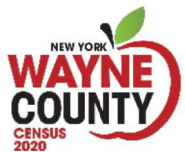


Gananda Parkway Pedestrian & Bicycle Active Transportation Plan



TYLININTERNATIONAL
engineers | planners | scientists

March 2021

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan



Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council, and Wayne County. The Genesee Transportation Council– as the lead agency – is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Table of Contents

Chapter 1 – Introduction	1	Improve Safety for Pedestrian & Bicycles	20
Purpose of the Plan	2	Improve Safety for Vehicles	20
Organization of the Plan	4	Improve Quality of Life for Community Members	20
Plans and Zoning	5	Stakeholder Engagement	21
Summary of Key Considerations	6	Chapter 4 – Recommendations	22
Chapter 2 – Existing Conditions	7	Overview	22
Overview	7	Pedestrian and Bicycle Accessibility and Roadway Imps.	24
Transportation	8	Gananda Parkway (County Route 205A)	24
Gananda Parkway (County Route 205A)	8	Waterford Road	42
Canandaigua Road	9	Canandaigua Road	44
Waterford Road	10	Improve Safety	46
Truck Traffic	14	Reduce Crashes	46
Public Transportation	14	Improve the Overall Quality of Life	47
Crashes	14	Streetscape Enhancements	47
Land Use	16	Programmatic Alternatives	48
Existing	16		
Chapter 3 – Needs Assessment	19	Chapter 5 – Implementing the Plan	51
Overview	19	Costs	51
Transportation Needs	19	Funding Programs	53
		Follow-On Activities	56
		Conclusion	57

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Table of Contents

Table of Figures

Figure 1 – Study Area	3
Figure 2 - Roadway Classification Map	11
Figure 3 – Traffic, Volume, & Speeds.....	12
Figure 4 – Existing Sidewalks and Pathways.....	13
Figure 5 – Crash Heat Map	15
Figure 6 – Land Use Map.....	18
Figure 7 – Plan Recommendation Locations <i>Pedestrian and Bicycle Accessibility and Roadway Improvements</i>	23
Figure 8– Gananda Parkway Segment 1 (Rte. 441 to W. Walworth Rd) – Ped. & Bicycle Improvements	26
Figure 9– Gananda Parkway Segment 1 (Route 441 to West Walworth Road) - Roadway Improvements.....	27
Figure 10 – Gananda Parkway Segment 1 (Route 441 to West Walworth Road) – W. Walworth Road (Alt A).....	28
Figure 11 – Gananda Parkway Segment 1 (Route 441 to West Walworth Road) - W. Walworth Road (Alt B).....	29
Figure 12 – Gananda Parkway Segment 2 (W. Walworth Rd to Hance Rd) – Ped. & Bicycle Improvements.....	31
Figure 13– Gananda Parkway Segment 2 (West Walworth Road to Hance Road) - Hance Rd Improvements.....	32
Figure 14 – Gananda Parkway Segment 3 (Hance Rd to Canandaigua Rd) – Ped. & Bicycle Improvements.....	34
Figure 15 – Canandaigua Road – Improvements at Gananda Parkway (Alternative A).....	35
Figure 16 – Canandaigua Road – Improvements at Gananda Parkway (Alternative B).....	36
Figure 17 – Gananda Parkway Segment 4 (Canandaigua Rd to Waterford Rd) – Ped. & Bicycle Improvements	38
Figure 18 – Gananda Parkway Segment 4 (Canandaigua Road to Waterford Road) - Waterford Road	39
Figure 19 – Gananda Parkway Segment 5 (Waterford Road to Eddy Road) – Ped. & Bicycle Improvements.....	41
Figure 20 – Waterford Road – Pedestrian and Bicycle Improvements	43
Figure 21 – Canandaigua Road – Pedestrian and Bicycle Improvements	45
Figure 22 – Public Meeting #2 - Survey Results.....	50
Figure 23 – Project Costs.....	52

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

The Gananda community comprises part of the Towns of Macedon and Walworth, and is primarily centered along the Gananda Parkway. Pedestrian and bicycle access, along with public facilities, have been a priority since the Gananda Community was designed.

The original vision for Gananda to be advanced under the U.S Department of Housing and Urban Development's New Communities Program was ambitious and representative of the movement towards master planned communities that began in response to post-World War II suburbanization. While this original vision was never realized, the infrastructure foundation was set for what was intended to be a community of 90,000 residents with a regional shopping center, three smaller shopping and office centers, and 250 acres of industrial uses. This included not only underground utilities – sewer, water, electric, gas, and cable tv – but also the right-of-way to expand the current Gananda Parkway from two lanes (one in each direction) to four lanes (two in each direction) if necessary.

Today, the Gananda community can generally be considered to be the approximately 6,000 individuals residing within the boundaries of the Gananda Central School District (GCSD). Housing in the study area consists of subdivisions of single-family detached homes, townhomes, the Evergreen Hills Apartments, and the Gardens Senior Apartments on Canandaigua Road (built in 2009).

The study area extends along Gananda Parkway from Penfield Road/Route 441 to the west, to Wiedrick Road and the Gananda Central School District campus to the east, and encompasses feeder streets and collector roads along the route. Per the 2010 U.S. Census of population and housing, the Gananda Census Population was approximately 6,000 residents.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

Purpose of the Plan

The purpose of the Gananda Parkway Pedestrian & Bicycle Active Transportation Plan (ATP) is to identify and create consensus around a set of transportation infrastructure projects and associated strategies that enhance quality of life and economic development while improving public health by making walking and bicycling safe, viable modes of travel in the *study area*. Key elements of the ATP include:

- ❖ Review and assess infrastructure elements that negatively impact safety and constrain mobility and connectivity for bicycling and walking the study area.
- ❖ Investigate programmatic initiatives (i.e., non-infrastructure enforcement and encouragement) to improve safety for pedestrians, bicyclists, and vehicles. This will be done in coordination with the Gananda Central School District (potentially, a Safe Routes-to-School program), law enforcement agencies, and other organizations as appropriate.
- ❖ Identify the opportunities for coordinated and cohesive land use, street design, mobility, and regulatory policies, and strategies to support current and future needs anticipated for the community.

Figure 1 presents the study area, including the sections of Gananda Parkway, Canandaigua Road and Waterford Road that would benefit the most from the pedestrian and bicycle active transportation plan.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

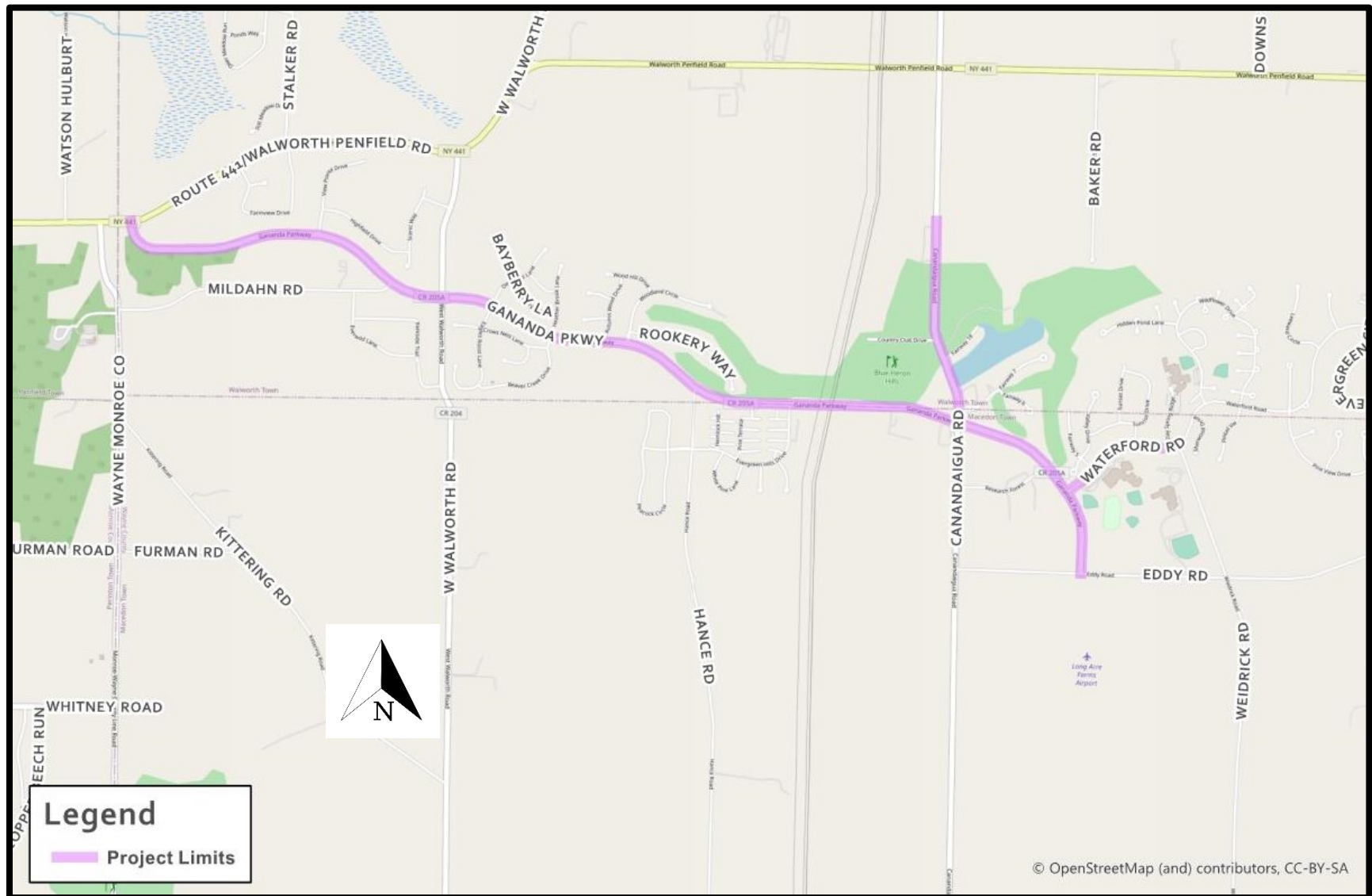


Figure 1 – Study Area

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

A Steering Committee consisting of representatives from the Town of Walworth, The Town of Macedon, local property owners, Gananda Central School District, Wayne County Planning Department, and Genesee Transportation Council (GTC) provided crucial oversight and input throughout the plan development process. Project Steering Committee (PSC) agendas and presentations are provided as **Appendix A**.

Organization of the Plan

The plan is organized into five chapters with appendices that provide supporting documentation related to activities and materials produced for the PSC and as part of the public participation process. The Chapters include:

- ❖ Chapter 1 – Introduction provides background on the plan including its purpose, how it is organized, and the key considerations specific to the project.
- ❖ Chapter 2 – Existing & Planned Conditions summarizes operation of the current transportation infrastructure and details the current land uses within the study area.
- ❖ Chapter 3 – Needs Assessment discusses the issues resulting from the existing and planned conditions summarized in Chapter 2 that should be addressed to improve safety for pedestrians, bicyclists, and vehicles and improve overall quality of life for the community members.
- ❖ Chapter 4 – Recommendations presents the recommended projects and initiatives that are proposed to address the needs that are identified in Chapter 3.
- ❖ Chapter 5 – Funding & Follow-On Activities provides an outline of potential revenue sources to implement the recommendations that are presented in Chapter 4.

