

Genesee Transportation Council / Town of Canandaigua
**MIDDLE CHESHIRE ROAD & HEALTH CARE SERVICES CORRIDOR
TRANSPORTATION PLAN**

Final Public Workshop (Virtual)
February 3, 2021 @ 12:00 PM

QUESTION + ANSWER

During the presentation, the public shared insights and questions for consideration. These comments and responses are provided below:

- Question: Could you provide more details on the ped/bike treatment for the Wells Curtice to West Lake Rd segment?

Answer: The details regarding the recommendations proposed along the corridor begin on page 53 of the draft report. Click here for [a link to the draft report](#).

- Question: Is the narrowing at Wells Curtice with painted stripes, rather than actual asphalt narrowing?

Answer: The details of the recommendations for the Wells Curtice Road intersection are on page 60 of the draft PDF document. Click here for [a link to the draft report](#).

- Question: Would additional right-of-way/easements be necessary to implement the plan?

Answer: All recommended transportation improvements are within the right-of-way. The recommended interpretive park and trail is owned by the City of Canandaigua but contains easements controlled by the Finger Lakes Land Trust. Coordination with these entities would need to take place to implement proposed improvements. Click here for [a link to the draft report](#).



- Question: There is currently a widened area on Wells Curtice Road that many people park on during the summer that creates a turning hazard. Will this be a concern if the intersection is narrowed?

Answer: To the project team's knowledge, there is no designated parking area at this location. If there are people parking in this area it is being utilized as an informal parking area.

- Question: Will a left-turn signal be installed for cars turning onto Middle Cheshire Road at the Routes 5 + 20 intersection?

Answer: Preliminary analysis was conducted at this intersection. Based on this analysis, additional turn signals and left-turn lanes are not determined to be necessary at this time. Coordination with the New York State Department of Transportation will be necessary to determine warranted signal and turn lane changes as improvements are further evaluated.

- Question: Will there be caution lights installed at the pedestrian crossings?

Answer: The recommendations in the draft plan do include enhanced pedestrian signaling and signage at all locations where a crosswalk is either recommended or already exists.

- Question: What about a parking area for Switchback Trail off MCR? Parking near water treatment plant for trail to MCR? What about sidewalk from MCR to Butler Beach Park?

Answer: There is currently no parking area proposed at these locations.

- Question: Should there be a sidewalk installed on Butler Road?

Answer: The plan does not specifically recommend a sidewalk on Butler Road; however, future pedestrian and bicycle improvements on side streets to connect to West Lake Road are encouraged and should be evaluated by the Town/City moving forward.

- Question: If all plans approved, where would you start?

Answer: The draft plan includes an implementation matrix and identifies short-term, priority projects.

- Question: When you put in walking and bike shoulders, does this assume that you will be taking out trees from residents' yards on Middle Cheshire, replacing trees farther into the yards at town's expense? Trees are a noise barrier for our houses.

Answer: The recommendations proposed are within the right-of-way and there will be no impact to private property.



- Question: What is the rationale for different buffer treatments between the path and the roadway at different sections of Middle Cheshire Road - for example rumble strips in some locations, a guard rail in other locations, and a grass strip elsewhere?

Answer: Based on community input, separated buffers for pedestrian and bicycle treatments are a priority for residents. A definition and justification of the various buffer treatments begin on page 54 of the draft PDF document. Click here for a link to the draft report.

- Question: Will the path be more aesthetically pleasing than the current blacktopped path?

Answer: Surface treatment options will be determined during final engineering and design.

- Question: Can you improve communication about this project? Send Mail to every home in the community; don't assume everyone will see your mode of online communication. I hope you will continue surveying and not... (NOTE: this chat comment was incomplete)

Answer: Postcards were mailed to every property owner along the study corridor alerting them to the project and inviting them to participate in the project preference survey. Every effort was made to ensure residents were aware of this project. The Town provided information through social media, on the Town's website, and via email as this has shown to be the best way to reach the highest number of people without incurring the cost associated with mailing a post card to every household in the Town (which costs thousands of dollars with each mailing).

