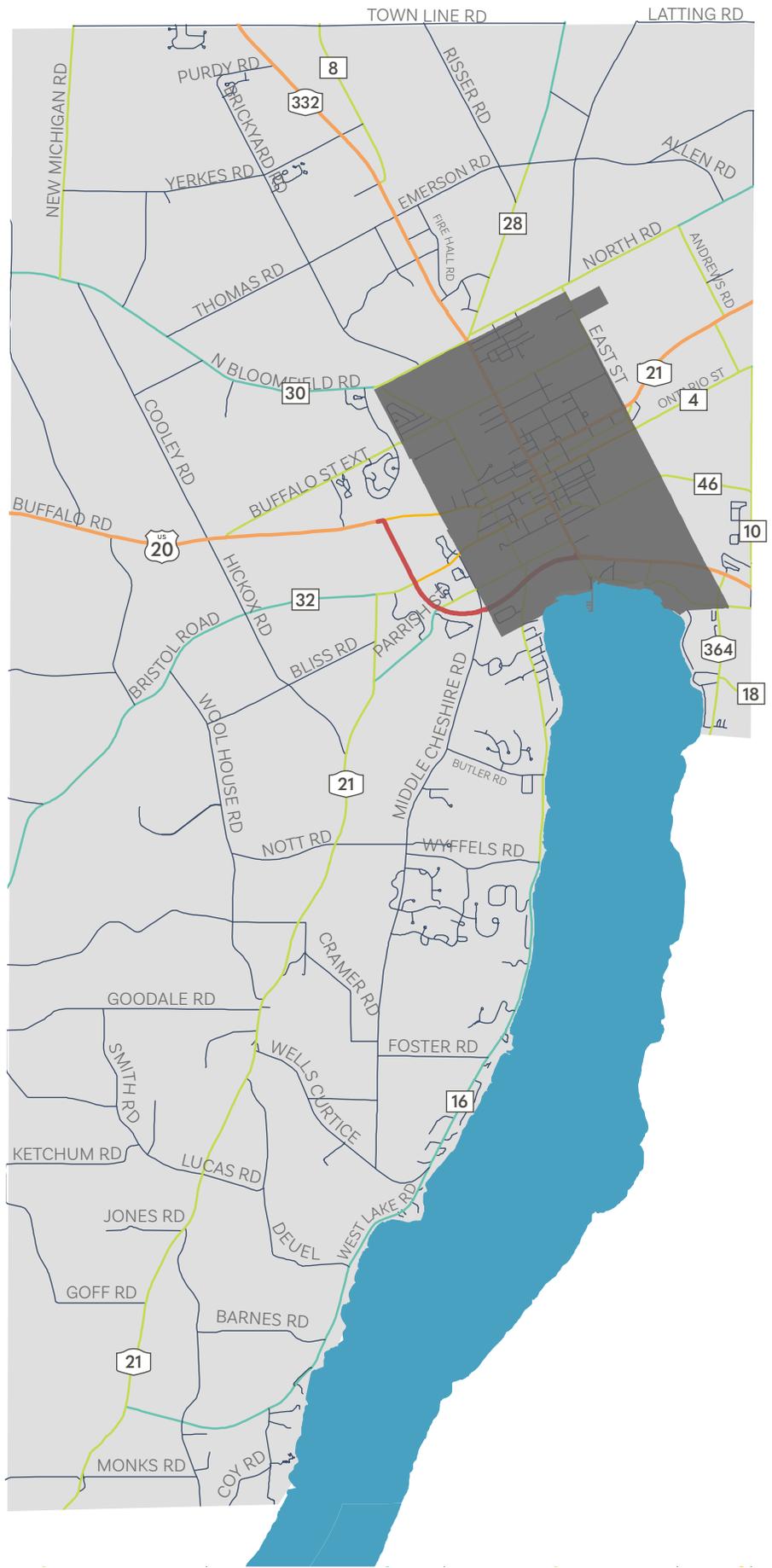
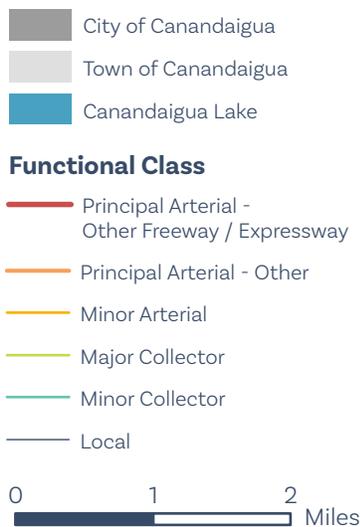
-  No Data
-  30
-  35
-  40
-  45
-  50
-  55



**Map 13. Functional Class**

## Functional Class

Traffic volumes, expressed as Annual Average Daily Traffic (AADT) for the purposes of this Plan, can help determine which roads provide the most access to local and regional destinations, and can also indicate which roads may feel most unsafe for a pedestrian without a sidewalk or other pedestrian facility. As shown on Map 13, the road with the highest AADT in the Town is Route 332, followed by segments of Routes 5 & 20. The roads that see between 3,000 - 9,000 vehicles daily include, but are not limited to, Bristol Road, New Michigan Road, North Road, portions of Route 21, and Ontario Street.