Project Steering Committee Members

Thomas Lyon
Wayne County Economic
Development & Planning

Susie Jacobs
Town of Walworth, Supervisor

Christopher Countryman
Town of Macedon, Supervisor

Kevin Rooney
Wayne County Public Works
Department

Phil Williamson
Town of Walworth, Zoning Board

Norm Druschel
Town of Walworth, Building
Inspector

Scott Allen
Town of Macedon, Town Engineer

Dr. Shawn Van Scoy
Gananda Central School District,
Superintendent

Thomas Mayberry
Blue Heron Hills Golf Course

John Edlund
Gananda Community Member

Robert Williams
Genesee Transportation Council

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

Plans and Zoning

The Towns of Walworth and Macedon both have Zoning in place and have a Comprehensive Plan to guide the development of their communities. Walworth has the most recent plan, which was last updated in 2016, whereas Macedon last updated its plan in 1999. These plans help the communities to develop changes to the Zoning Codes, understand the needs, priorities and desires of the residents, and set a pattern for future development. The Gananda Central School District prepared a revision to their Strategic Plan in 2019 as it looked forward to changes in the demographic of the population being served and potential changes to their programming and facilities.

While the Comprehensive Plans provide guidance, they do not carry the weight of the Zoning Codes or the Design Criteria that have been adopted by the respective Town Boards. Neither town has a requirement to provide sidewalks or bicycle links between developments or between residential developments and commercial, business, or industrial uses. The 2016 Comprehensive Plan of the Town of Walworth identifies the potential for a system of hiking and biking trails within the Municipal Facilities District that would connect to residential developments.

The Walworth Design Criteria includes language establishing a minimum sidewalk width of 4 feet when they are provided.

The Gananda Central School district did not expand their strategic planning into adjacent neighborhoods. They did, however, recognize the importance of engaging the community and families of the students, and to provide opportunities for access to the school resources and functions.

The following section is from the applicable planning/zoning code sections:

2.8.7 SIDEWALKS

Sidewalks shall be provided where required or requested by the Town for safety or convenience. Generally, sidewalks will be required along local Primary or Major Thoroughfares and along other streets near schools or where pedestrian traffic is anticipated. The minimum width of sidewalks shall be 4 feet (4'). Development in commercial areas may require wider sidewalks.

4.1 Develop a system for transportation that will support families' ability to participate in school related events such as conferences, curriculum nights, meetings and other events.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 1 – Introduction

The steady growth of the Gananda planned community after many years of little growth has helped build a sense of community that did not exist in the 1960s through the 1980s. There are design criteria and Zoning Code amendments that can bring the desires of the communities and the developers together. Regardless of the underlying land use, the methods of safely bringing opportunities for multi-modal movement of people to avail themselves of resources in the community such as the school system, retail, professional offices, recreation or visiting friends has been recognized as a need that should be expanded.

The Town of Macedon indicated that there are no plans to expand in the southeastern area of Gananda, which is within the town. The Town of Walworth has recently approved a 98-lot residential subdivision at the western end of the study area off of Gananda Parkway approximately 1,500 feet west of Mildahn Road. Within this development there will be sidewalks but there are no plans for linkage to neighborhoods and services to the east.

Summary of Key Considerations

In order for later recommendations to best maximize transportation's contribution to safety and livability in the Gananda community, they must be based on alignment (location) and design (arrangement of physical elements). The recommendations must complement each other to identify safe, efficient, and attractive options for transportation system users who desire to walk or bicycle. From the outset, sustainability from physical/structural, financial, and environmental standpoints must also be integrated.

The development of effective recommendations is accomplished through the inventory and evaluation of existing and planned physical conditions. Additionally, operating characteristics of transportation infrastructure and services along with current and potential future land uses are examined. Based on the inventory, which combines data with community input, a needs analysis has been conducted to serve as the foundation for developing recommended improvements that will most improve safety for pedestrians, bicyclists, and motorists, improving the overall quality of life for community members.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Overview

Located at the northeast end of the study area, the GCSD Campus is a major community center for both education and after-school/weekend events. Other community-related uses in the study area include Rochester Regional Health's Gananda Family Practice, Fairway Dental, Get It Straight Orthodontics, Cross Creek Church's Gananda Campus, and Children's Continuous Care daycare (which is the only non-agricultural, private business west of Hance Road).

Most manufacturing and light industrial uses in the study area are located close to the intersection of Gananda Parkway and Canandaigua Road. On the south side of Gananda Parkway are the 106,000-square-foot Baldwin Richardson Foods facility and Research Forest, which is home to Rochester Network Supply, Spoon Exhibit Services, Exelon Generation's Ginna Emergency Operations Facility, Hansford Parts & Products, and Concours Classic Motorcars. There is also recreational vehicle (RV) and boat storage near the entrance to the Evergreen Hills Apartments.

To the north of Gananda Parkway on Canandaigua Road are the entertainment and recreation uses. The Blue Heron Hills Golf course extends from its clubhouse west with certain portions of the course directly adjacent to the Parkway and cart path crossings within residential areas. Dining establishments on Canandaigua Road north of the Parkway include Mac's Pizza Shack (attached to The Station gas station and convenience store) and the Gananda Pub (part of the Blue Heron Hills Golf Club). At the southeast end of the study area is Long Acre Farms/JD Wine Cellars on Eddy Road, which hosts tastings and events including music, yoga, crafts, and the Amazing Maize Maze in the fall.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Transportation

The major streets that comprise the Study Network include:

Gananda Parkway (County Route 205A)

Gananda Parkway (County Route 205A) runs east-west through the study area and is owned, maintained, and operated by Wayne County. It is classified as a Collector, which means that it is intended to “serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). Within the study area, Gananda Parkway consists of one 12-foot-wide travel lane in each direction with approximately eight-foot-wide shoulders on each side of the road. There are no sidewalks or pedestrian facilities along the road. Drainage ditches are located on the north and south side of the road.

Along the project’s western terminus at the signalized intersection with Walworth-Penfield Road/NYS Route 441, the eastbound approach is comprised of a slip right turn lane onto Gananda Parkway.

The Annual Average Daily Traffic (AADT) from 2015 as provided by NYSDOT for Gananda Parkway was approximately 5,570 vehicles per day from Route 441 to Macedon Town Line. The heavy vehicle traffic (e.g., trucks, buses, etc.) in this segment was 16 percent. The AADT in 2016 on the segment of Gananda Parkway from Macedon Town Line to Eddy Road was approximately 1,500 vehicles per day. The heavy vehicle traffic in this segment was 14 percent. Along Gananda Parkway, the posted speed limit is 55 miles per hour (mph) from its western terminus at NYS Route 441 to just west of Research Forest where the speed limit posted at 50 mph until its eastern terminus at Eddy Road. The observed 85th



Looking west on Gananda Parkway, west of Canandaigua Road

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

percentile speed was 58 mph in the eastbound direction and 60 mph in the westbound direction just east of Route 441 and 46 mph near Canandaigua Road in each direction.

Canandaigua Road

Canandaigua Road runs north-south through the study area and is owned, maintained, and operated by the Towns of Walworth and Macedon. It is classified as a Local Road, which means that it is “not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.” (Federal Highway Administration, *Highway Functional Classification Concepts – 2013 Edition*, 2013). North of the stop-controlled intersection with Gananda Parkway, Canandaigua Road consists of one 11-foot-wide travel lane in each direction with shoulder widths of approximately six-feet. There are no sidewalks along the roadway and drainage ditches are located on the east and west sides of the road.

The ADT from 2020 as provided by Wayne County for Canandaigua Road within the study area was approximately 1,900 vehicles per day. The posted speed limit is 50 mph and the observed 85th percentile speed was 49 miles per hour.



Looking south on Canandaigua Road to Gananda Parkway

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Waterford Road

Waterford Road runs east-west through the project Area and is owned, maintained, and operated by the Towns of Walworth and Macedon. Like Canandaigua Road, it is also classified as a Local Road (as described above). Waterford Road consists of one 12-foot-wide travel lane in each direction. Two-foot-wide gutters with closed drainage and some sidewalks are located along both sides of the road between Gananda Parkway and Wiedrick Road.

The AADT from 2020 as provided by Wayne County for Waterford Road within the study area was approximately 2,700 vehicles per day. The speed limit is currently posted at 30 mph with a school zone speed limit of 20 mph from 7:00 a.m. to 6:00 p.m. on school days. The observed 85th percentile speed was 33 mph. An approximately five-foot wide shared-use path exists on the east side of the road from Sherwood Drive to Richard Mann Elementary School. There are pedestrian crossing signs at marked crosswalks and advance signage alerting drivers of their presence.



Looking north across Waterford Road at Fairway 5

Traffic count and speed data is included in **Appendix B**. **Figure 2** identifies the roadway classifications and **Figure 3** provides traffic volumes and observed speeds and **Figure 4** identifies the existing sidewalks and pathways within the study area.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions



Figure 2 - Roadway Classification Map

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

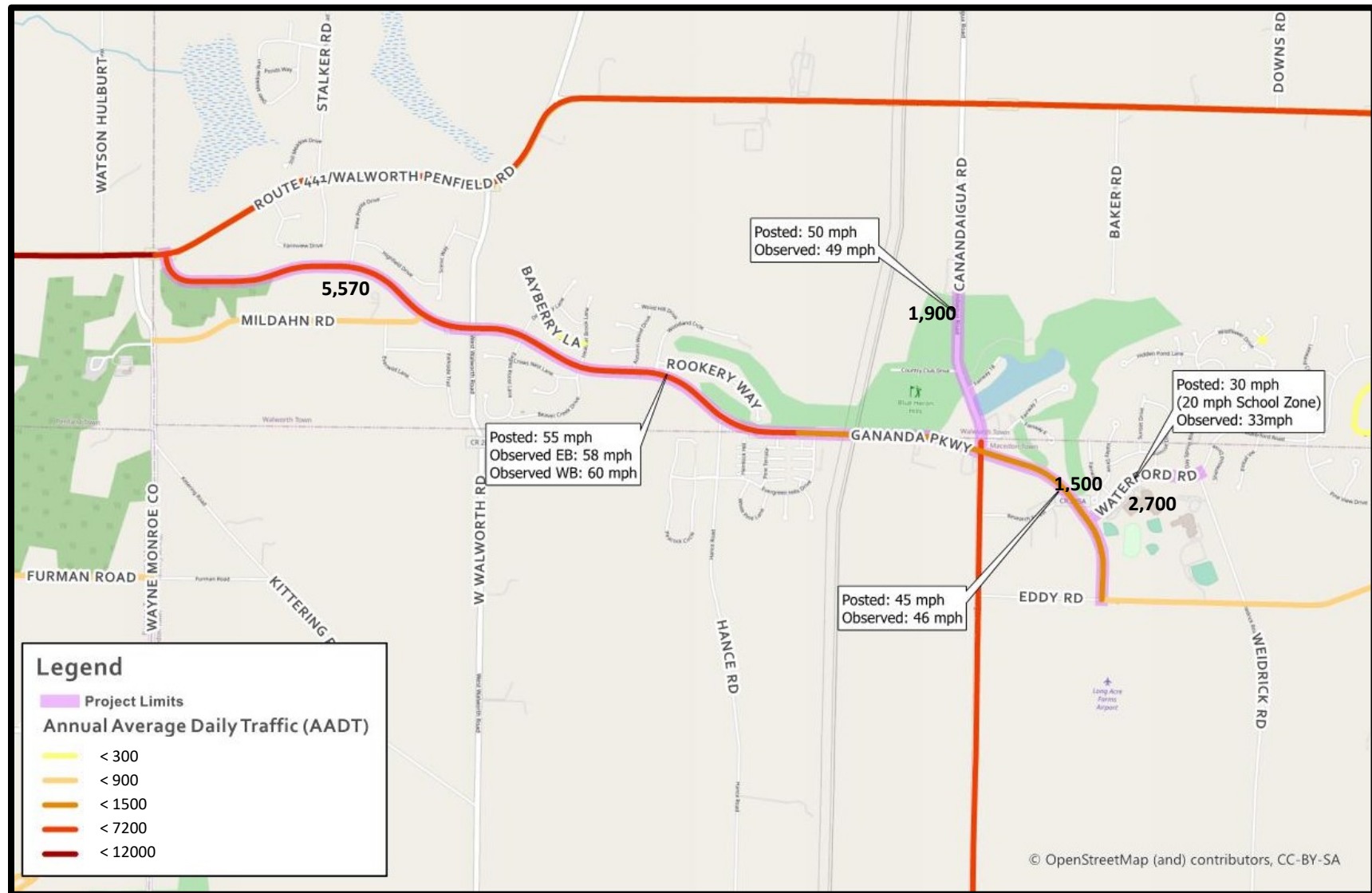


Figure 3 – Traffic, Volume, & Speeds

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

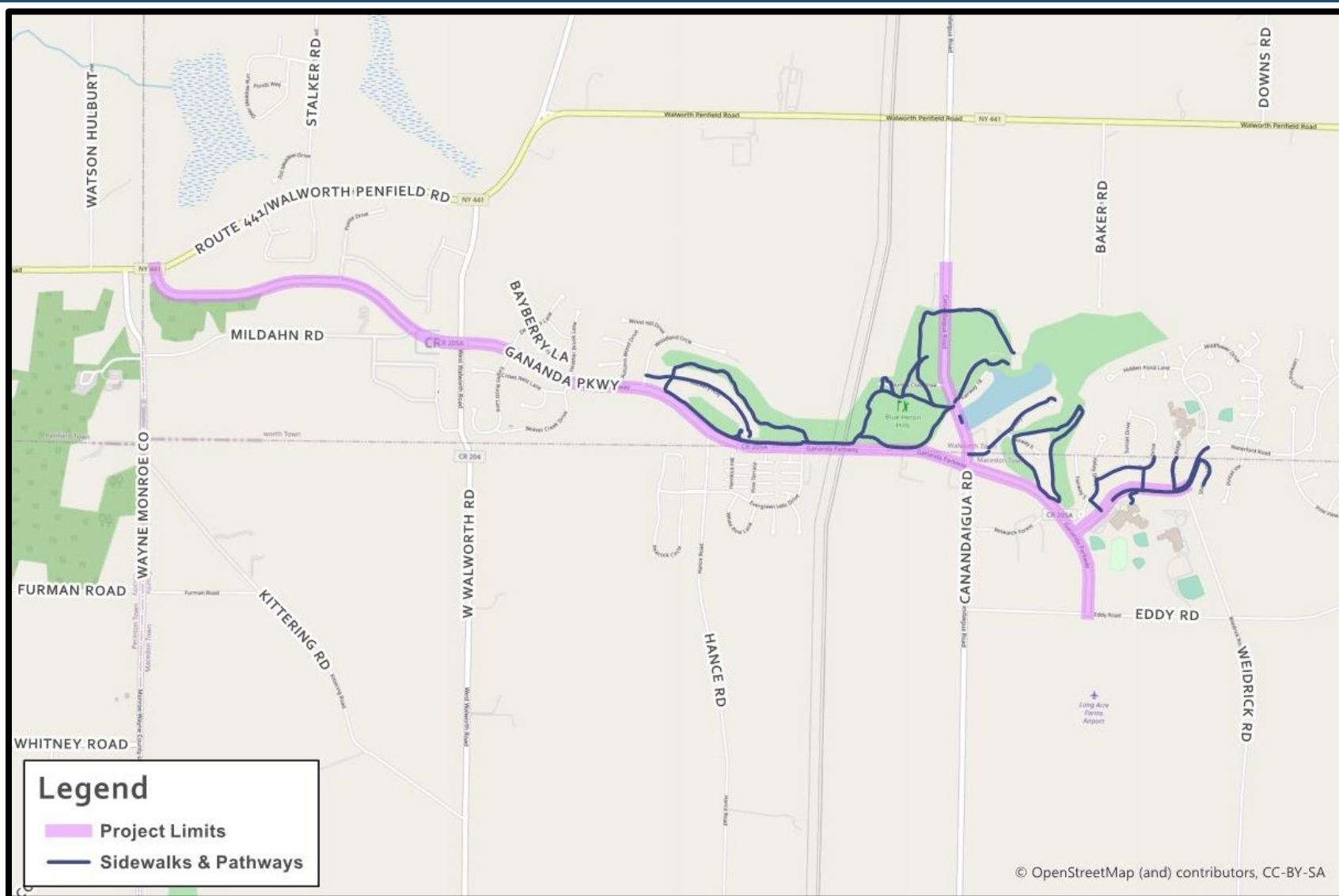


Figure 4 – Existing Sidewalks and Pathways

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Truck Traffic



The primary roadway within the ATP is Gananda Parkway which is comprised of approximately 16 percent truck traffic from Route 441 to the Macedon Town Line and approximately 14 percent truck traffic from the Macedon town line to Eddy Road per the New York State Department of Transportation's *2015 Classification Count Average Weekday Data Report*. The directional distribution is approximately 50/50. Trucks travel predominantly in both directions during the weekday morning peak hour (8:00am to 9:00am) and the evening peak hour (between 4:00pm and 5:00pm).

Public Transportation



The study area is not serviced by a route operated by Regional Transit Service (RTS) Wayne. However, RTS Wayne offers reduced fares for senior citizens and route deviation services (3/4 mile off-route) in accordance with the American Disabilities Act. RTS bus maps and schedules for Wayne County can be accessed at www.myrts.com/Wayne/Schedules. Due to the COVID-19/Coronavirus, RTS Wayne has suspended fixed-route service and is only operating Dial-A-Ride service.

Crashes

Crashes were reviewed for a five-year period between June 1, 2014 and May 31, 2019 to identify if there are patterns of crashes and any high collision locations. Within the study area, 203 crashes occurred within the five-year period which includes Gananda Parkway and the surrounding area. Of the 203 crashes, 73 (36%) resulted in property damage only, 31 (15%) resulted in injury, and 99 (49%) were non-reportable crashes. Six (6) crashes involved a pedestrian and each crashes resulted in injury. Of the pedestrian crashes, four (4) occurred during the midday and two (2) occurred during the evening peak hour. Three (3) pedestrian crashes occurred on or near Waterford Road and two (2) pedestrian crashes occurred near Route 441 at Gananda Parkway. **Figure 5** identifies the Crash Heat Map. The crash summary data is included in **Appendix C**.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

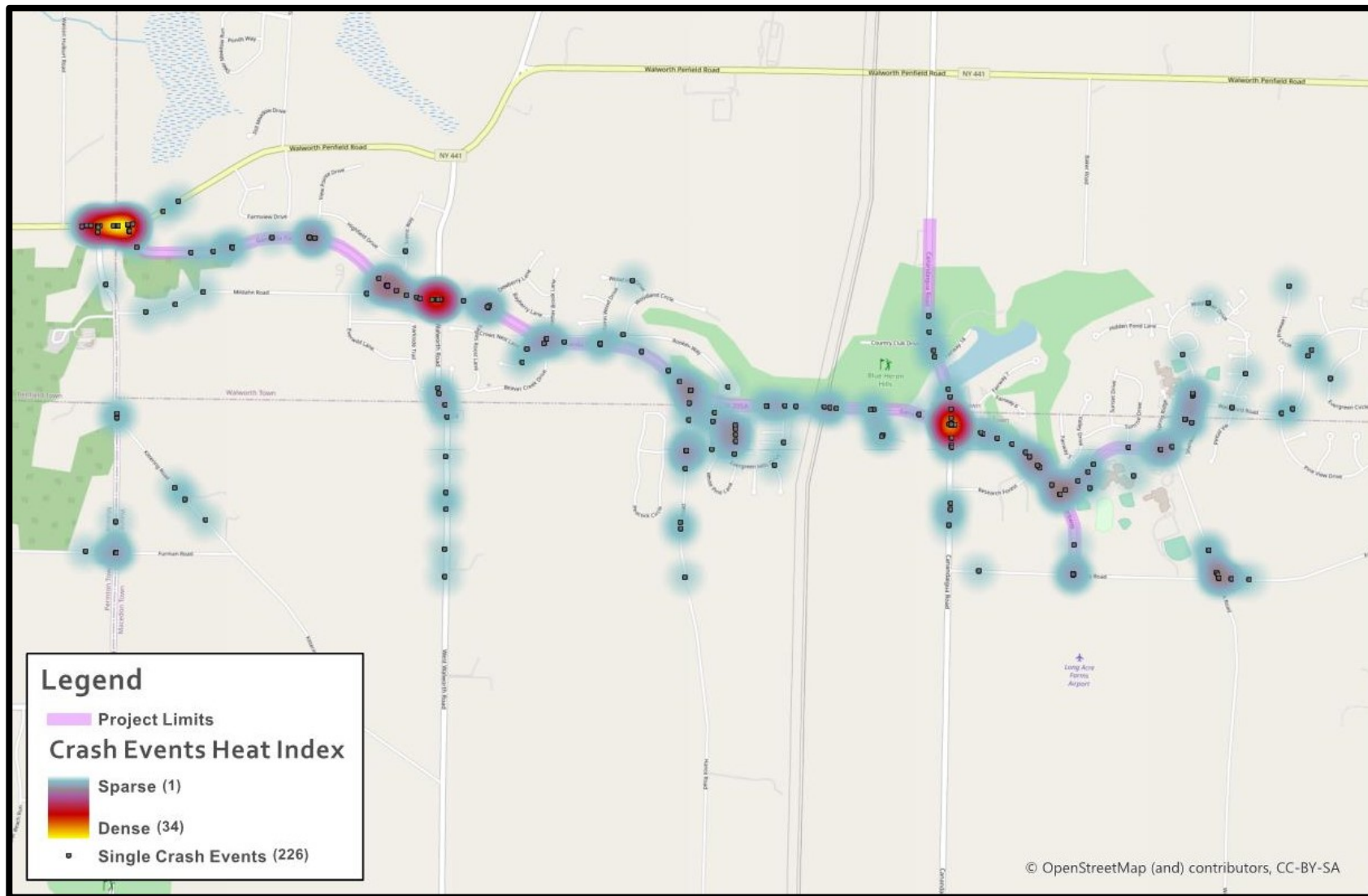


Figure 5 – Crash Heat Map

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Land Use

Existing

Gananda Central School District Campus

The Gananda CSD Campus is the largest trip generator within the study area. Located east of the Gananda Parkway with access from Waterford Road, the Gananda CSD Campus is comprised of three schools: Richard Mann Elementary School, the Gananda Middle School and Ruben A. Cirillo High School. The three schools that comprise the Gananda CSD Campus serve as community gathering places. In addition to education during the typical school year (September through June) the schools also host evening events year-round and in the summer months for sports, meetings, summer school, recreation, training courses, and other community events.