- Question: ...basing decisions on 12 attendees and 60 surveys.

Answer: It is unclear what this comment is referring to.

- Question: Need sidewalk plows for walking paths.

Answer: The Town Manager has looked into the potential costs associated with the purchase of sidewalk-sized plowing equipment and the associated labor costs of operating and, at the time, it seemed to be cost prohibitive. The Town Board could consider this again in the future.

- Question: Residents may be interested in our Town Parks and Recreation Plan as well as our Town Trails Master Plan to answer your question. All available on the Town website.

Answer: Indeed, all the Town's adopted plans and studies are always available to view and/or download from the Town's website here: <http://www.townofcanandaigua.org/page.asp?id=77>. Those that are in draft form can be found on the specific project pages. For instance, this project's draft document is located here: <http://www.townofcanandaigua.org/page.asp?id=215> and can be found by navigating from the home page to Projects, then Current Projects, to Middle Cheshire Road.



- Question: Town put new culverts all along both sides of Wells Curtice. Bikers cannot ride on those.

Answer: The project team updated the graphic in the report to better reflect the existing gutter. Narrowing the travel lanes to 10 ft will increase the shoulder width. The reduced lane width coupled with the usable space of the gutters will allow adequate space for bike lanes in the shoulder. Utilizing usable space associated with the gutters is an appropriate treatment for bike facilities. All treatments will be evaluated further during the final engineering and design process.

- Question: Who would maintain sidewalks and off-road shared use paths.

Answer: This has not been determined and will be further evaluated as the Town progresses with final design and engineering.

- Comment: The recommendations should take into consideration turning radii for large trucks, such as those used by the Fire Department.

Answer: The project team accounted for large trucks and vehicles during the conceptual design phase. All proposed treatments will be further evaluated and refined during the final design phase.

- Comment: Additional park benches along the corridor is encouraged.
- Comment: Wetlands trail and park interpretive area is a prime opportunity to enhance connections from Middle Cheshire Road to West Lake Road.
- Comment: I hope these improvements pass!



Questions + Comments Received After the Public Workshop

Following the public workshop, the public shared insights and questions for consideration. These comments and responses are provided below:

- Question: The town reconstructed this road (Wells Curtice Road) four years ago to address drainage issues. It has a concrete gutter on each side of the road with extensive drainage under the concrete gutter to convey the water coming off the hill on the north side of the road. We had to work with the residents on the south side of the road to accommodate the steep driveways to get to their homes. Adding a five-foot shoulder to both sides of Wells Curtice Road I do not support this nor do I think the town board should either due to the presentation not depicting the issues with the steep slope on each side of the road that will need to be addressed to place the five-foot shoulders.

Answer: The project team updated the graphic to better reflect the existing gutter. Narrowing the travel lanes to 10 ft will increase the shoulder width. The reduced lane width coupled with the usable space of the gutters will allow adequate space for bike lanes in the shoulder. Utilizing usable space associated with the gutters is an appropriate treatment for bike facilities.

- Question: The intersection of Wells Curtice Road and County Road 16 the suggested striping and reducing pavement width is not practical. Once more there is no information of why the intersection is so wide. County Road 16 is traveling at an angle that meets with Wells Curtice Road and is very steep. You cannot turn right off of Wells Curtis Road on to County Road 16 without swinging wide into oncoming traffic when you are towing a trailer, have a low-profile vehicle or a snow plow. The statement of easy moving at this intersection is incorrect.

Answer: The recommendations for this intersection are based on the recommendations included in the County Road 16 Bicycle and Pedestrian Plan. These recommendations have been reviewed and confirmed by the project team through this planning process as well.

- Question: The intersection is also controlled by Ontario County highway. Any changes would need to be presented to the county before any work is done.

Answer: Yes, coordination with Ontario County is indicated as necessary in the Implementation Plan section of the report.

- Question: If work was to be done to change the elevation of this intersection there are two eight-inch water mains and a six-inch gas main that may need to be relocated. Along with storm water drainage.