Map 14. Existing Sidewalks and Trails

## Existing Sidewalks

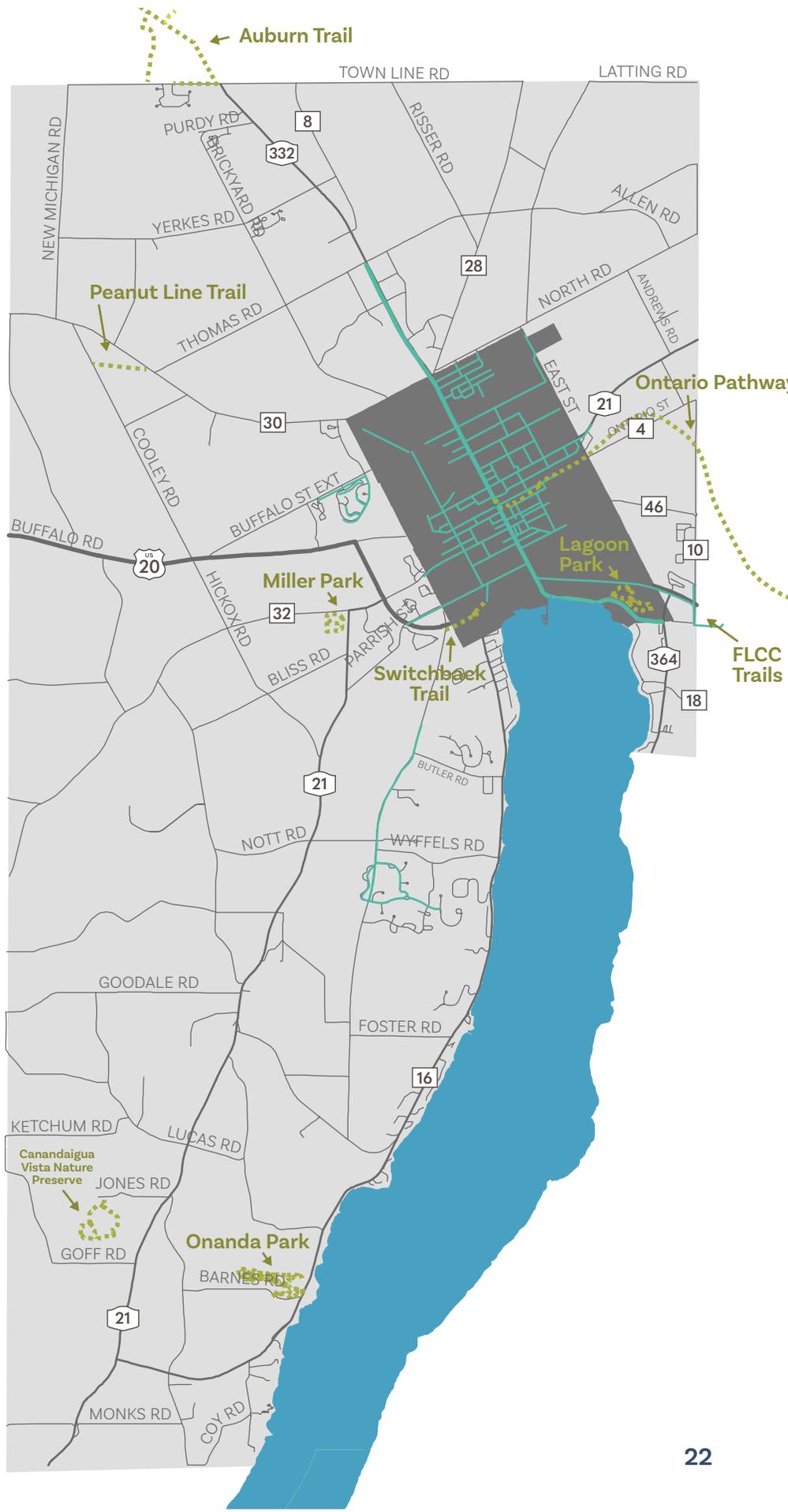
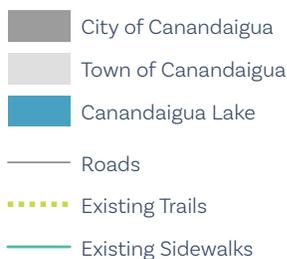
Currently, there are limited sidewalks within the Town boundaries. The roadway segments with sidewalks at least on one side of the road are shown in blue on Map 14. There are many more sidewalks within the City of Canandaigua, reflective of its historic and urban character.

## Existing Trails

There are three significant trail systems within or adjacent to the Town of Canandaigua according to Ontario County GIS data. These include:

- The Peanut Line trail, from County Road 30 to Cooley Rd
- The Switchback Trail, from Middle Cheshire Road to County Road 16
- The Ontario Pathways Trail from Main Street in the City to Stanley, NY.

There are also several trails within parks in the Town.