Community Related Businesses

Several businesses and medical offices are located within the Gananda community. A majority are located in the eastern section of the study area with access from Gananda Parkway or Canandaigua Road. All of the businesses offer off street parking.

Residential

Single-family detached homes, townhomes and apartments are located throughout the Gananda community. Several neighborhoods are situated within the Community with access from Gananda Parkway and Waterford Road. Residential neighborhoods are located on the north and south side of Gananda Parkway. The Gardens Senior Apartment complex is located on Canandaigua Road, north of Gananda Parkway.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

Agricultural

Several parcels along the northern and southern limits of Gananda are active agricultural lands. The land parcels are located along the perimeter of the residential land uses adjacent to the Gananda Parkway. Tractors, trucks, and heavy equipment associated with farming in the community utilize Gananda Parkway daily.

Industrial

There are two main areas of industrial activity that generate daily trips for employees and include truck traffic. Baldwin Richardson Foods is located on the south side of Gananda Road and several industrial businesses are located in Research Forest just west of the southern portion of Gananda Parkway. Research Forest is home to Rochester Network Supply, Spoon Exhibit Services, Exelon Generation's Ginna Emergency Operations Facility, Hansford Parts & Products, and Concours Classic Motorcars. Additionally, a recreational vehicle (RV) and boat storage facility is located near the entrance to the Evergreen Hills Apartments. These businesses impact the transportation network as several utilize trucks to transport materials into and out of the facilities.



Entertainment

To the north of Gananda Parkway on Canandaigua Road are the entertainment and recreation uses. Portions of the Blue Heron Hills Golf Club course are directly adjacent to Gananda Parkway with cart path crossings located within residential areas. Several dining establishments are located on Canandaigua Road north of Gananda Parkway. Additional businesses (some seasonal) are located near the southeast end of the study area.

Figure 6 identifies the Land Uses within the study area.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 2 – Existing Conditions

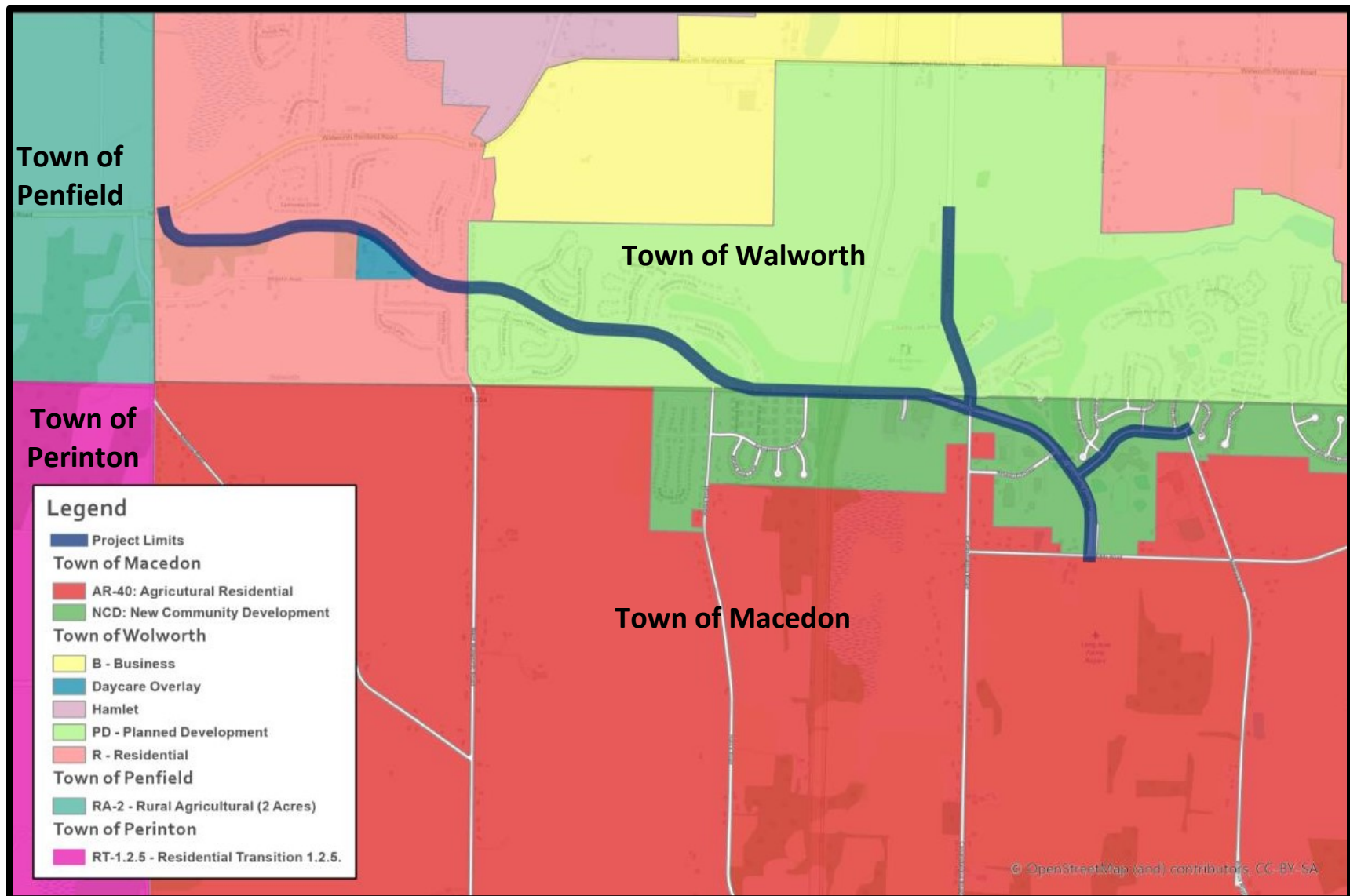


Figure 6 – Land Use Map

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 3– Needs Assessment

Overview

The identification of needs related to multi-modal circulation and accessibility directly reflects opportunities to enhance safety, community character, and economic opportunities. The study identifies key needs through the analysis of transportation and land use data supplemented with feedback from the Project Steering Committee, other stakeholders, and the public.

Transportation Needs

Based on the information gathered and developed during the existing conditions assessment and from the first public meeting, alternatives were identified to enhance traffic calming and safety. The alternatives considered improvements that balance goods movement needs and active transportation needs with enhancements to pedestrian and bicycle facilities to improve transportation connectivity for all travel modes within the project area with special consideration for the safety needs surrounding users who access the Gananda CSD Campus and the residential neighborhoods.

Combining the results of the inventory and evaluation of existing and planned conditions with community input resulted in the identification of three primary needs that should be addressed by plan recommendations.

- 1) Improve Safety for Pedestrians & Bicyclists
- 2) Improve Safety for Vehicle
- 3) Improve the Overall Quality of Life for Community Members

This chapter further investigates the each of these primary needs for the ATP.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 3– Needs Assessment

Improve Safety for Pedestrians & Bicyclists



There are no dedicated bicycle or pedestrian facilities along Gananda Parkway, Canandaigua Road, or Waterford Road within the study area. As a result, bicyclists currently utilize the shoulder section of each roadway. A worn pedestrian path was observed in the grass area along the north side of Gananda Parkway as community members often use the path to travel from the residential neighborhoods to the golf course. A worn pedestrian path was also observed in the grass along the south side of Waterford Road as students often use the path to and from school from the residential neighborhoods on the north side of the street.

Improve Safety for Vehicles

Within the study area, which includes Gananda Parkway and the surrounding area, 203 crashes occurred during the five-year study period. The crashes occurred in mid-block segments and at several intersections within the study area. Many were related to animals and can be attributed to the inability to react because of excessive speeds. A good portion of collisions that occurred at the intersections were right angle, right turn, and left turn crashes. Of the 203 crashes, six crashes involved a pedestrian and resulted in injury.

Improve Overall Quality of Life for Community Members

Evaluating and addressing the impacts of the existing community land use and development pattern is an important element of the study. Land use decisions impact trip generation, traffic patterns, and the ability of pedestrians and bicyclists to move through the community. Vehicle volume and speeds also affect how pedestrians and cyclists move about the community. Several residential neighborhoods are positioned throughout the study area and a majority lack connectivity to other neighborhoods, parks businesses and the GCSD.

The needs described in this chapter serve as the basis for screening potential alternatives to determine the recommendations that are described in Chapter 4. Implementation of the plan recommendations will improve safety for pedestrians, bicyclists, and vehicles and improve overall quality of life for all community members.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 3– Needs Assessment

Stakeholder Engagement

Analysis of data provides many insights. However, community members who travel daily within the community on the roadway provide a more complete picture of the issues and opportunities to improve quality of life. Due to the COVID-19 pandemic, engagement with the stakeholders and the public was adjusted to adhere to the guidelines recommended by New York State for group gatherings while still actively engaging and soliciting input. On-line public meetings were held to allow those with first-hand knowledge of the study area to provide their input and views on what works well, what does not work well, and how to make things better.

Public Meeting #1

A virtual public meeting was held on the evening of Wednesday, August 26, 2020. The meeting included a presentation to introduce the project and a Q&A to ensure that questions were fully addressed. Notifications of the meeting were sent to stakeholders and advertised via social media to inform residents and businesses within the study area. Additionally, a media advisory was issued. Several people attended the meeting and submitted comments during and after the presentation. Four map survey questions were available on the project web page for the community to comment on and pose questions. Seven questions related to the project needs were offered for the public to reply to. Topics included pedestrian access, near-miss collisions, and locations often avoided during specific times of the day.

Comments received included concerns about the lack of pedestrian accommodations on the Parkway. Participants described locations, specifically Hance Road and West Walworth Road, that experience issues with near-miss collisions. Several comments noted that there is not a good area to ride bicycles and that they do not feel safe walking or biking on the Parkway so close to traffic moving at high speeds. Other comments mentioned that there is no safe place to cross the Parkway. Several comments also focused on the lack of sidewalks, lighting, and the need to slow vehicles down.

The full presentation and a summary of all comments received during and after the public meeting are included in **Appendix D**.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

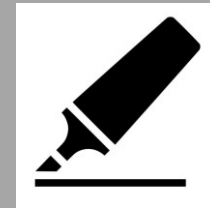
Overview

The recommendations of the plan support non-motorized connectivity and address the needs identified in the previous chapter by enhancing safety and accessibility for all users through dedicated pedestrian and bicycle facilities. Connections include links between residential neighborhoods and the Gananda Central School Campus. The improvements included in this chapter represent a customized approach to selecting technically-sound design solutions unique to Gananda.

