

**GENESEE TRANSPORTATION COUNCIL**

**RESOLUTION**

**Resolution 21-88 Accepting the Canandaigua Waterfront Active Transportation Plan as evidence of completion of UPWP Task 8751**

**WHEREAS,**

1. The *FY 2021-2022 Unified Planning Work Program* includes Task 8751, Canandaigua Waterfront Active Transportation Plan, for the purpose of developing an active transportation plan to connect the north shore of Canandaigua Lake to downtown Canandaigua and provide safe non-motorized access to residential, recreational, commercial, and mixed-use space;
2. Said Task included a review of the corridor's existing conditions intended to inform recommendations related to future multi-modal accommodations and public realm enhancements, an assessment of needs and opportunities along the Canandaigua Waterfront Corridor, and a series of transportation and placemaking recommendations.
3. Said Task included a comprehensive implementation strategy was created to effectively realize the recommended improvements;
4. Said Task has been completed and has resulted in the *Canandaigua Waterfront Active Transportation Plan*; and
5. 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 *Canandaigua Waterfront Active Transportation Plan* as evidence of completion of UPWP Task 8751; 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

# CITY OF CANANDAIGUA

## WATERFRONT ACTIVE TRANSPORTATION PLAN

### EXECUTIVE SUMMARY

SEPTEMBER 2021



# PROJECT PURPOSE AND GOALS

The City of Canandaigua, Town of Canandaigua, and Canandaigua Local Development Corporation, with funding provided by the Genesee Transportation Council (GTC), commissioned the Active Transportation Plan for the South Main Street and Lakeshore Drive corridor. The corridor begins at Foster Street and extends through the Routes 5 and 20 intersection to Lakeshore Drive, and ends at East Lake Road (Route 364). The corridor transitions from a mixed-use retail setting to a recreational and tourism-focused area along Canandaigua Lake.

The purpose of this plan is to assess the physical and market conditions of the area to inform decision making around a range of public realm improvements along the corridor, such as pedestrian and bicycle facilities and amenities, and roadway modifications. The plan contains the following elements:

1. Existing Conditions Analysis;
2. Corridor Needs Assessment;
3. Recommended Public Realm Improvements; and
4. Implementation Strategy.

## CORRIDOR GOALS

- Improve safety for multi-modal users from the downtown to the lakefront.
- Separate pedestrians and bicyclists from vehicular traffic, where feasible.
- Create a welcoming experience for residents and visitors.
- Encourage economic development opportunities.
- Support the tourism and hospitality industry along the lakefront by creating an inviting public realm experience.



CANANDAIGUA WATERFRONT CORRIDOR CHARACTER AREA MAP

# KEY FINDINGS AND OPPORTUNITIES

*The Waterfront Active Transportation Plan includes an existing conditions analysis of socio-economic and physical characteristics of the Canandaigua Waterfront Corridor. This analysis informed the identified key opportunities and challenges for pedestrian and bicycle access expansion and public realm improvements. These are summarized below.*

- Canandaigua's population is anticipated to increase and age over the next five years. This indicates a need to create more walkable and accessible areas in the Canandaigua region.
- The most prominent land uses along the corridor include commercial and parks and open space.
- Land use regulations along the corridor allow for a wide variety of uses to support tourism, retail services, recreation and residential development.
- The City of Canandaigua owns a large number of parks and open spaces along the Waterfront corridor that contribute to a high quality of life for residents and visitor experience. There is an opportunity to enhance multi-modal connections between these parks and open spaces.
- Connectivity between recreational and tourism assets is currently lacking. This can be enhanced through pedestrian and bicycle improvements to create a cohesive and welcoming user experience.
- The roadway infrastructure along the Waterfront corridor is in good condition; however, there are major changes in lane configuration and traffic volumes from one end to the other, which create an unsafe environment for all types of users.



**EXISTING CROSSWALKS ON LAKESHORE DRIVE**



**EXISTING SIDEWALK ON LAKESHORE DRIVE**

# KEY FINDINGS AND OPPORTUNITIES

- Improved delineation and appropriate traffic calming features coupled with targeted pedestrian and bicycle accommodations have the potential to enhance the safety for all users.
- Increased public transportation stops and service along the corridor should be provided for visitors to enhance regional connectivity and encourage alternative forms of travel, thereby mitigating the parking strain experienced by visitors of this area.
- Pedestrian and bicycle amenities along the roadway are limited and concentrated within existing park and open space. There is an opportunity to expand wayfinding signage, seating opportunities, and bicycle amenities along the roadway.
- Safe and accessible pedestrian and bicycle connections are needed for users from Lakeshore Drive to and along the City Pier.



