

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-85 Accepting the State Route 332 and Route 96 Sub-Area Study as evidence of completion of UPWP Task 7576

WHEREAS,

1. The *FY 2021-2022 Unified Planning Work Program* includes Task 7576, State Route 332 and Route 96 Sub-Area Study, for the purpose of developing an access management plan for the study area to preserve Route 332 and Route 96 as safe and efficient arterials, plan for collector roads, create a multi-modal infrastructure network to enhance safety, and create local access management strategies;
2. Said Task included an existing conditions overview and needs assessment of the transportation system, land use patterns, development trends, and local land use regulations; these findings formed the foundation for proposed improvements that address safety and connectivity for all modes of travel; this resulted in recommendations for reconfiguring existing roadways, modifying access management policies and local land use regulations in an effort to support town policies and initiatives for future development and preservation that maintain the future viability of the Route 332 and Route 96 corridor;
3. Said Task has been completed and has resulted in the *State Route 332 and Route 96 Sub-Area Study*; and
4. Said Study has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *State Route 332 and Route 96 Sub-Area Study* as evidence of completion of UPWP Task 7576; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 9, 2021.

Date _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

EXECUTIVE SUMMARY

The State Route 332 and Route 96 Sub-Area Study was completed for Ontario County Planning and the Towns of Canandaigua and Farmington with funding assistance from the Genesee Transportation Council. This Study assesses the transportation system, its operations, as well as the potential impacts of existing and future land uses along these two primary travel routes within the Finger Lakes region. The Study findings form the foundation for proposed improvements that address safety and connectivity for all modes of travel. More specifically, this Study contains recommendations for reconfiguring existing roadways, modifying access management policies and local land use regulations in an effort to support town policies and initiatives for future land development and preservation practices.

This Study was led by a Steering Committee that consisted of local officials, as well as representatives from Ontario County and the New York State Department of Transportation. A number of public input opportunities were also conducted to ensure a wide range of input was provided at key points in the planning process. Based on the feedback received by the Steering Committee and the public, the following goals were developed for this effort:

- Preserve State Route 332 and Route 96 as safe, efficient arterials, while enhancing multi-modal options;
- Improve safety for all users at key intersections;
- Identify connections to surrounding destinations, neighborhoods, and bicycle and pedestrian systems; and
- Update the access management policies for State Route 332, Route 96, and the surrounding development areas.

These goals were achieved by completing a needs assessment for the sub-area, identifying key recommendations, and articulating a detailed implementation strategy.

SUB-AREA BOUNDARY

The State Route 332 and Route 96 Sub-Area (sub-area) is bounded by Interstate 90 to the north and includes a 5.7 mile segment of State Route 332 and the surrounding area. Approximately two-thirds of the sub-area is located within the Town of Farmington and the remaining third is in Canandaigua. The primary activity center is centered around the intersection of NYS Route 332 and NYS Route 96. Please note that a map of the sub-area is presented on **Page II**.

Historically, the sub-area has been known for its rural character and agricultural activity. However, over the past 30 years, it has experienced significant residential, commercial, and industrial growth as development continues to extend from eastern Monroe County into Ontario County.