Figure 7 identifies the improvement locations outlined for the plan. The improvements are focused on proposed changes and additions to streets, pedestrian facilities and bicycle facilities.

Getting to the Point

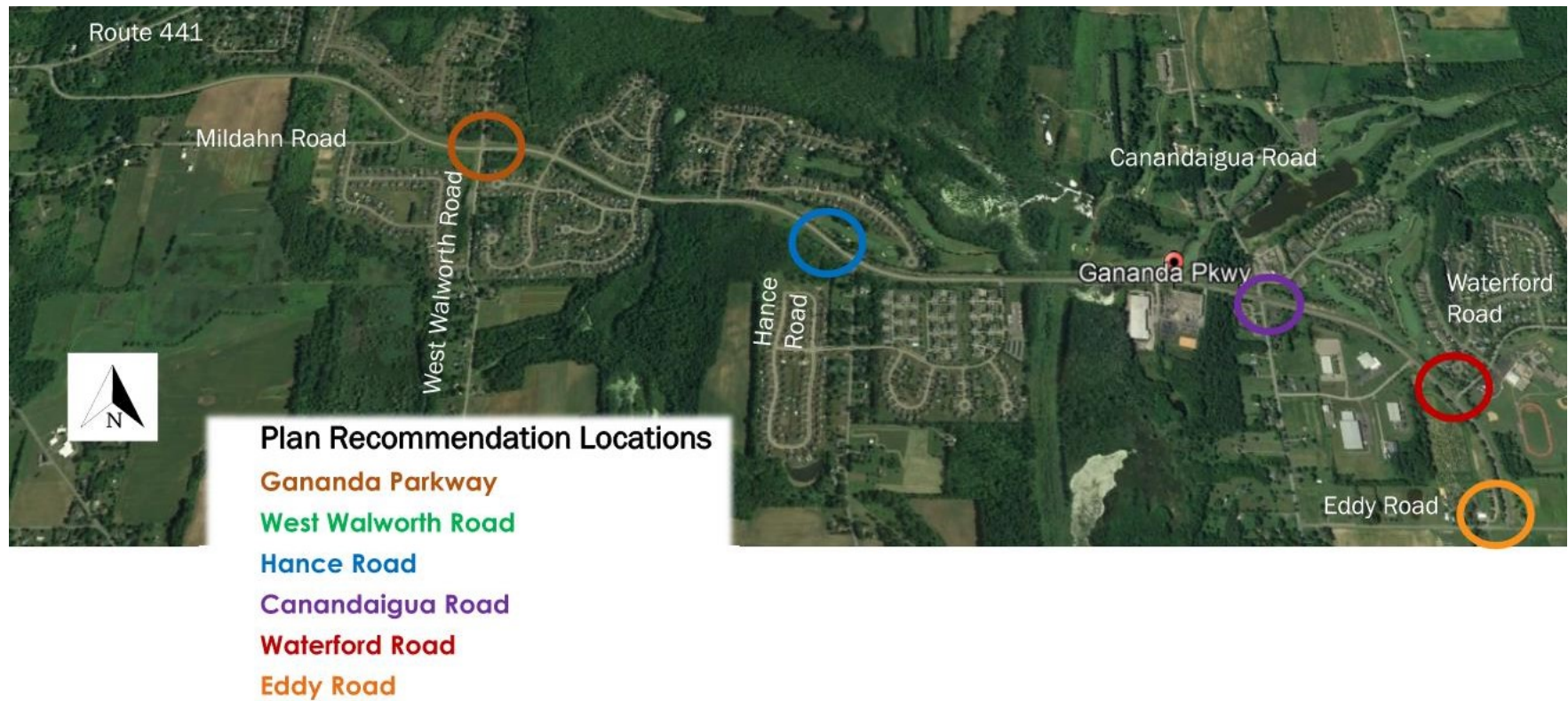
Highlights of each recommendation are provided at the beginning of their respective discussion to make it easier for readers to determine if they want to further explore the proposed actions. Each section is noted by the highlighter icon.



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 7 – Plan Recommendation Locations



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Pedestrian and Bicycle Accessibility and Roadway Improvements



The modifications along Gananda Parkway include implementing pedestrian and bicycle facilities to provide accessibility from the residential neighborhoods to the community center. Additional modifications include roadway improvements to enhance safety for all users.

Gananda Parkway (County Route 205A)

Within the study area, Gananda Parkway is comprised of one lane in each direction with shoulders along each side. Pedestrians and bicyclists currently utilize the shoulder section as sidewalks or dedicated bicycle lanes are not present along the roadway. As discussed in Chapter 2, the observed 85th percentile speeds were approximately three to five miles per hour over the posted speed limit of 55 miles per hour west of Canandaigua Road. The highest daily traffic volumes observed on the section of Gananda Parkway between NYS Route 441 and West Walworth Road were approximately 5,500 vehicles per day with directional volumes that demonstrate significant commuter use of the corridor as the westbound traffic is higher during the morning peak period and the eastbound traffic volume is higher during the evening peak period. Additionally, several residential neighborhoods are located to the north and south of the Gananda Parkway with Blue Heron Golf Course adjacent to a portion of the Gananda Parkway.

To address varying needs along the Gananda Parkway, the corridor is broken down into the following five segments for discussion and intervention:

1. Route 441 to West Walworth Road
2. West Walworth to Hance Road
3. Hance Road to Canandaigua Road
4. Canandaigua Road to Waterford Road
5. Waterford Road to Eddy Road

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Gananda Parkway – Segment 1 (Route 441 to West Walworth Road)

Observations

Comprised of four horizontal curves and open drainage, Segment 1 is intersected by two residential streets: View Pointe Drive and Mildahn Road. Plans for a new residential neighborhood are currently approved along the south side of the road with access to Gananda Parkway and Mildahn Road. The intersections, including West Walworth Road, are stop controlled and provide access to and from residential neighborhoods. No turning lanes or pedestrian facilities are present at the intersections or along this segment. During the five-year study period analyzed, 17 collisions occurred along this segment, with the collisions at the intersection of Gananda Parkway and West Walworth Road occurring at approximately six times the New York State average rates.

Recommendations

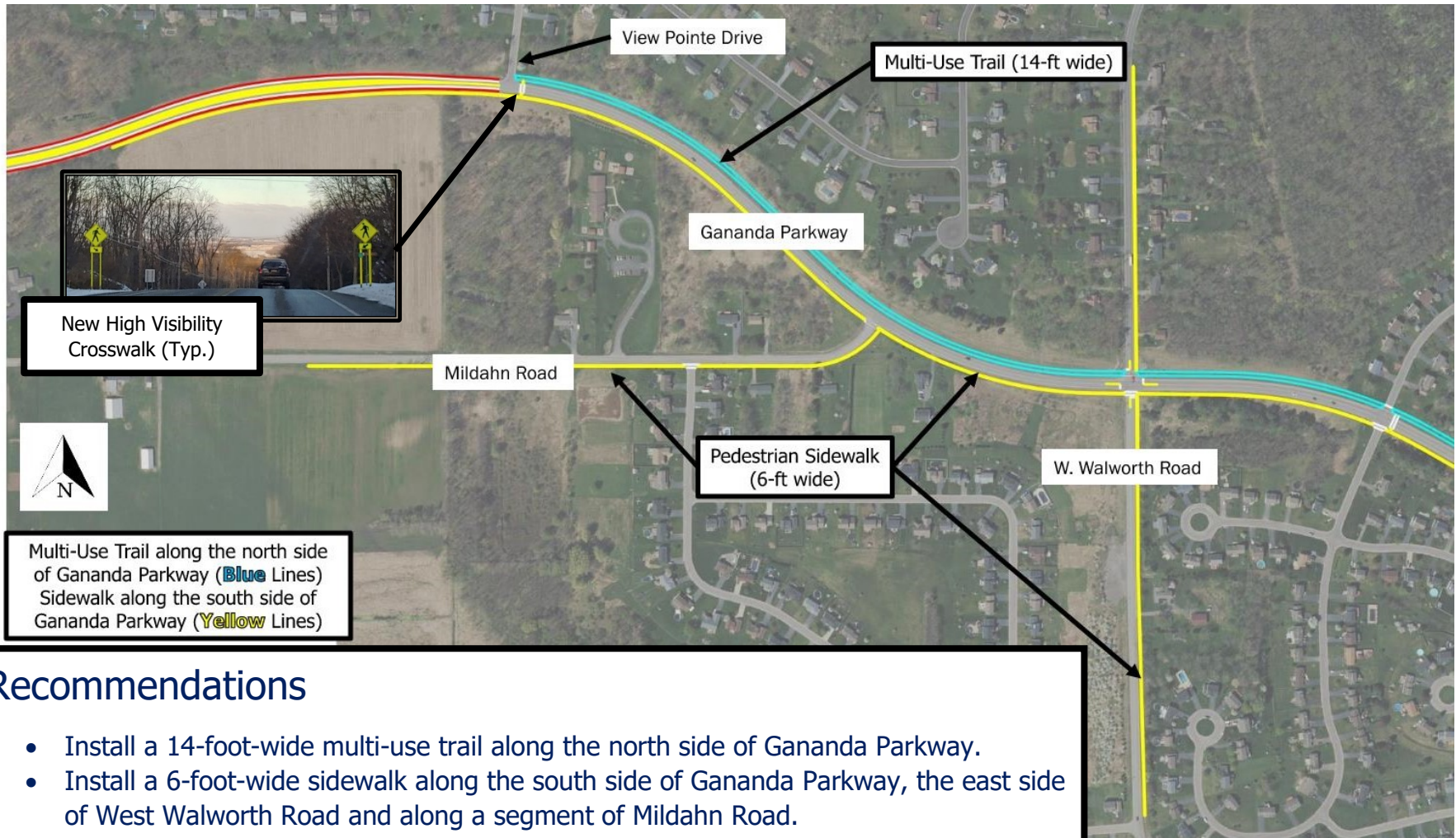
Originating at View Pointe Drive and continuing to the east, a new 14-foot-wide multi-use trail is recommended along the north side of the Parkway to provide travel for pedestrians and bicyclists. A 10-foot offset from the edge of pavement is also recommended to provide further separation from the roadway. To provide accessibility from the residential neighborhoods to the south, a 6-foot-wide sidewalk is recommended along the south side of Gananda Parkway, along the eastside of West Walworth Road and along a segment of Mildahn Road including crosswalks across Mildahn Road and across West Walworth Road. Mid-block pedestrian crossings on Gananda Parkway are not proposed in this segment due to the observed 85th percentile speeds and presence of multiple horizontal curves. The limits of the recommended multi-use trail and sidewalk improvements are identified in **Figure 8**. New and supplemental lighting is also recommended along the multi-use trail, along the sidewalk sections and at the intersections with crosswalks.