# NEEDS ASSESSMENT

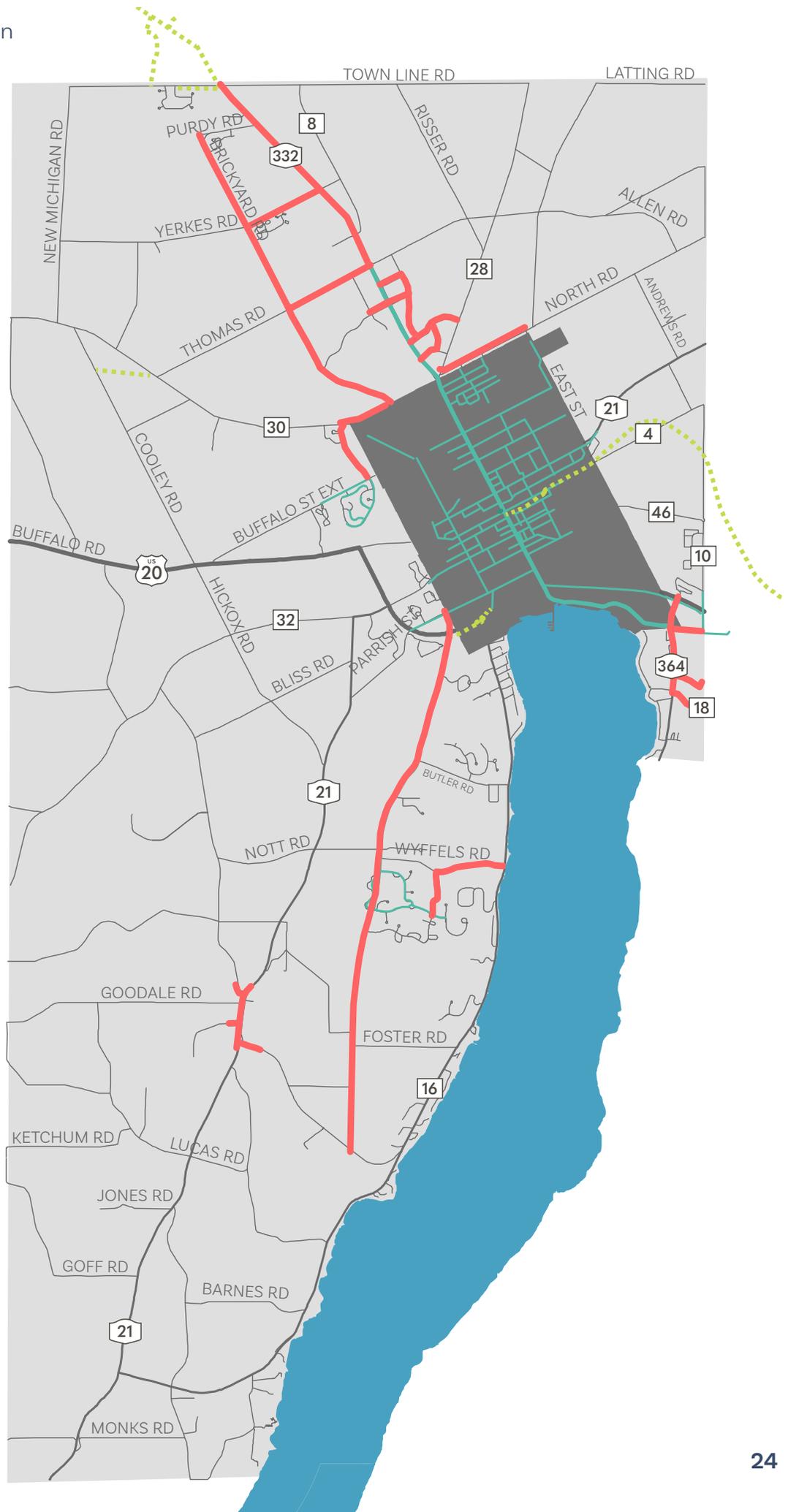
## OVERVIEW

To assess where sidewalks are most needed within the community, two main components were analyzed: a thorough review of existing plans and studies, and the public input received during this planning process. It is important to note that in addition to the public comments received during the several months this analysis was conducted, there is a significant amount of additional public input that is “baked in” to this report based on the outreach conducted for the twelve plans and studies and their respective recommendations in regards to sidewalk development. The analysis of these two data sets helped to determine the preliminary roadway segments that were considered for potential future sidewalk installation.

## RECOMMENDATIONS OF PREVIOUS PLANS & STUDIES

The roadway segments that were recommended for future sidewalk installation in the plans and studies reviewed are displayed on Map 15 on the following page. Some of these recommendations have since been implemented, such as portions of Route 364 and CR 50 (Lakeshore Drive), and thus were removed during the development of final recommendations for this report and map. Each of the recommendations by area is listed below, alongside which plan(s) they were included in:

- **Town of Canandaigua Comprehensive Plan**
  - NYS Route 21 (Parks Master Plan)
  - Wells Curtice Road
  - Woolhouse Road
  - Bunnell Road
- **Middle Cheshire Active Transportation Plan**
  - Middle Cheshire Road (Parks Master Plan)
- **State Route 332 & Route 96 Sub-Area Study**
  - Route 332
  - Thomas Road
  - Yerkes Road
- **2018 County Road 16 Pedestrian & Bicycle Study**
  - Wyffels Road
  - Acorn Hill Drive
- **2018 Parks & Recreation Master Plan**
  - Outhouse Road (Auburn Trail Connection)
  - North Street
- **2013 Auburn Trail Connection to Ontario Pathways**
  - Brickyard Road
- **2019 Uptown Study**
  - Airport Road
  - Aroline Road
  - Kepner Road
  - Fire Hall Road
  - Parkside Drive
  - Brahm Road
  - Cowen Road
  - North Road (Parks Master Plan)
- **2013 Routes 5/20 & Route 365 Multi-Modal Safety & Access Improvement Study**
  - County Road 50 (Lakeshore Drive)
- **2020 State Route 364 & CR 11 Active Transportation Plan**
  - NYS Route 364
  - Marvin Sands Drive
  - County Road 18



**Map 15. Existing Plan Recommendations**

## PUBLIC INPUT RESULTS

As mentioned previously, public input was solicited using a variety of strategies, and all residents were encouraged to utilize the crowdsourcing application created for this project. The crowdsourcing application had four categories that you could submit input within, as described below. The results of each category is described in further detail on the following pages.

### Sidewalk Concerns

Locations where residents felt that sidewalks should be installed, or where existing sidewalks should be improved. A total of 64 pins were placed under this category, and there were 62 up-votes for existing pins on the app.

### Crossing Concerns

Locations where residents felt that pedestrian crossings could be improved, either with installation of new facilities or improvement of existing crossing facilities. 15 pins were placed within this category.