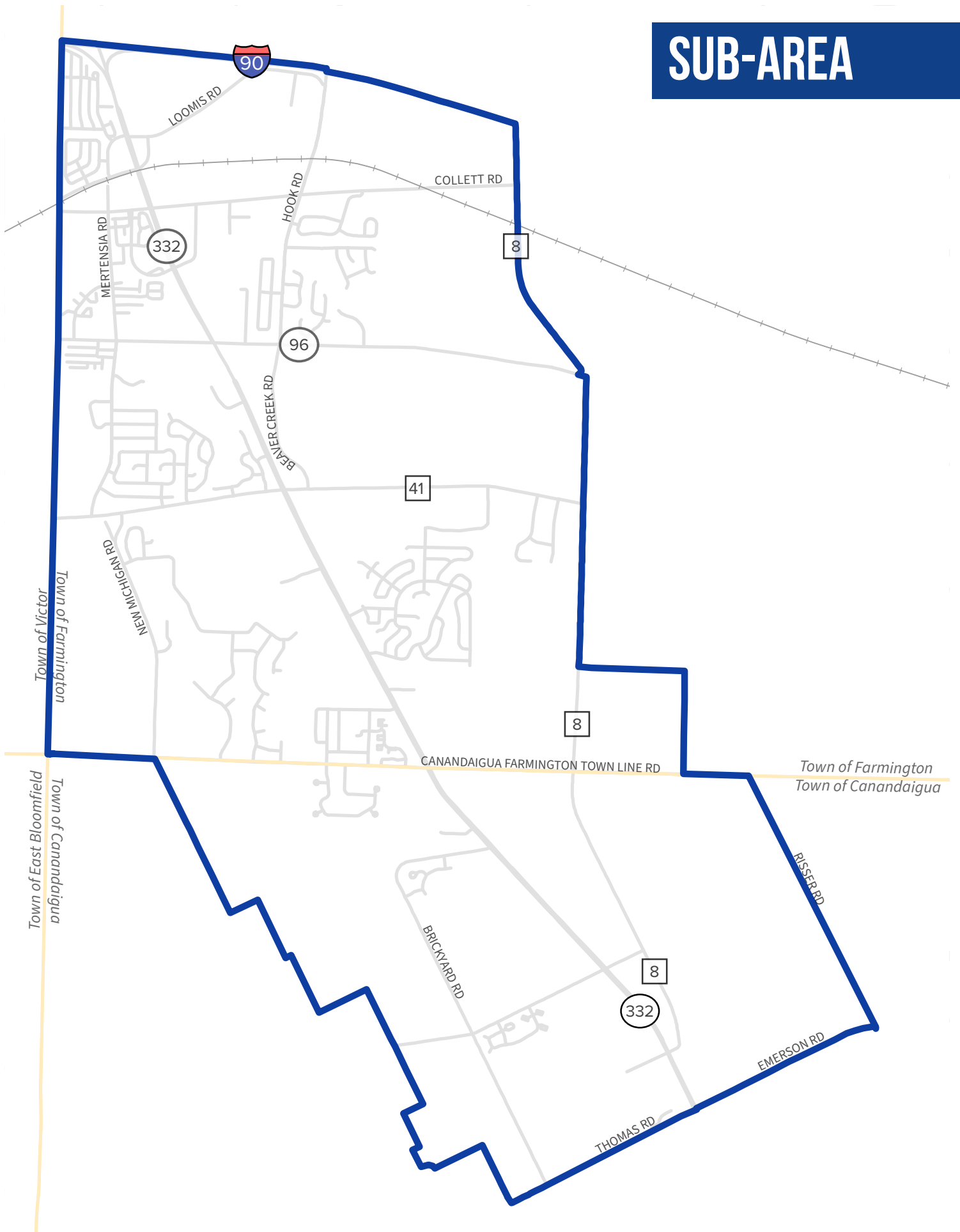
SUB-AREA ANALYSIS

This Study is part of a series of ongoing efforts by the Towns to address the transition from single-family residential and low intensity commercial and industrial operations to larger, more intense land uses. In order to accomplish this, a needs assessment was conducted to provide a solid base upon which to build an implementation strategy. This assessment considered a wide range of topics including population trends, housing trends, transportation characteristics, land use patterns, local regulatory requirements and infrastructure information. This assessment served to identify the range of issues and opportunities that needed to be included in this planning process; such as traffic calming, pedestrian connectivity, available rights-of-way, improved ADA accessibility and streetscape enhancements.

SUB-AREA RECOMMENDATIONS

Building on the needs assessment of the sub-area and informed by community engagement, the Study provides recommendations for improvements and implementation on five topics. These topics provide guidance for roadway improvements, intersection improvements, pedestrian and bicycle connections, access management, and land use and regulations. These recommendations are summarized as follows:

SUB-AREA



Roadway Improvements

The recommended roadway improvements for State Route 332 and Route 96 include a variety of features that serve to increase safety for all users and to improve traffic flow for more efficient service. For State Route 332 these improvements include a lane width reduction and an increase in shoulder width for improved pedestrian and bicycle mobility. For Route 96 recommended improvements vary depending on the section of roadway. East and west of State Route 332, Route 96 improvements include re-striping the roadway for reduced lane width and new, designated bicycle lanes. Along State Route 96, near its intersection with State Route 332, two options for providing space for bicycle lanes and a buffer for pedestrians are provided for Route 96; roadway options either reduce the lane width or reduce the number of travel lanes. Please note that a map of the roadway improvements is presented on **Page V**.

Intersection Improvements

The recommended improvements for key intersections serve to enhance safety and access for vehicles, pedestrians and bicyclists. These improvements include:

- Measures to improve visibility of signal heads;
- Installation of Americans with Disabilities Act (ADA) features where needed;
- Use of high-visibility crosswalks; and
- Installation of countdown pedestrian signal heads where needed.

Detailed intersection improvements considered as part of this study are shown below and on **Page IV**.

State Route 332/96

OPTION 1: MAINTAIN TRAVEL LANES, REDUCE LANE WIDTH



OPTION 2: REDUCE TRAVEL LANES, INCORPORATE BIKE LANES



Intersection Improvements Continued...