Answer: Noted



- Question: To install this wide path on the west side of Middle Cheshire Road the ditches will need to be filled in and extensive drainage work will need to be put in place. I would consider making the shoulder wider by two feet on each side to have a five-foot shoulder on each side of the road.

Answer: Widening the shoulders for bike lanes does not achieve the level of separation desired by community members. Drainage ditches will be impacted to install the recommended improvements; however, with the installation of a sidepath, only one side of the roadway ditches will be disturbed. Sheet flow to roadside ditches, as it functions today, could still be maintained. Alternatively, shoulder widening on each side of the roadway would impact drainage ditches on both sides of the roadway.

- Question: From Foster Road to Johnson Road on the west side of Middle Cheshire Road a fair amount of regrading would need to be done to place a wider shoulder.

Answer: Yes, grading will be required to achieve the desired vision. The buffer can be narrowed to 1 ft and the trail width to 8 ft to reduce grading impacts in extreme locations.

- Question: I am opposed to any guild rail being installed this close to the shoulder of the road. One if a vehicle hits the guild rail it may send the vehicle into oncoming traffic. Two for snow plow operations our plow trucks would have to have some of the front plow in to oncoming traffic when the wing is down. Also, with heavy snow it does not roll off the road and into a ditch or area where the snow can be stored off the road and will require the town to come out with equipment to remove it from the guild rail and how would you like to look at a guild rail in the front of your house after you have had an open lawn for years.

Answer: Guiderail is one separation treatment option. The buffer area can be increased to eliminate the guiderail or split rail fencing can be used. Guiderail has been a preferred option in many areas due to its lower height, crash worthiness, and safety for pedestrian and bicycle users. All separation types have been outlined in the draft report.

- Question: The water main will be under this side path is currently 50 years old. The town does have some issues with water service breaks and valve's that leak. The town will need to dig up this path each time there is an issue. It will be due to be replaced in the next 12 to 18 years. A discussion should occur to decide if the water main should be replaced before the path is placed.

Answer: Completing the shared use path in combination with replacing this waterline would result in some reduction of overall construction cost compared to doing the two projects separately.



- Question: In the area that the Wyffels Farm is located the home is very close to the road and has several trees that may be affected by this path.

Answer: The separation between the roadway and the shared use path can be minimized in potential conflict areas to reduce impacts to existing trees. If determined during final design that trees within the right of way need to be removed, impacted trees may be replanted.

- Question: Drainage again will be an issue to deal with as ditches will have to be filled in to place the side path.

Answer: Drainage ditches will be impacted to install the recommended improvements; however, with the installation of a sidepath, only one side of the roadway ditches will be disturbed. Sheet flow to roadside ditches, as it functions today, could still be maintained. Alternatively, shoulder widening on each side of the roadway would impact drainage ditches on both sides of the roadway.

- Question: A wider path will pose several issues along the way. Right of way, utilities, driveways, trees, sanitary sewer, filling in a slope in a wet land area the town owns to make it wide enough for the path, fire hydrants in the path will need to be moved, grading of front lawns and easements.

Answer: These are common issues when installing sidepaths that can be overcome through the final design process.

- Question: The water main is again under the path and has similar issues with water services and valves. The water main is 50 years old and should be replaced in the next 12 to 18 years.

Answer: Completing the shared use path in combination with replacing this waterline is a good idea and should result in some reduction of overall construction cost compared to doing the two projects separately.

- Question: This area to put the side path on the east side of the road will require the town to mill and profile the road so the crown of the road is farther to the east than place new asphalt on the new profile of the road. This section of Middle Cheshire Road will probably be the easiest to resolve as the road is close to the correct width. The drainage has been addressed and the water main is not under the path. The issue will be meeting 5 & 20 with the path and working with the NYS DOT.

Answer: While the crown of the roadway is ideally located at the center line, this does not necessarily have to be corrected, as long as the crown does not fall within the common wheel path of vehicles. Completing a milling of the roadway to correct the crown is preferred. Coordination with NYSDOT will be required as the path approaches 5&20.



- Question: Wells Curtice Road I am not in favor of the proposal.

Answer: Noted.