Together with the recommended provisions outlined for pedestrians and bicyclists along this segment, additional improvements are recommended for Gananda Parkway as future development occurs along the corridor. **Figure 9** illustrates an option to widen the roadway to accommodate a center median that could accommodate left turn lanes as development occurs on the vacant lands along the north and south sides of the roadway. This option highlights the potential for widening within the segment's right-of-way. In consideration of this improvement option, it is recommended that the sidewalk be constructed along the roadway's right of way to allow for the potential of future pavement widening opportunities.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 8– Gananda Parkway Segment 1 (Rte. 441 to W. Walworth Rd) – Ped. & Bicycle Improvements



Recommendations

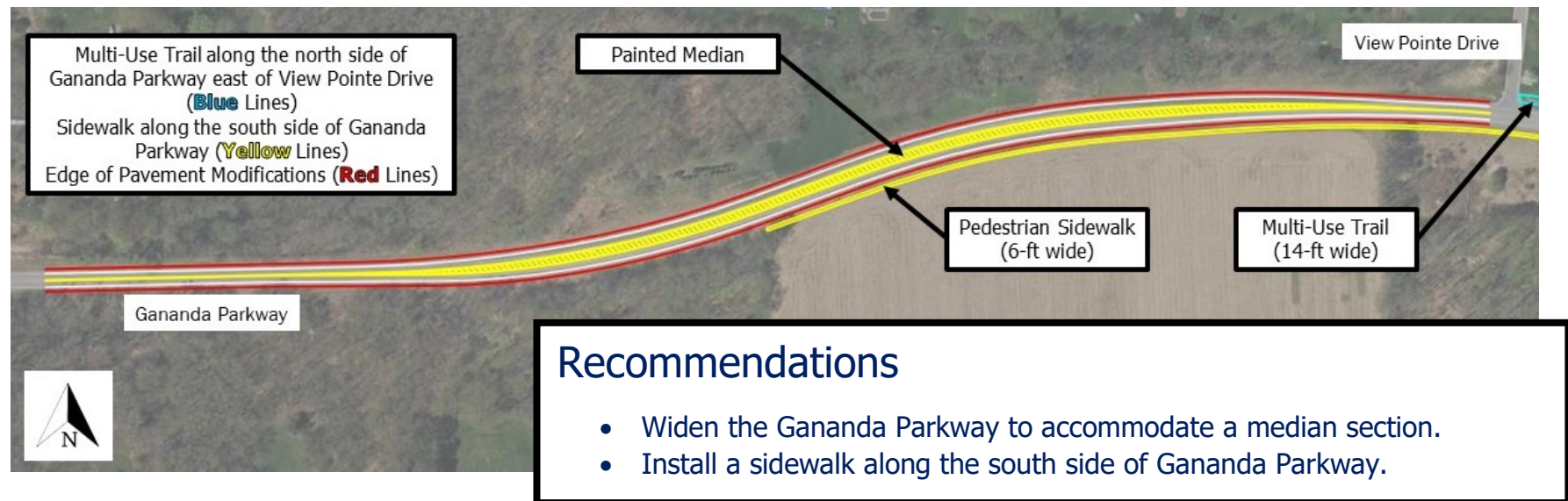
- Install a 14-foot-wide multi-use trail along the north side of Gananda Parkway.
- Install a 6-foot-wide sidewalk along the south side of Gananda Parkway, the east side of West Walworth Road and along a segment of Mildahn Road.
- Provide crosswalks across Mildahn Road and across West Walworth Road.
- Install lighting along the multi-use trail, sidewalks and at crosswalks.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Due to the number of crashes and the introduction of pedestrian facilities, modifications are recommended for the stop-controlled intersection of West Walworth Road and Gananda Parkway. Two alternatives are presented as options for the plan: an all-way stop control and a roundabout. An all-way stop controlled intersection includes adding a four-way flasher to advise drivers approaching from each direction. **Figure 10** identifies the improvements associated with the recommended alternative which includes new stop signs, stop bars and an overhead flashing light. A secondary alternative for the intersection is a roundabout. **Figure 11** illustrates how a standard roundabout (with a truck apron) could transform the existing intersection, with the largest potential impacts to the northbound and southbound approaches. A roundabout was explored and recommended as an alternative for this location to minimize future crashes and reduce vehicular speeds. Additional benefits include reduced conflict points and allowance for pedestrians to cross one direction of traffic at a time. Based on the low traffic volumes through the intersection, a mini roundabout is a low-cost option for this location. Both roundabout options support the pedestrian and bicycle accommodation outlined earlier in this section.

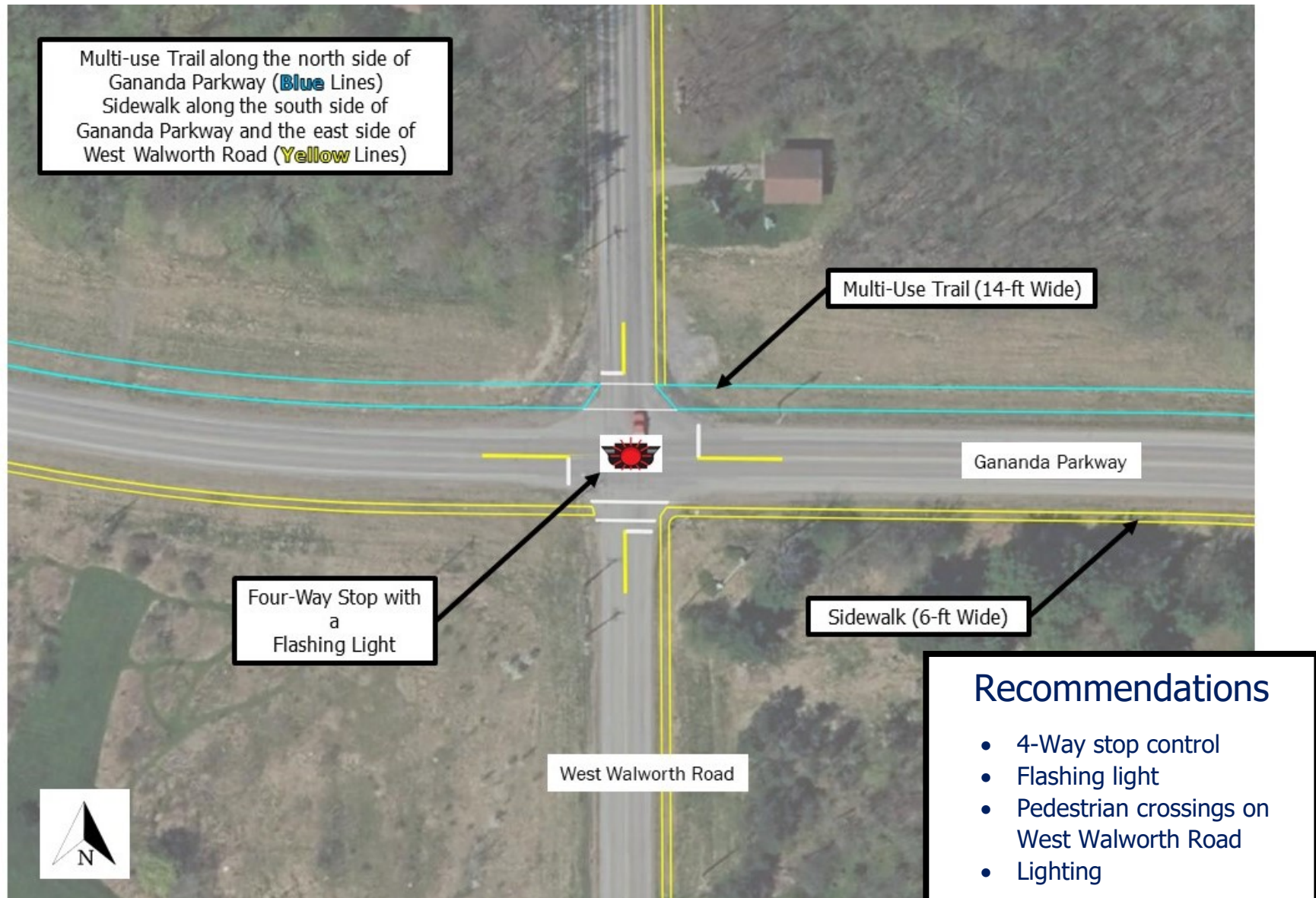
Figure 9– Gananda Parkway Segment 1 (Route 441 to West Walworth Road) - Roadway Improvements



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

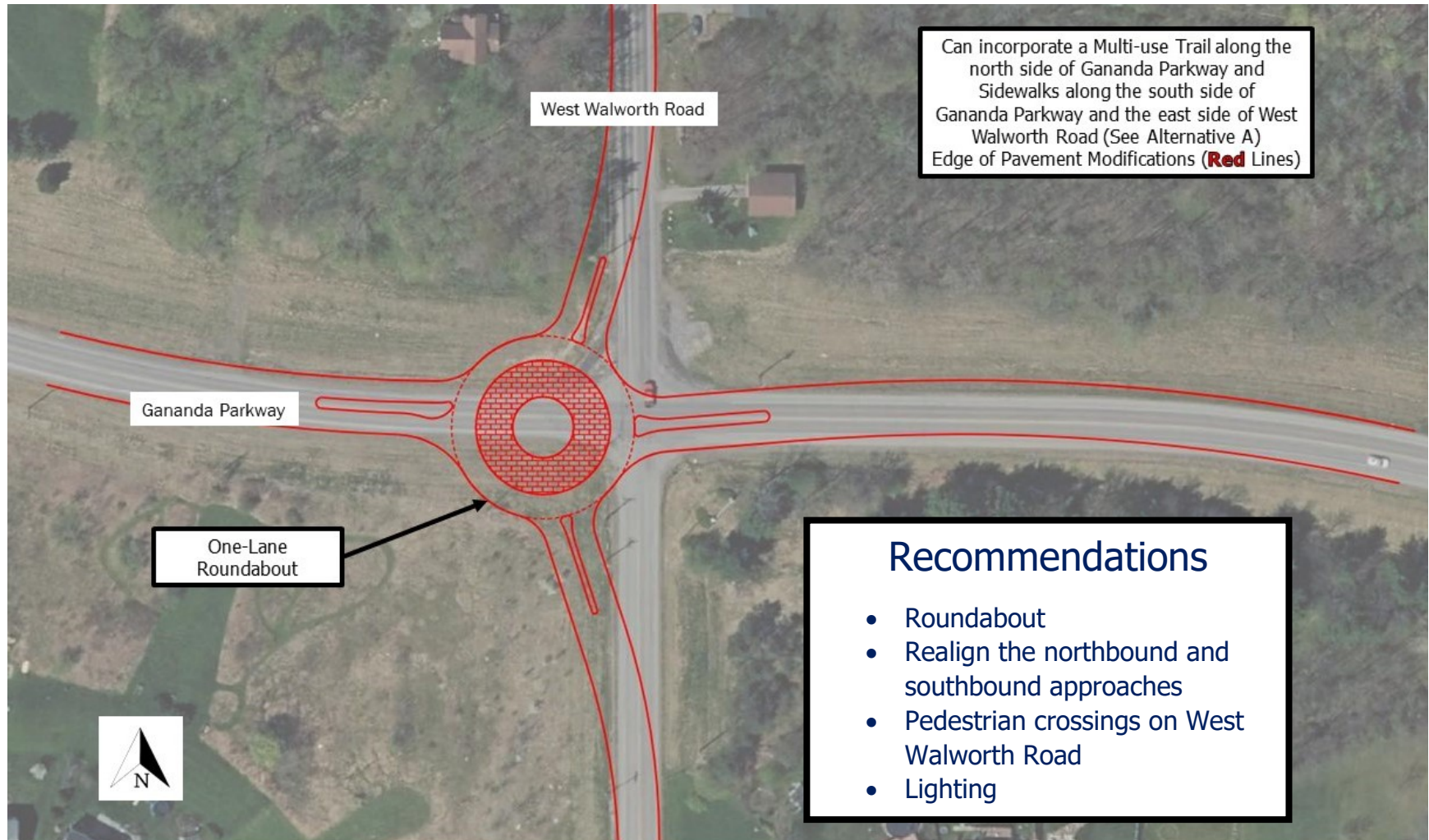
Figure 10 – Gananda Parkway Segment 1 (Route 441 to West Walworth Road) – W. Walworth Road (Alt A)



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 11 – Gananda Parkway Segment 1 (Route 441 to West Walworth Road) - W. Walworth Road (Alt B)



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Gananda Parkway – Segment 2 (West Walworth Road to Hance Road)

Observations

The segment of Gananda Parkway from West Walworth Road to Hance Road is comprised of four stop-controlled intersections that provide access to several residential neighborhoods. Like Segment 1 to the west, Segment 2 contains multiple horizontal curves and drainage is open on both sides of the road. No turning lanes or pedestrian facilities are present at the intersections or along the segment. During the five-year study period analyzed, seven collisions occurred along Segment 2. The collision rate at the intersection of Gananda Parkway and Hance Road was twice the New York State average collision rate. Predominantly, the collisions were characterized as right-angle crashes.