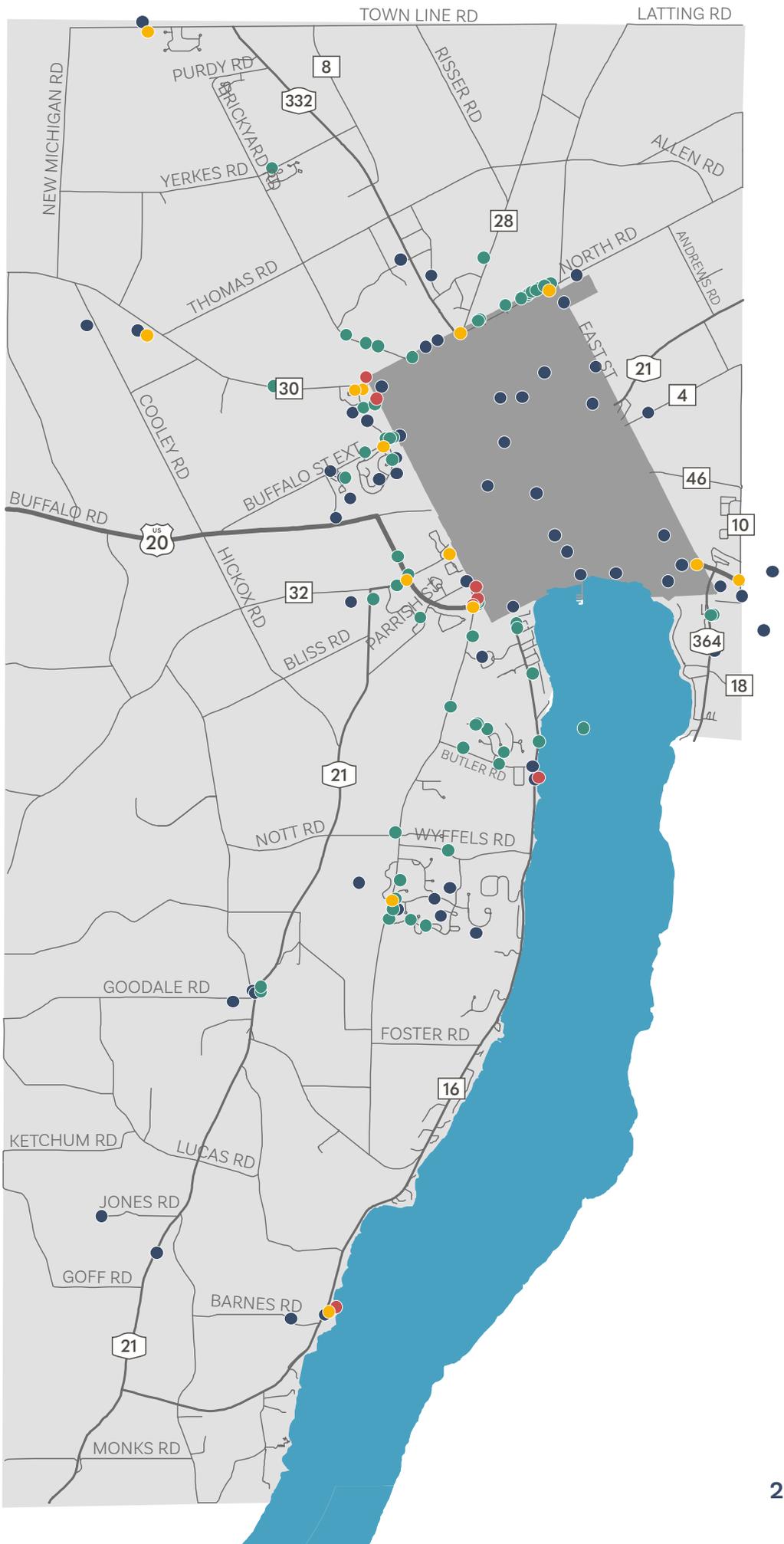
### Pedestrian Environment Concerns

Locations where residents felt that the environment surrounding the roadway could be improved to enhance the pedestrian experience (such as street trees, benches, etc.). Seven pins were placed in this category, and there were three up-votes for the existing pins.

### Pedestrian Destinations

Locations where residents would likely walk to or from within the Town only. 65 pins were placed under this category, and there were 13 votes on existing pins.





**Map 16: Public Input Results**

- Pedestrian Destinations
- Pedestrian Environment Concerns
- Crossing Concerns
- Sidewalk Concerns
- City of Canandaigua
- Town of Canandaigua
- Canandaigua Lake

0 1 2 Miles

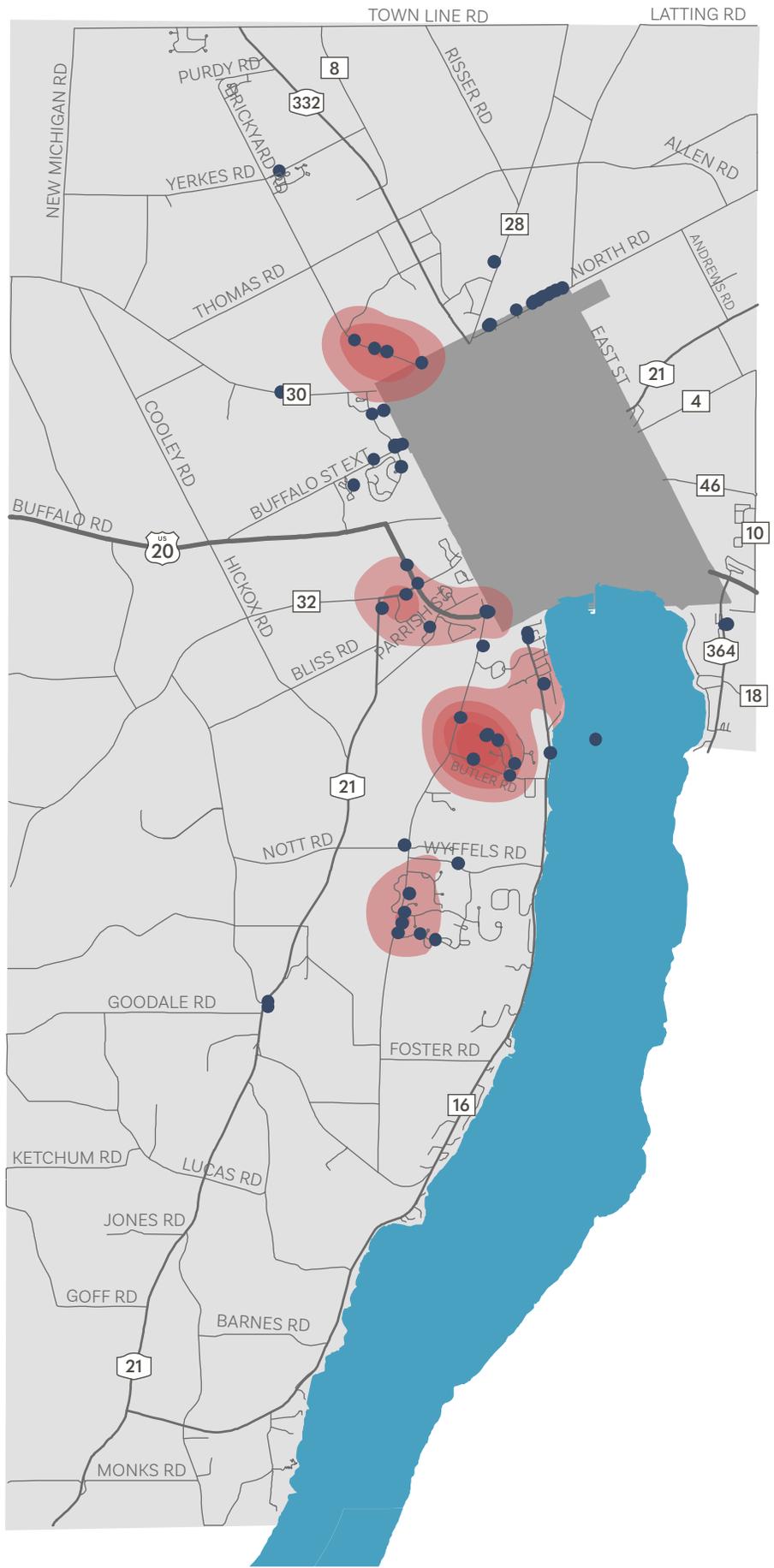
Map 17. Sidewalk Concerns

## Sidewalk Concerns

The highest concentration of sidewalk concern points were located in the area of Butler Road, East/West Ridge Run, and Middle Cheshire Road. The second highest concentration is along Brickyard road between the City line and Airport Road.