- Question: We currently paint cross walks on the road at intersection along Middle Cheshire Road when funds from the general fund are available. Installing additional concrete approaches with ADA requirements are a good idea. I am not in favor of any landscaping in the right of way as the town does not have the labor to maintain them in a proper way and could be excavated not only by the town but any utility in the ground.

Answer: Noted.

- Question: 5 & 20 and Middle Cheshire Road we all know will be a long challenge to get the NYS DOT to agree to a plan on crossing this road and the expense to do so.

Answer: NYSDOT was represented on the project Steering Committee. Future coordination with NYSDOT will need to occur to effectively implement the recommended improvements and as part of the final design process.

- Question: 5 & 20 along Middle Cheshire Road to Parrish Street will need to meet with the City of Canandaigua as the proposed pathway a majority of it will be in the city.

Answer: The City of Canandaigua was represented on the project Steering Committee. Future coordination with the City will need to occur to effectively implement the recommended improvements.

- Question: I am absolutely opposed to any trail that will bring the public in and near the water treatment plant, pumps and storage tanks that are owned by the City or Town of Canandaigua. Our tank has been vandalized in the past and the EPA and the NYS DOH have mandated that only authorized personnel be allowed to be in the area of any drinking water premises. This facility provides water to the following towns Canandaigua, Bristol, East Bloomfield, Farmington, Manchester, Hopewell and Gorham. Also, to the City of Canandaigua and Villages of Manchester and East Bloomfield. There was a recent attack on a water treatment facility where a person tried to poison the storage tanks to make many people sick. This area should be removed from the plan completely.

Answer: The design for the Interpretive Park and Trail is concept level. Identifying connections between Middle Cheshire Road and the lakefront has been identified as a priority in this project as well as other projects undertaken by the Town. The proposed trail and park area is not located in direct proximity to the water storage tanks. Proper buffering/fencing and coordination with the City and NYSDOH will need to occur in order to finalize any design and access recommendations in this area. Buffering and fencing specifics will be determined during the final design phase and development of construction documents.



- Question: The proposed switchback trail will have to accommodate a heavy ten wheeled truck a part of the agreement for the trail the county had to be able to drive their vacuum truck onto the trail to get to the metering man hole and any other man hole along this path.

Answer: The design for the Switchback Trail trailhead as shown in this plan is concept level and intended to portray a desired level of design treatment to highlight the trail entrance and promote increased usership. As the project moves forward into final design and implementation phases, the design will be evaluated to ensure it meets project objectives by creating safe ADA accessible trail access while accommodating any routine maintenance operations. Preserving maintenance access to the Switchback Trail will be noted in the project description to inform future phases of the project.

- Question: Any trash receptacles, bike racks and benches should not be placed at intersection to close. Snow plowing operations they will get buried under snow and may block site distance.

Answer: The location of all amenities within plan graphics are conceptual. However, benches and kiosks at the Switchback Trail are offset from the edge of road +/-35'. The benches located at the intersections of Middle Cheshire / Whitecliff Drive and Parrish Street / West Street are approximately +/-16-18' from the curb line. As concept designs are taken into final design and existing conditions survey is completed, the location of amenities will be further evaluated to ensure sight lines and operations are not disrupted.

- Question: The funding source suggestions of TAP and CHIPS will need to be looked at as the town has not received any increases in funding from CHIPS in 8 years. The town may not be eligible for TAP funds as they come from the federal government and typically only County's receive them. CHIPS funding currently is being used to provide surface treatment and asphalt repairs to existing roads in the town. Using these funds for the purpose of improving pedestrian and bicycle treatment will cause the town tax rate to increase as the town residents will need to replace the highway funds to sustain current levels of funding to maintain the 102 centerline miles of road in the town. The town will need grants to make any of the recommendations that are presented. Our inventory of roads currently has 12 roads with a score of less than a 20 out of 100 for pavement index condition. The cost of materials alone is \$ 12 million to repair. The average of the budget line that is used for road work is a million a year in the town and \$260,000 of it comes from CHIPS that goes into this budget line for road repairs.