Recommendations

Continuing east from West Walworth Road, a 14-foot multi-use trail with 10-foot offset is recommended along the north side of the Parkway. In the western end of this segment, the golf course pathway is adjacent to the roadway's right-of-way line and would necessitate a barrier between the recommended multi-use trail and the golf course pathway. A 6-foot-wide sidewalk is also recommended along the south side of the Parkway in this segment to provide access to the residents in the Eagles Roost Lane and Beaver Creek neighborhoods. In addition to provisions for crosswalks across the side streets along the north and south sides for Gananda Parkway, high visibility mid-block pedestrian crossings are recommended across Gananda Parkway at Eagles Roost Lane and Dewberry Lane. Advanced pedestrian crossing signs are recommended on the eastbound and northbound approaches. The recommended multi-use trail and sidewalk improvements for this segment are identified in **Figure 12**. New and supplemental lighting is recommended along the multi-use trail, along the sidewalk sections and at the intersections with crosswalks.

In addition to the improvements recommended to improve safety for pedestrians and bicyclists, a modification to the northbound approach of Hance Road at Gananda Parkway is recommended. **Figure 13** demonstrates the realignment of the northbound approach and the resulting turning radii reduction. An improvement to the intersection's sight distance is anticipated as a result of the recommendation.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 12 – Gananda Parkway Segment 2 (W. Walworth Rd to Hance Rd) – Ped. & Bicycle Improvements



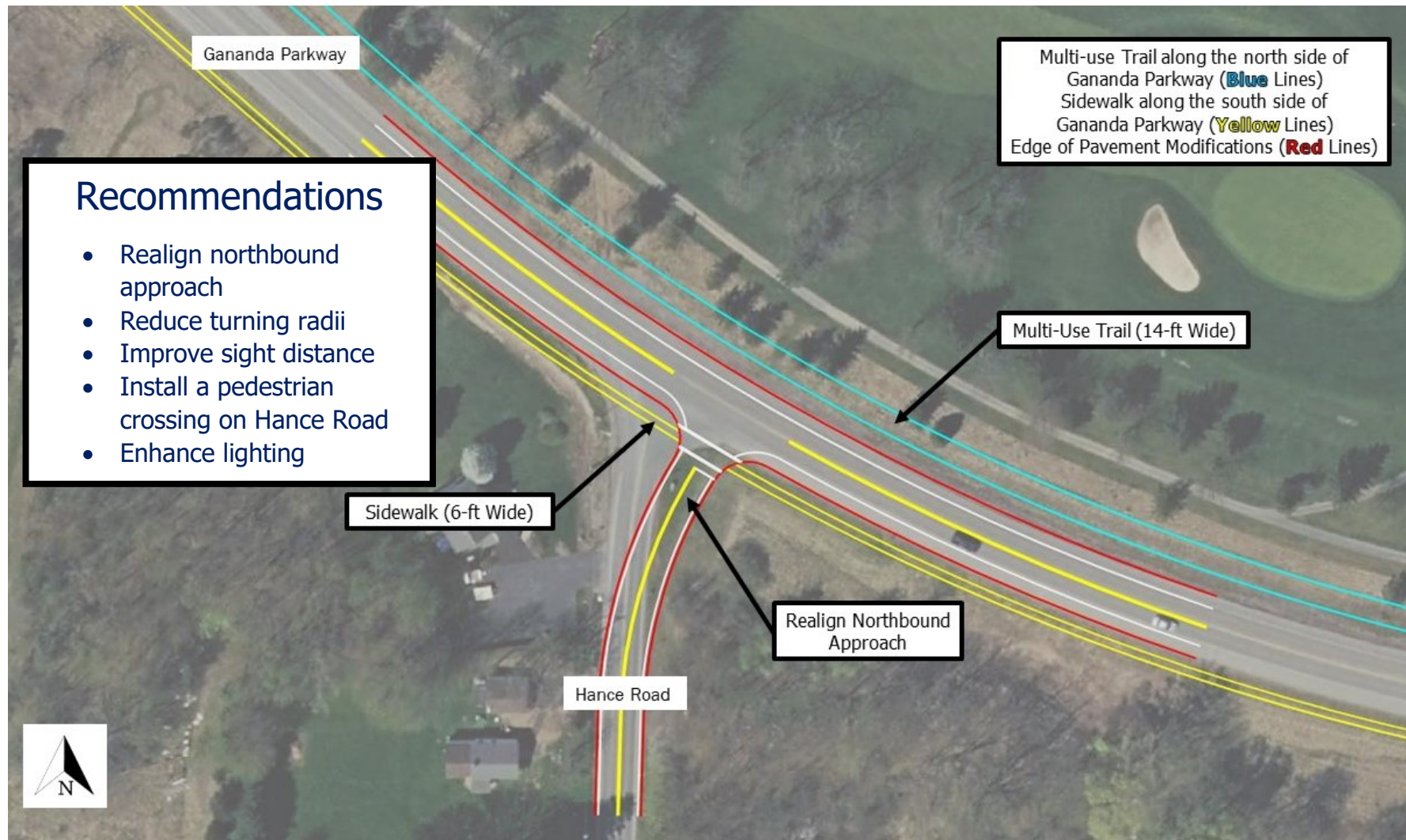
Recommendations

- Install a 14-foot multi-use trail along the north side of Gananda Parkway.
- Install a 6-foot sidewalk along the south side of Gananda Parkway.
- Provide crosswalks across Eagles Roost Lane and Dewey Lane.
- Install lighting along the multi-use trail, sidewalk and at crosswalks.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 13– Gananda Parkway Segment 2 (West Walworth Road to Hance Road) - Hance Rd Improvements



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Gananda Parkway – Segment 3 (Hance Road to Canandaigua Road)

Observations

This segment of Gananda Parkway from Hance Road to Canandaigua Road is intersected by Evergreen Hills Drive which provides access to multiple residential streets and is stop controlled on the northbound approach. There are no turning lanes or pedestrian facilities along the segment. During the five-year study period analyzed, 12 collisions occurred along this segment. The collision rate at the intersection of Gananda Parkway and Canandaigua Road was twice the New York State average collision rate and included rear end, right angle, and right and left turn crashes.

Recommendations

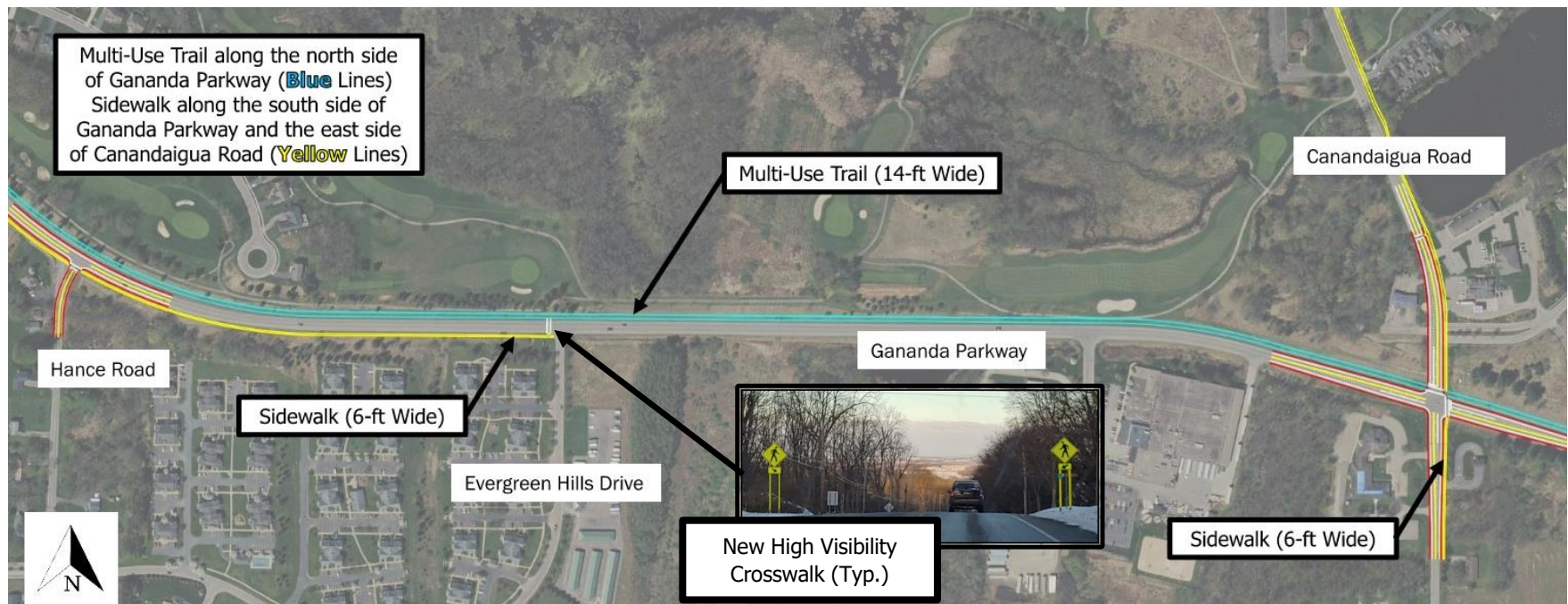
Similar to the previous segments presented in this section, a 14-foot-wide multi-use trail is recommended along the north side of the Gananda Parkway with a 10-foot offset from the edge of pavement where achievable. Across from Baldwin Richardson Foods, the width of the right-of-way section along the north side of Gananda Parkway is approximately 20-feet and maintaining a 10-foot offset for the multi-use path is not plausible. In this area, a barrier is recommended on both sides of the multi-use path. Continuing from Hance Road to the east, the 6-foot-wide sidewalk is recommended to extend to Evergreen Hills Drive. The recommended pedestrian and bicycle improvements are identified on **Figure 14** for this segment. New and supplemental lighting is recommended along the multi-use trail, along the sidewalk sections and at the intersections with crosswalks.