Other concentrations of sidewalk concerns include along Route 5 & 20 west of the City, and along Middle Cheshire Road between White Cliff Drive and Park Meadow Lane.

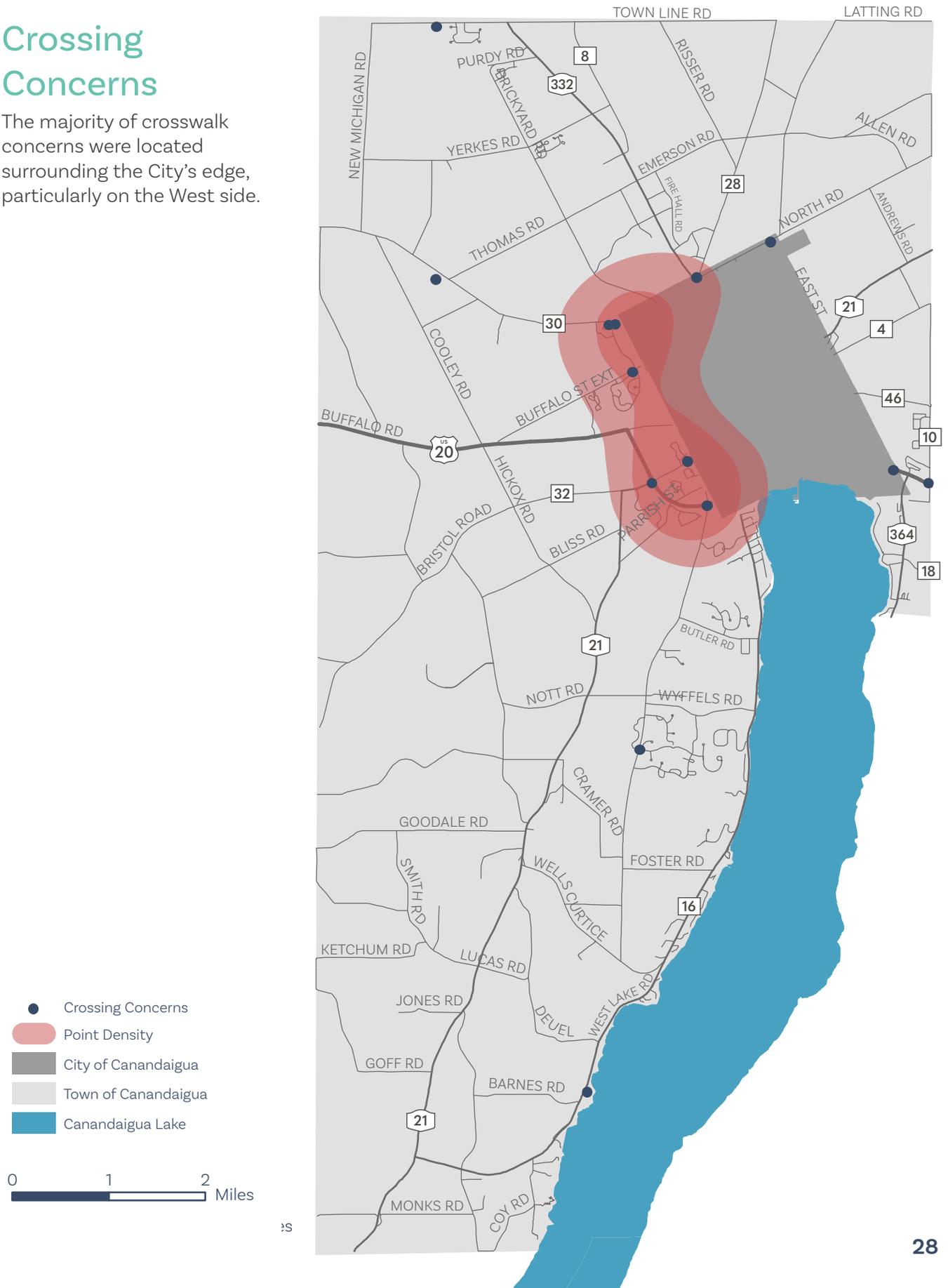
- Sidewalk Concerns
- Point Density
- City of Canandaigua
- Town of Canandaigua
- Canandaigua Lake



**Map 18. Crossing Concerns**

## Crossing Concerns

The majority of crosswalk concerns were located surrounding the City's edge, particularly on the West side.