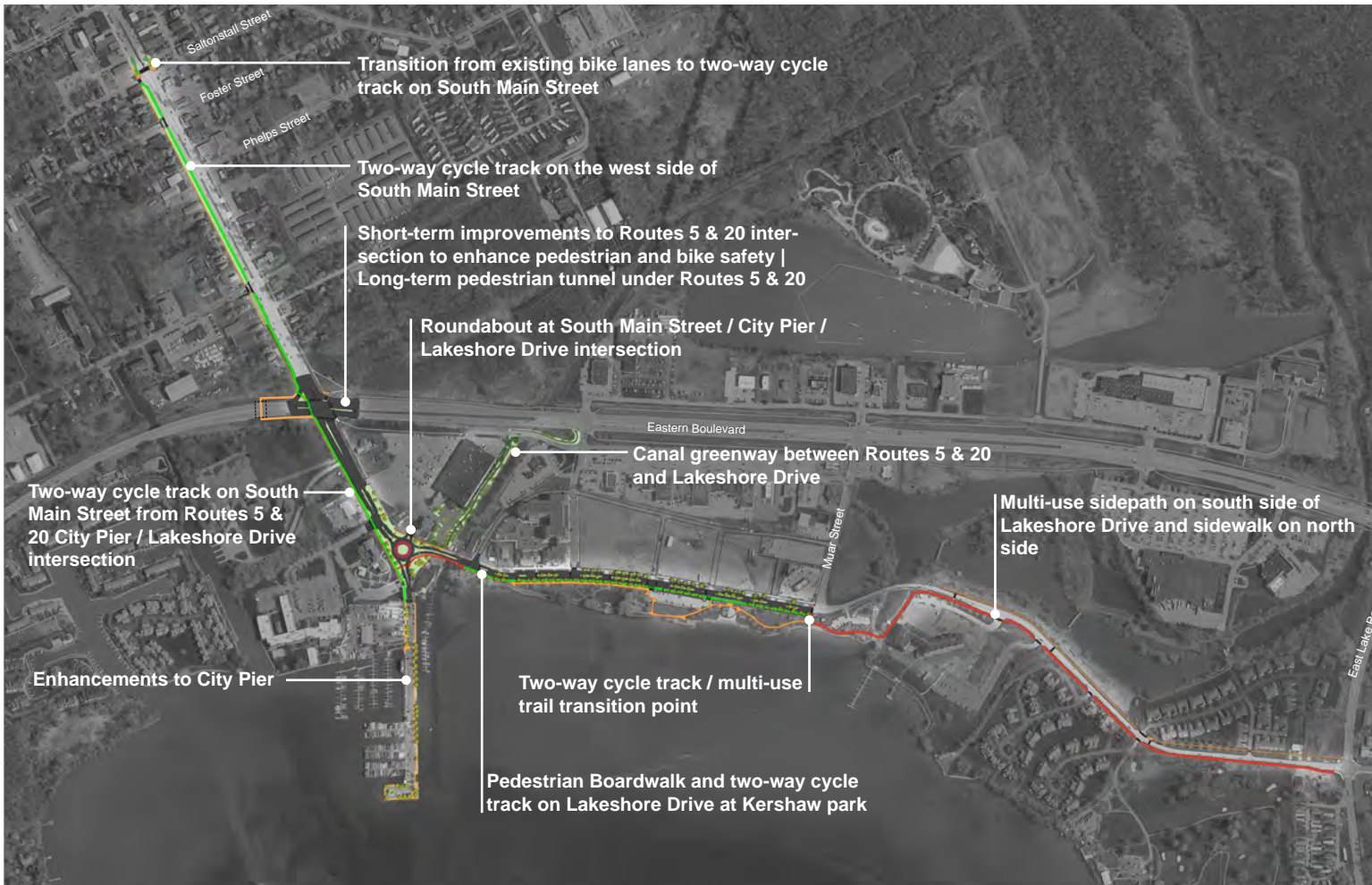
CITY PIER



EXISTING CONDITIONS AT THE ROUTES 5 AND 20 / MAIN STREET INTERSECTION

# TRANSPORTATION RECOMMENDATIONS

A set of pedestrian and bicycle treatments, intersection improvements, and placemaking opportunities are recommended for the Canandaigua Waterfront corridor, based on the existing conditions analysis and feedback received from community engagement. These recommendations are anticipated to enhance the corridor experience for all types of users, whether pedestrians, bicyclists, or drivers. Several enhanced mobility options along the corridor will enhance safety by providing a separated use for pedestrians and bicyclists from vehicles.



## PROPOSED TREATMENTS

The improvements along Canandaigua Waterfront corridor are intended to enhance safe routes of transportation for all types of users. Generally, the preferred bicycle facility along the corridor is an on-road two-way cycle track, which will provide a separated, dedicated treatment for cyclists from vehicle traffic. Intersection improvements, including enhanced high-visibility crosswalks and reduction in travel lane widths, are proposed for the Routes 5 and 20 intersection which currently is a major barrier for those on foot and bikes traveling from downtown to the waterfront. Other key improvements include a roundabout at the Lakeshore Drive / City Pier roadway, sidewalks and crosswalk enhancements along Lakeshore Drive, and a multi-use sidepath on the south side of Lakeshore Drive extending to Route 364.

# IMPLEMENTATION PLAN

An implementation strategy for proposed improvements was created as guidance for the City and Town of Canandaigua, as well as its partners. This implementation strategy includes final design and construction cost estimates for recommended improvements and identifies potential funding options for future investments. Short term priorities for the City and Town to consider are listed below.

	DESCRIPTION	POTENTIAL FUNDING SOURCE	NOTES
SHORT TERM PRIORITIES	Seek and acquire funding through the Transportation Alternatives Program / Congestion Mitigation and Air Quality Improvement Program for the following recommended improvements: <ul style="list-style-type: none"> <li>• Routes 5 and 20 intersection enhancements;</li> <li>• Pedestrian and bicycle facility treatments on S. Main Street from Foster to Green Street;</li> <li>• Canal Greenway from Lakeshore Drive to Eastern Boulevard.</li> </ul>	Transportation Alternatives Program / Congestion Mitigation and Air Quality Improvement Program	Estimated design and construction costs were developed as part of this plan. See Section III of this report.
	Complete a comprehensive parking inventory and demand analysis of the Canandaigua Waterfront corridor.	Local funding	This study could also include the downtown Canandaigua area, recognizing the relationship between the two areas.
	Complete a comprehensive signage and wayfinding plan, inclusive of sign design and location plan, for the Canandaigua Waterfront corridor.	Local funding	This study could also include the downtown Canandaigua area, recognizing the relationship between the two areas.
	Continue open public engagement to determine a preferred treatment concept for Lakeshore Drive from Booth Street to Muar Street.	Local funding	N/A