

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 18-78 *Accepting the County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study as evidence of completion of UPWP Task 6532*

WHEREAS,

1. The *FY 2018-2019 Unified Planning Work Program* includes Task 6532, County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study, for the purpose of assessing the feasibility of adding bicycle and pedestrian accommodations to County Road 16 between the City of Canandaigua and Seneca Point Road;
2. Said Task included evaluating the right-of-way, land use, and environmental issues pertinent to developing pedestrian and bicycle accommodations; developing design criteria and road treatment alternatives for review by project stakeholders; and identifying the possible road treatments based on public, stakeholder group, and advisory committee input;
3. Said Task has been completed and has resulted in the *County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study*; and
4. Said Report 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 *County Road 16 Pedestrian & Bicycle Accommodations Feasibility Study* as evidence of completion of UPWP Task 6528; 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 13, 2018.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

Ontario County Road 16 Pedestrian & Bicycle Study

Department of Public Works - Ontario County, NY



1.0 EXECUTIVE SUMMARY



OVERVIEW

Ontario County Road 16-West Lake Road is primarily a north-south route along the west edge of Canandaigua Lake in the Town of Canandaigua, NY. The study area for this project is an 8.2 mile portion of Ontario County Road 16 from the City of Canandaigua boundary extending south to Seneca Point Road in the Town of Canandaigua.

Ontario County Road 16 runs along the western shoreline of Canandaigua Lake, providing stunning views of the lake. This has attracted vigorous residential growth and activity in the past few decades, increasing the number of pedestrians and bicyclists using the road. Two parks on this road, West Lake Schoolhouse Park and Onanda Park, provide public lake access.

Several conditions along Ontario County Road 16 (CR 16) present challenges for pedestrian and bicyclist safety. These include steep topography, narrow shoulders, and lack of sidewalks. Heavy use and constrained space increase the potential for conflicts between travel modes.

The purpose of this study is to analyze existing conditions along CR 16, investigate the feasibility of potential pedestrian and bicycle accommodations, and provide a plan for improving active transportation capabilities of the roadway. Active transportation describes any form of transportation that involves physical activity, including walking and bicycling. This study's recommendations, when implemented, will help achieve public health, environmental, economic, and quality of life benefits in the Town of Canandaigua through these enhanced accommodations.



Ontario County Road 16 Pedestrian & Bicycle Study

Department of Public Works - Ontario County, NY

ACTIVE TRANSPORTATION BENEFITS

The extensive benefits of active transportation have been documented for this study. These benefits include decreased impact on the environment through reduced motor vehicle usage, health benefits through enhanced physical activity and reduced stress, and economic benefits through expanded tourism and attractiveness for potential home buyers.

INVENTORY & ANALYSIS

This study included an inventory and analysis phase that assessed the existing conditions along Ontario County Road 16. Topography, drainage, wetlands, municipal boundaries, destinations, property ownership, access, circulation, crash history and infrastructure were evaluated. Analysis of existing conditions resulted in a needs assessment based upon the opportunities and constraints of the corridor.

COMMUNITY INPUT

The planning process for this study included outreach to both the general public and to key stakeholders. Representatives from various organizations served on the Project Advisory Committee, providing continuity and oversight. In addition, input from the public was solicited using online surveys and public meetings.

RECOMMENDATIONS

Several roadway improvements were considered. See **Table 1** and **Section 6**. Key recommendations include:

- Frequent maintenance schedule for the roadway
- Additional signing and stop bars at intersections with steep grades
- Shoulder improvements
- Hillcrest warning systems and signing
- West Lake Schoolhouse Park and Beach-Butler Road intersection improvements
- Onanda Park and Canandaigua Yacht Club road crossing improvements
- Education, outreach, and enforcement

IMPLEMENTATION

This section includes information regarding SEQRA documentation, the permitting process, and funding. Appendices are included that provide more detailed information on funding and community input.

1.0 EXECUTIVE SUMMARY

Ontario County Road 16 Pedestrian & Bicycle Study

Department of Public Works - Ontario County, NY



Table 1: Project Prioritization

| Project Name | Project Description | Priority Level |
|--|--|--------------------|
| Frequent Maintenance Schedule | Increase frequency of scheduled maintenance to address issues of pavement shoulder erosion, uneven paving, low visibility, and traffic line fading by routinely sweeping pavement, patching surfaces, and cutting back vegetation. | Priority |
| Multi-Use Paved Shoulder Improvements | Standardize shoulder width at a minimum of 5' to allow multiple usage. Selective shoulder widening should be implemented where right-of-way allows. | Priority |
| Implement Traffic Delineators | Increase use of delineators to separate bicycle and pedestrian facilities in key areas, such as the German Brothers Marina. | Recommended |
| Asymmetrical Shoulders | Widen shoulders on ascents and decrease shoulders on descents to improve bicyclist experience, safety, and comfort. | Recommended |
| Additional Signing | Increase Bicycle/Pedestrian signing along Ontario County Road 16. Additional signing and stop bars should be located at intersections with steep grades. | Priority |
| Hillcrest Warning System & Signing | Implement bicycle detection technology to inform motorists of bicycles at hillcrests where visibility is limited. | Possible |
| Improved Pedestrian Crossings | Install high visibility crosswalks with pedestrian signage at key locations, including, but not limited to, Canandaigua Yacht Club and Onanda Park. Consider raised crosswalk installation to improve traffic calming. | Priority |
| Speed Limit Reduction | Undertake speed study to determine feasibility of speed limit reduction to 30 mph in areas to improve multi-use transportation and transitional speed zones. Increase adherence through traffic calming techniques. | Possible |
| Trails on Private Property | Construct Trail running parallel to Ontario County Road 16 on private property in key areas with property owner consent. | Possible |
| Stormwater Management | Employ green infrastructure practices to treat water from culverts along Ontario County Road 16. Coordinate with upcoming Ontario County DPW culvert improvements. | Recommended |
| Education & Outreach | Connect with local organizations to increase bicycle and pedestrian safety education in Ontario County. | Recommended |
| Zoning & Design Standards Recommendations | Adopt language from Genesee Transportation Council Bicycle and Pedestrian Supportive Code. Update standard details relative to bicycle and pedestrian infrastructure. | Possible |
| Enforcement | Provide traffic law enforcement to ensure safety for all travel modes. Increase enforcement measures during peak use. | Priority |