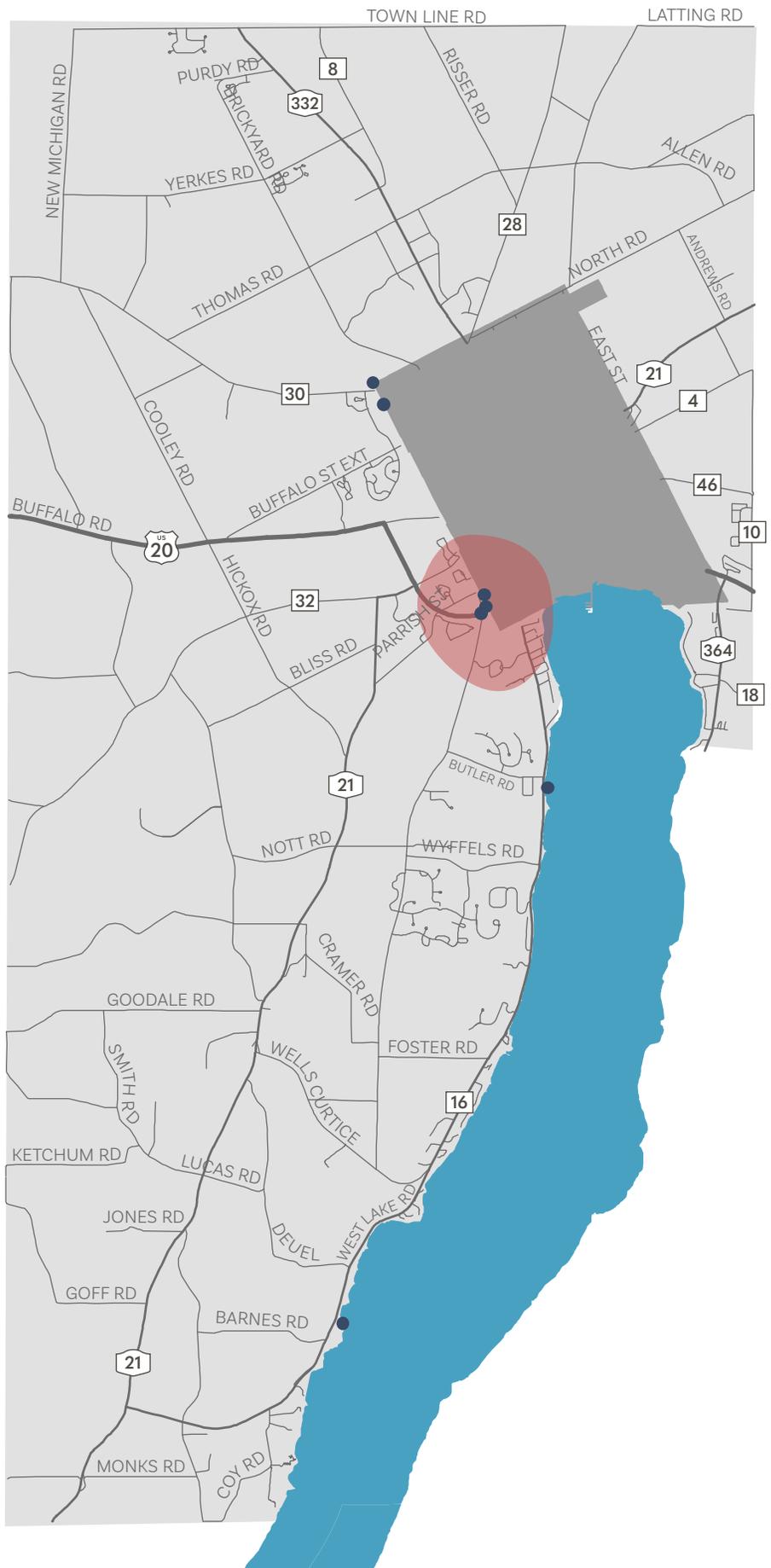
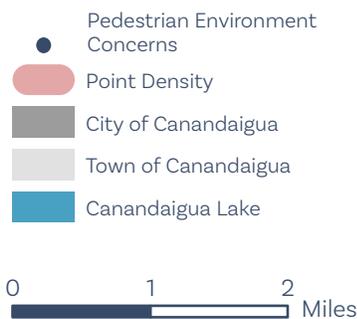


**Map 19. Pedestrian Environment Concerns**

## Pedestrian Environment Concerns

While there were only seven pedestrian environment concern pins placed, the majority of them were located along the western edge of the City border, especially at the intersection of Routes 5 & 20 and Middle Cheshire Road. The concerns include the following:

- Routes 5 + 20 @ Middle Cheshire Road
  - Resting spaces
  - Wayfinding + signage
  - Heavy vehicular traffic
- Near Outhouse Park
  - Safer crossings and pedestrian access to the new YMCA
- County Road 16 (West Lake Road)
  - Lack of buffer from the roadway
- Onanda Park
  - Add multi-use path down to Onanda Park

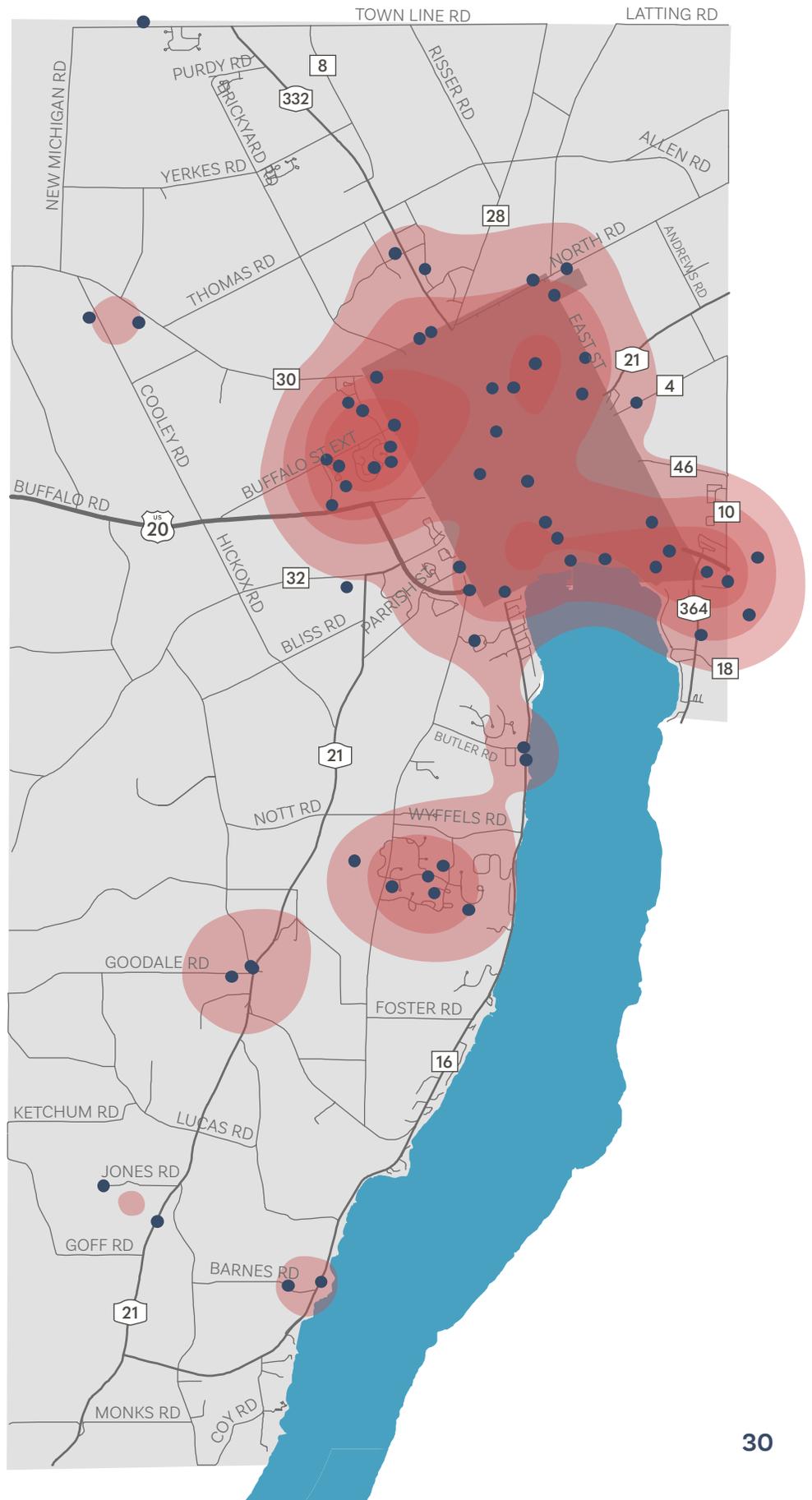


**Map 20. Pedestrian Destinations**

## Pedestrian Destinations

The majority of pedestrian destinations were also surrounding the City, with the highest concentration being near Outhouse Park and Buffalo Street extension. Another significant concentration is found along Routes 5 & 20 and Route 364 on the east side of the City. Lastly, further south, there is a concentration of pedestrian destinations along White Cliff Drive and Park Meadow Lane.