Route 96 and Mertensia Road + Route 96 and Beaver Creek/Hook Road

OPTION 1: SINGLE-LANE ROUNDABOUT



Please note: Option 1 recommends the replacement of both signalized intersections with a roundabout. This graphic portrays a roundabout at the intersection of Route 96 and Mertensia Road. A graphic for Route 96 and Beaver Creek / Hook Road was not created.

Route 96 and Mertensia Road

Route 96 / Beaver Creek / Hook Road

OPTION 2: ENHANCED CROSSINGS WITH BIKE LANES

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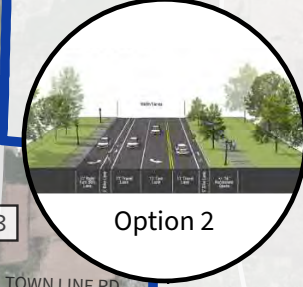
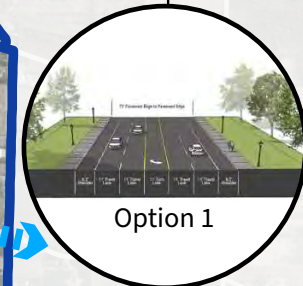
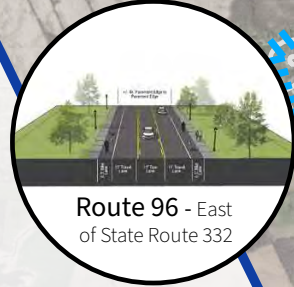
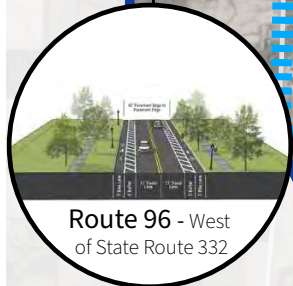
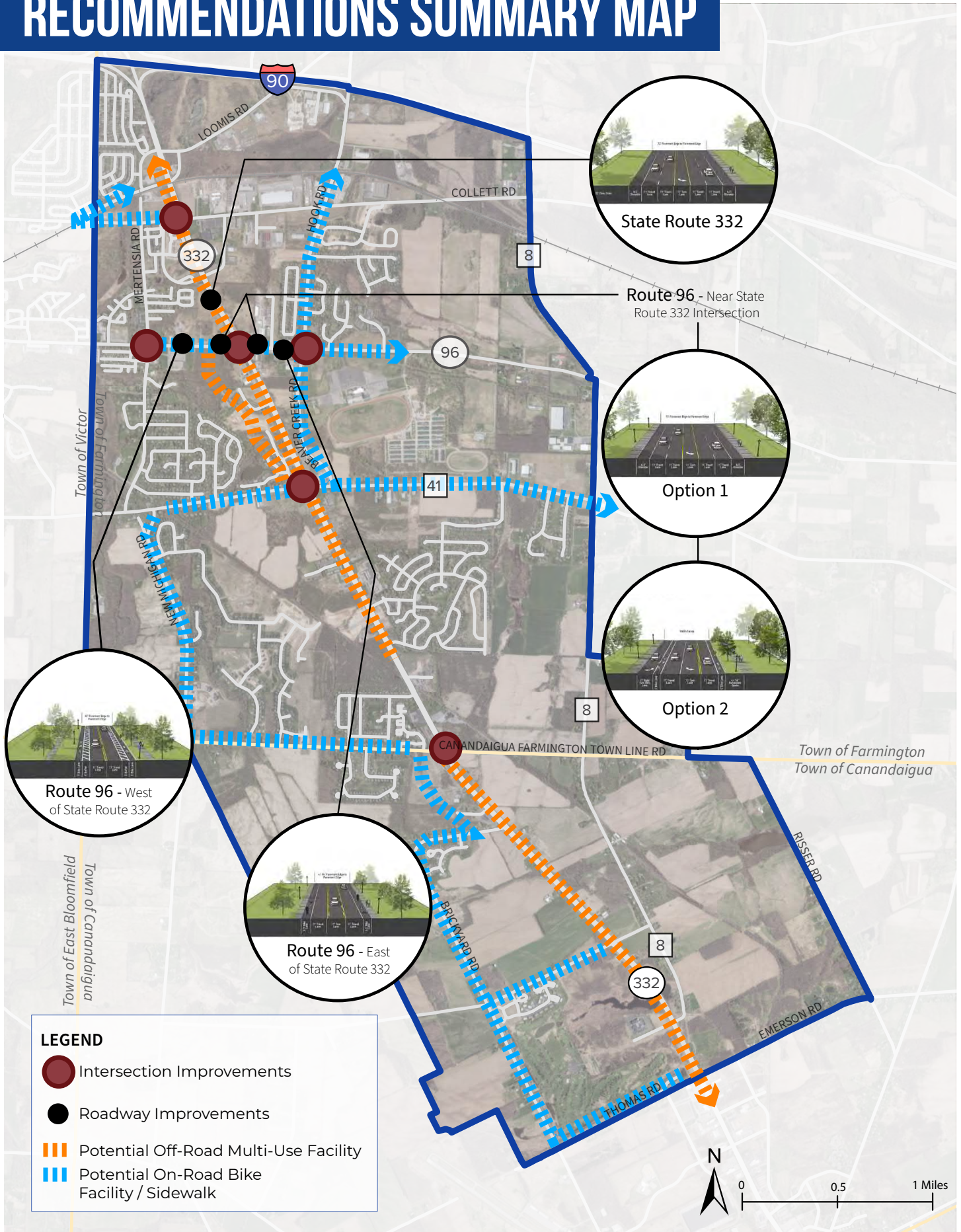