Answer: Funding sources and responsible parties are included within the Implementation Plan in the report. These sources are listed as potential funding source to help the City and Town consider options to offset the costs of the proposed improvements. The availability of funding changes year to year and both the Town and City should continue to monitor available funding sources. The plan also recognizes the potential need for local match funding for the grant securement process.



- Question: I travel Middle Cheshire Road all the time and have never seen an abundance of bikers on Middle Cheshire Road , most times not even one! Wondering how you came up with the idea we needed a bike lane? Understand the town had a kiosk set up in a public place but only had 12 people who answered the survey. There was also another questionnaire that people filled out and there was only maybe 70 people who responded. (cannot remember the exact number might of even been lower). How could well under 100 people surveyed inspire the town to take on this multimillion dollar project for bike/walking lanes on Middle Cheshire Road? My husband is in construction and has put in turn lanes on road and the cost for 100-200 feet of a turn lane was well over \$200,000. We are talking about 7-8 miles of extending the road 11-13'! That does not include getting easements for driveways, culverts, maintenance etc. I cannot imagine the cost for a few bikers and walkers.

Answer: The Town apologizes that you were not aware of this project before the final public informational meeting was held. There is always room for improvement when it comes to communication with residents – the Town takes this very seriously. We did share information about this project in several ways however: it has been available on the Town's website throughout the entire project timeline and also on a dedicated project website created by the consultants. The Town publicized the project via press releases, shared it on the Town's Facebook page, placed it in the monthly newsletter, and shared it in several emails to those on the Town's email list. Postcards were also mailed to property owners along the project corridor. If you don't already subscribe to the Town's emails, I highly recommend it; it is the easiest way to stay up-to-date on important news and updates from the Town including projects like this as well as other information like road closures, the newsletter, and meeting announcements. You can add your email to the list by clicking [HERE](#). The public outreach you mention (public workshop and online survey) was a part of this project in an effort to involve the public. We do realize the public workshop that was held at the Church on Middle Cheshire Road in August of 2020 was not well attended, but a larger indoor event was not possible due to the pandemic. We also held an online public survey for community members to weigh in on potential design alternatives, which received over 60 responses.



- Question: The most outstanding troubling part... do you or any of the people who proposed this "well thought out" biking corridor actually bike? It seems to me that no one does because on paper it looks fantastic BUT the number one rule of the road for bikers is you must RIDE WITH TRAFFIC! "With traffic" are the key words. The proposal has most of the bike/ walking extension on the east side of the road and a small portion on the west side. This prevents riders from riding with the traffic when riding south for the majority of time! And walkers are supposed to walk facing traffic. How can you safely walk going north when you be going with traffic not against? This to me is a huge flaw and goes again the rules of walking and riding a bike. If the bikers get to Wells Curtice Road after traveling on the wrong side of the road for about 6-8 miles they are dumped onto Wells Curtice Road which has little shoulder area to bike on and then faced with landing on County Road 16/ West Lake Road which has very limited shoulder area. In my mind these are extremely important safety points that need to be addressed before this \$\$\$ proposal continues.

Answer: In 2017 the Town's Complete Streets Committee identified several roads in the Town (including Middle Cheshire Road and its intersection with 5 & 20) that warranted improvements for non-vehicular users due to safety issues and/or lack of adequate facilities for pedestrians and cyclists. In 2018 a study sponsored by Ontario County was done for County Road 16 (West Lake Road) and it found, unsurprisingly, that there are very limited options for improvements along that corridor for pedestrians and cyclists due to how narrow it is with limited space in the right-of-way areas for improvements. Middle Cheshire Road, running parallel to County Road 16, was identified in that study as a viable alternative route and so, for all of those reasons, this project was born. The goal is to identify improvements that will encourage further use of this corridor to offer more, and perhaps better, connections between residents in this part of the Town and services in the City of Canandaigua but also for active recreational use. This study is being funded with a grant from State and Federal sources and will result in these recommendations that the Town (and City) can use to begin to make improvements in these areas over time. This transportation study serves as a plan for the Town moving forward.