- Pedestrian Destinations
- Point Density
- City of Canandaigua
- Town of Canandaigua
- Canandaigua Lake



# RECOMMENDATIONS

## OVERVIEW

Based on the needs identified in the previous section, a set of recommendations were developed, identifying roadway segments that would be appropriate for sidewalk development in the future. The total mileage of the roadway segments identified is approximately 40 miles. It should be noted that for most recommendations, it is assumed that sidewalks would be implemented on both sides of the roadway. However, it would ultimately be determined during the design process.

Given the significant mileage envisioned for sidewalk implementation, this map represents a long-term investment plan for the Town. Given the timeframe envisioned for completion, each recommendation was given a priority of high, medium, or low, based on characteristics of the Town and/or roadway network within the following five categories:



### PROXIMITY

The following characteristics were used within the proximity category - if any of the recommended roadway segments were within the following locations they received a point towards their overall priority:

- Located within the Uptown area
- Within 0.5 mile of major attraction
- Within 0.5 mile of elementary school
- Within 1.0 mile of middle school
- Within 1.5 miles of high school
- Within 1.0 mile of a park



### CONNECTIVITY

The connectivity characteristics are those that identify where potential sidewalks would connect to existing alternative transportation systems including other sidewalks, trails, and transit services:

- Connect to existing sidewalk
- Connects to local trail system
- Connects to transit route



## SAFETY

The characteristics pertaining to safety include many components of the vehicular roadway that would detract to or support pedestrian safety:

- Crash density (based on GTC 10 Year Crash Data described in the Existing Conditions section)
- Functional class (if a roadway segment was a major collector or greater)
- Traffic volumes (if a roadway segment saw more than 4,000 vehicles daily on average)
- Speed limit (if the speed limit is 40 MPH or greater)



## EQUITY

The equity characteristics used demographic and socioeconomic data to identify characteristics of the community that indicate a potential higher need for alternative modes of transportation, such as:

- % of population over the age of 65
- % of population less than 18 years old
- % of households under the poverty level
- % of households with no access to a vehicle



## PUBLIC INPUT

Recommended segments that were validated from a public input process received additional points, including:

- If a roadway segment was within the densest point locations for one of the crowdsourcing categories,
- If the segment was included in an existing plan or study.

Following the ranking process, the steering committee established for the purposes of this Study reviewed and discussed the results of the ranking process. Following this review, some of the rankings were edited to reflect local conditions and priorities. The results of this process are shown on Map 21 on the following page.

## PRIORITY RANKINGS

The map on the following page shows the recommended roadway segments with their priority ranking. The table below shows the high and medium priority ranked segments:

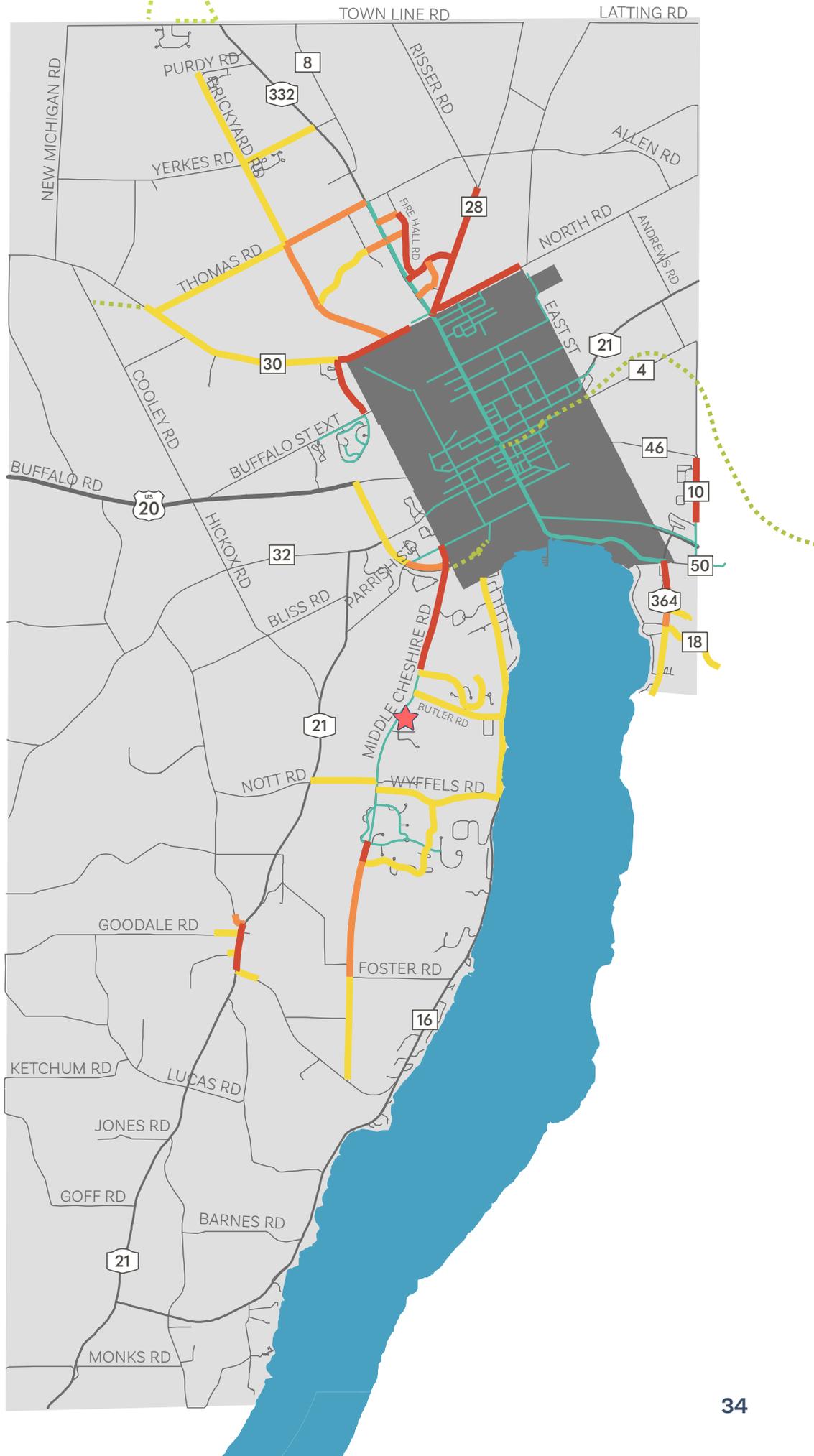
### High Priority Segments (9.8 miles):