OPTION 3: ENHANCED CROSSINGS WITH BUMP OUTS

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RECOMMENDATIONS SUMMARY MAP



LEGEND

- Intersection Improvements
- Roadway Improvements
- ▬▬▬ Potential Off-Road Multi-Use Facility
- ▬▬▬ Potential On-Road Bike Facility / Sidewalk



Pedestrian and Bicycle Connections

The recommended improvements for pedestrian and bicycle connections address connectivity gaps for a cohesive multi-modal transportation system. These improvements include the completion of the sidewalk network and re-stripping of roadways to include dedicated bicycle lanes.

Specific improvements for State Route 332 include the expansion of the existing multi-use trail on the west side from 5' to 12' wide. Two options for this expansion are provided, one featuring a linear alignment and one featuring a curvilinear alignment. Also recommended is a 5' sidewalk on the east side of State Route 332, north of Canandaigua-Farmington Town Line Road.

STATE ROUTE 332 PEDESTRIAN + BIKE ACCOMMODATIONS

State Route 332 Multi-Use Trail Expansion: Option 1



State Route 332 Multi-Use Trail Expansion: Option 2



Access Management

The recommended improvements for access management include expanding the existing and proposed provisions of Town of Farmington's Major Thoroughfare Overlay District (MTOD) to the Town of Canandaigua for consistency in land use patterns and traffic circulation along State Route 332. In addition, several revisions to the MTOD are proposed to enhance the effectiveness of this district, including:

- Revising the driveway spacing requirements to avoid the construction of driveways too close together as uses redevelop over time.
- Promoting the interconnection of parking lots and the development of secondary access roadways, particularly at the intersection of State Route 332 and Route 96 and the intersection of State Route 332 and Town Line Road.
- Coordinating the private pedestrian and bicycle network with the public network and requiring sidewalk development along the property frontage and on-site for better connectivity.

Land Use and Regulations

The recommendations for land use regulations are intended to increase the development potential of parcels while creating more attractive streetscapes and sense of place. These recommendations include:

- Reducing the setback requirements;
- Modifying allowable building heights to a consistent height of approximately three-stories;
- Developing requirements to minimize the visual impact of front yard parking;
- Reducing the minimum parking standards;
- Developing requirements for arrangement and landscaping of large parking areas; and
- Replacing existing commercial zoning districts with mixed-use districts.

Finally, to align with land use policies of the Padelford Brook Greenway, it is recommended that the Town of Canandaigua consider rezoning a portion of the Community Commercial District to an Agricultural Rural Residential District.

IMPLEMENTATION & POTENTIAL BENEFITS

Each of the Sub-Area Study recommendations for roadway improvements, intersection improvements and pedestrian and bicycle connections are included as part of a detailed implementation strategy that details timeframe, costs, funding sources, responsible party and other relevant information. In addition, the policy and regulatory recommendations for access management and land use regulations provide implementation measures in the short term.

Together the recommendations and implementation strategy provide steps to accomplish the key project goals for the State Route 332 and Route 96 Sub-Area. The intended benefits of the identified actions include:

- Potential to create a multi-modal transportation network throughout the sub-area and beyond;
- Enhanced pedestrian and bicycle connectivity, completing any existing connectivity gaps;
- Improved safety and access for vehicles, pedestrians and bicyclists;
- Linkages between residential neighborhoods, recreation amenities and local goods;
- Transportation efficiency;
- Appropriate intensity and placement of future development along the corridor;
- A stronger sense of place along the corridor; and
- Policy and regulations aligned to the collective land use vision of the Towns of Farmington and Canandaigua to guide decision-making.