Road	From	To
Middle Cheshire Road	Routes 5 & 20	Existing Path
North Road	County Road 28	East Street
North Street	Midlakes Drive	Brickyard Road
Route 364	County Road 50 (Lakeshore Drive)	Marvin Sands Drive
County Road 28	Risser Road	N Main Street
County Road 10	Recreation Drive	County Road 46
Route 21	Woolhouse Road	Wells Curtice Road
Parkside Drive	Route 332	County Road 28
Fire Hall Road	Parkside Drive	Aroline Drive
Fire Hall Road	Aroline Drive	Kepner Road
Outhouse Road	County Road 30	Buffalo Street
North Street	Outhouse Road	Brickyard Road
West Street	Parrish Street	Routes 5 & 20

### Medium Priority Segments (6.8 miles):

Road	From	To
Aroline Drive	Route 332	Fire Hall Road
Brickyard Road	North Street	Airport Road
Kepner Road	Route 332	Fire Hall Road
Routes 5 & 20	Parrish Street	Middle Cheshire Road
Brahm Road	Parkside Drive	Cowan Road
Cowan Road	Brahm Road	Route 332
Route 364	Marvin Sands Drive	County Road 18
Middle Cheshire Road	White Cliff Drive	Foster Road
Thomas Road	Brickyard Road	Route 332
Brickyard Road	Thomas Road	Airport Road
Woolhouse Road	Route 21	4161 Woolhouse Road
Airport Road	Sommers Drive	Route 332

★ While there is an existing facility along this segment of Middle Cheshire Road, through the public engagement process several residents mentioned the desire for improved, ADA compliant facilities along this portion of the roadway.



**Map 21. Priority Recommendations**

**Sidewalk Recommendations**

- High Priority
- Medium Priority
- Low Priority
- City of Canandaigua
- Town of Canandaigua
- Canandaigua Lake
- Roads
- Existing Trails
- Existing Sidewalks



# FOLLOW ON ACTIVITIES

This document and associated priority sidewalk map is intended to give the Town of Canandaigua and its various boards and committees a guidemap for future investment in the sidewalk network as the Town continues to grow and evolve. In order to facilitate the realization of this Envisionment Plan, the Town should consider moving forward with the following activities / tasks:

## **ADOPTION OF THE SIDEWALK ENVISIONMENT MAP & PLAN**

One of the primary purposes of this tool was to assist the Town and its various boards and committees as a part of its various roles and responsibilities. By formally adopting the Sidewalk Envisionment Map and Plan, the Town can utilize this map as a statement of policy and priorities, and require and/or encourage investors in the Town to help achieve the Town's identified vision for a more robust pedestrian network during the development review process. Furthermore, this Map and Plan will help the Town guide its efforts during capital improvement planning and annually budgeting discussions.

## **MAINTENANCE / UPKEEP OF THE SIDEWALK ENVISIONMENT MAP**

In order to ensure that the Sidewalk Envisionment Map remains a useful tool that is reflective of community needs and of existing conditions, the Map and its data should be reviewed and revised approximately every five years. This will allow the Town to remove any segments that have been completed, add any new segments or alter the priority level of existing segments based on development trends or other investment. In order to maintain and update this data on a continual basis, the Town should work with the Ontario County GIS program to host the geospatial data, and work with County Staff to update the data as necessary.

## **INCORPORATION INTO A TOWN-WIDE MULTIMODAL VISION**

During this planning process, many community members expressed interest in discussing expanded bicyclist facilities and trail networks. While the scope of this project was limited to sidewalks, the connectivity and interplay between other multi-modal systems is an essential part of fostering a robust active transportation network in the Town. The Town may consider developing a Town-wide Active Transportation Plan, working with the Genesee Transportation Council, to incorporate these efforts into a comprehensive analysis of all alternative modes of transportation. This will ensure the critical linkages and synergies between different types of user facilities are considered in a cohesive and comprehensive manner.

# FUTURE DEVELOPMENT + CONNECTIVITY

This report represents a snapshot in time, and its recommendations are based upon the known conditions and identified trends in development patterns. As mentioned on the previous page, it is envisioned to be reviewed and revised periodically as new patterns emerge. Furthermore, should new development be proposed, the Town Planning Board may require or encourage the installation of pedestrian facilities in conjunction with the proposed development. Section 220-71 of the Town's Zoning Code states that as a part of the Site Plan Review process, **"Planning Board determinations regarding site plans shall be accompanied by findings regarding whether or not: [...] proposed development provides for safe and efficient vehicular and pedestrian access."** On the basis of this regulation, and in accordance with the goal stated in the Town's Comprehensive Plan **"to facilitate a diversified transportation system that effectively serves motorists, bicyclists, pedestirans, transit users, and farm equipment operators,"** the Planning Board is authorized to require or encourage the installation of pedestrian or bicyclist facilities as a part of any development project across the Town, whether the roadway is currently identified within this report, or is yet to be built.



An example of an ADA compliant crossing facility, as illustrated in the Middle Cheshire Road Active Transportation Plan.

# ADA ACCESSIBILITY

Sidewalks in Canandaigua, should serve all users – including those with mobility restrictions and vision impairments. As the sidewalks envisioned in this report are designed and built, they should accomodate all users, providing essential connectivity to all Town residents and visitors. All sidewalks constructed within the Town of Canandaigua must be compliant with the Americans with Disabilities Act, per the Town's Site Design and Development Criteria, recently updated in August 2023.