In conjunction with the recommended pedestrian and bicycle improvements, modifications to the intersection of Canandaigua Road and Gananda Parkway are recommended. Two alternatives are presented as options for the intersection: a 3-phase traffic signal with left turn lanes, and a roundabout. Although not currently needed, future development within the study area and along Canandaigua Road may necessitate the installation of left turn lanes on the approaches and a 3-phase traffic signal. **Figure 15** identifies the improvements associated with the recommended alternative which includes widening the pavement section and installing a new traffic signal with pedestrian facilities and signs. Another option for the intersection (**Figure 16**) includes constructing a standard one lane roundabout (with a truck apron). A roundabout was explored and recommended for this location to minimize future crashes and reduce conflict points for vehicles and pedestrians. Based on the low traffic volumes through the intersection, a mini roundabout is also a lower cost option for this location. Both options support the pedestrian and bicycle accommodations on Canandaigua Road.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 14 – Gananda Parkway Segment 3 (Hance Rd to Canandaigua Rd) – Ped. & Bicycle Improvements



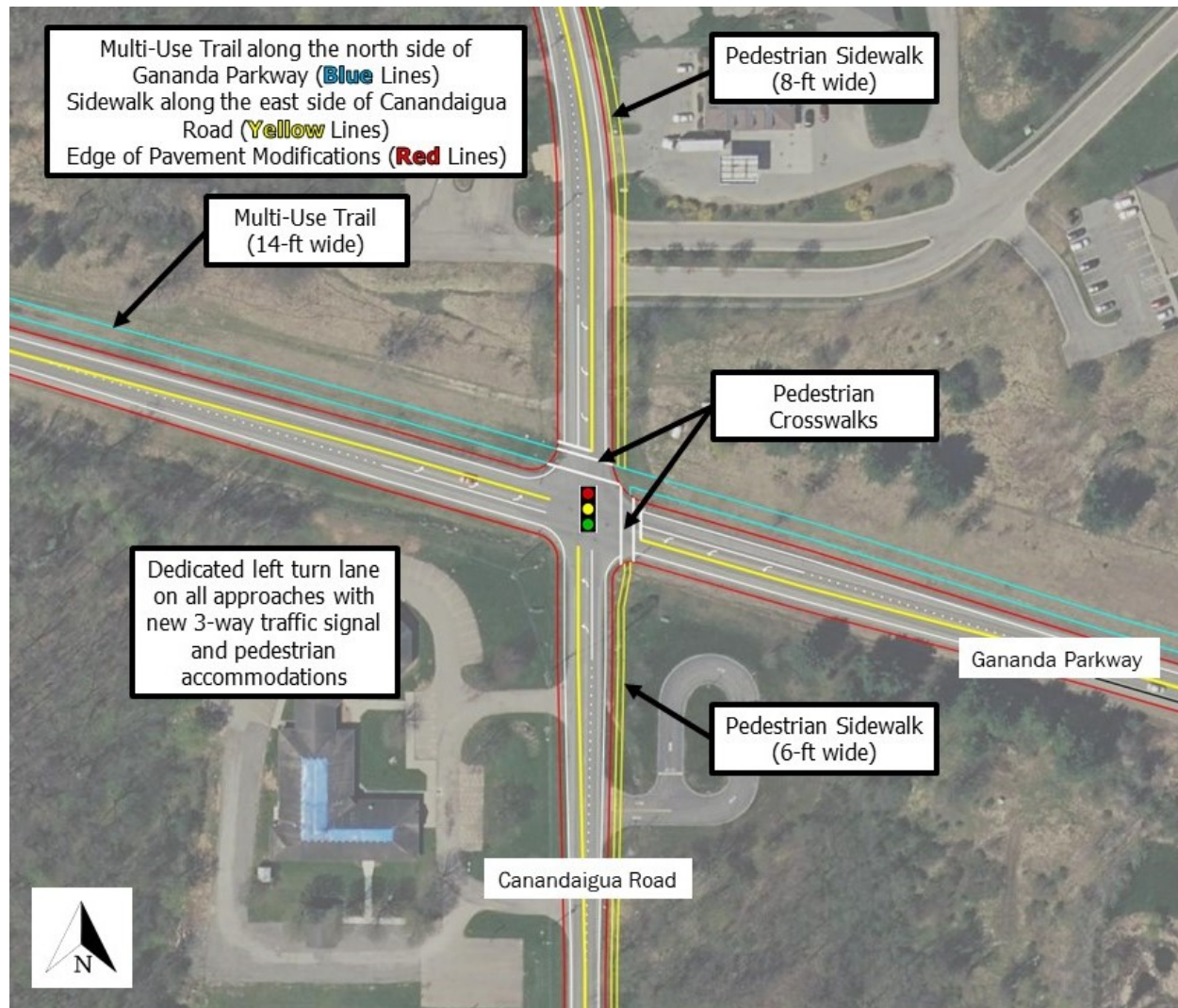
Recommendations

- Install a 14-foot multi-use trail along the north side of Gananda Parkway.
- Install a 6-foot sidewalk along the south side of Gananda Parkway to Evergreen Hills Drive.
- Provide a high visibility crosswalk across Gananda Parkway at Evergreen Hills Drive.
- Install lighting along the multi-use trail, sidewalk and at Evergreen Hills Drive.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 15 – Canandaigua Road – Improvements at Gananda Parkway (Alternative A)



Recommendations

- Install sidewalk along the east side of Canandaigua Road
- Install left turn lanes on each approach (future)
- Install a new 3-way traffic signal with pedestrian facilities
- Enhance lighting

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 16 – Canandaigua Road – Improvements at Gananda Parkway (Alternative B)



Recommendations

- Install roundabout
- Install sidewalk along the east side of Canandaigua Road
- Install a pedestrian crossing across the east side and north side of the intersection
- Enhance lighting

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Gananda Parkway – Segment 4 (Canandaigua Road to Waterford Road)

Observations

The segment of Gananda Parkway from Canandaigua Road to Waterford Road is distinctive from the preceding segments as the intersecting roads provide access to an industrial park, residential neighborhoods, and the Gananda Central School District (GCSD). No turning lanes or pedestrian facilities are present along this segment. During the five-year study period analyzed, nine collisions occurred along this segment and three collisions occurred at the intersection with Waterford Road. The collision rate at this intersection was more than three times the New York State average collision rate.

Recommendations

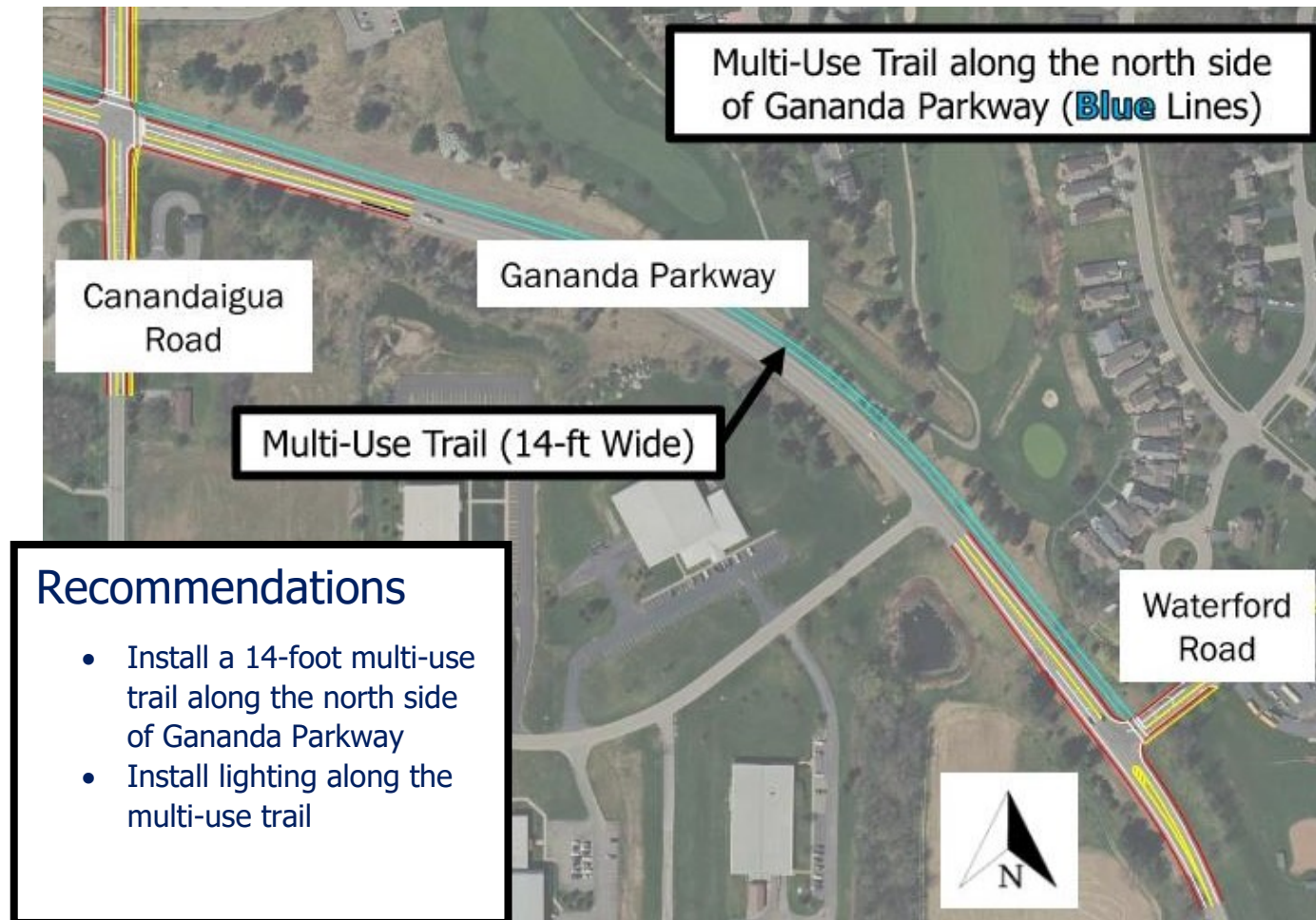
The 14-foot multi-use trail (with a 10-foot offset) is recommended to continue along the north side of the Gananda Parkway to Waterford Road. To provide a connection for the multi-use trail an 8-foot sidewalk is recommended along the south side of Waterford Road. The recommended pedestrian and bicycle improvements are identified on **Figure 17**. Supplemental lighting is recommended along the multi-use trail, along the sidewalk sections and at the intersection of Waterford Road and Gananda Parkway.

Geometric improvements are recommended for the intersection of Waterford Road and Gananda Parkway to accommodate a southbound left turn lane and an additional lane on the westbound approach. Due to the number of buses that enter and exit Waterford Road, and the volume of traffic to and from the schools, turn lanes are recommended to improve the intersection operation during the morning and afternoon periods. The improvements are detailed on **Figure 18** for the intersection.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

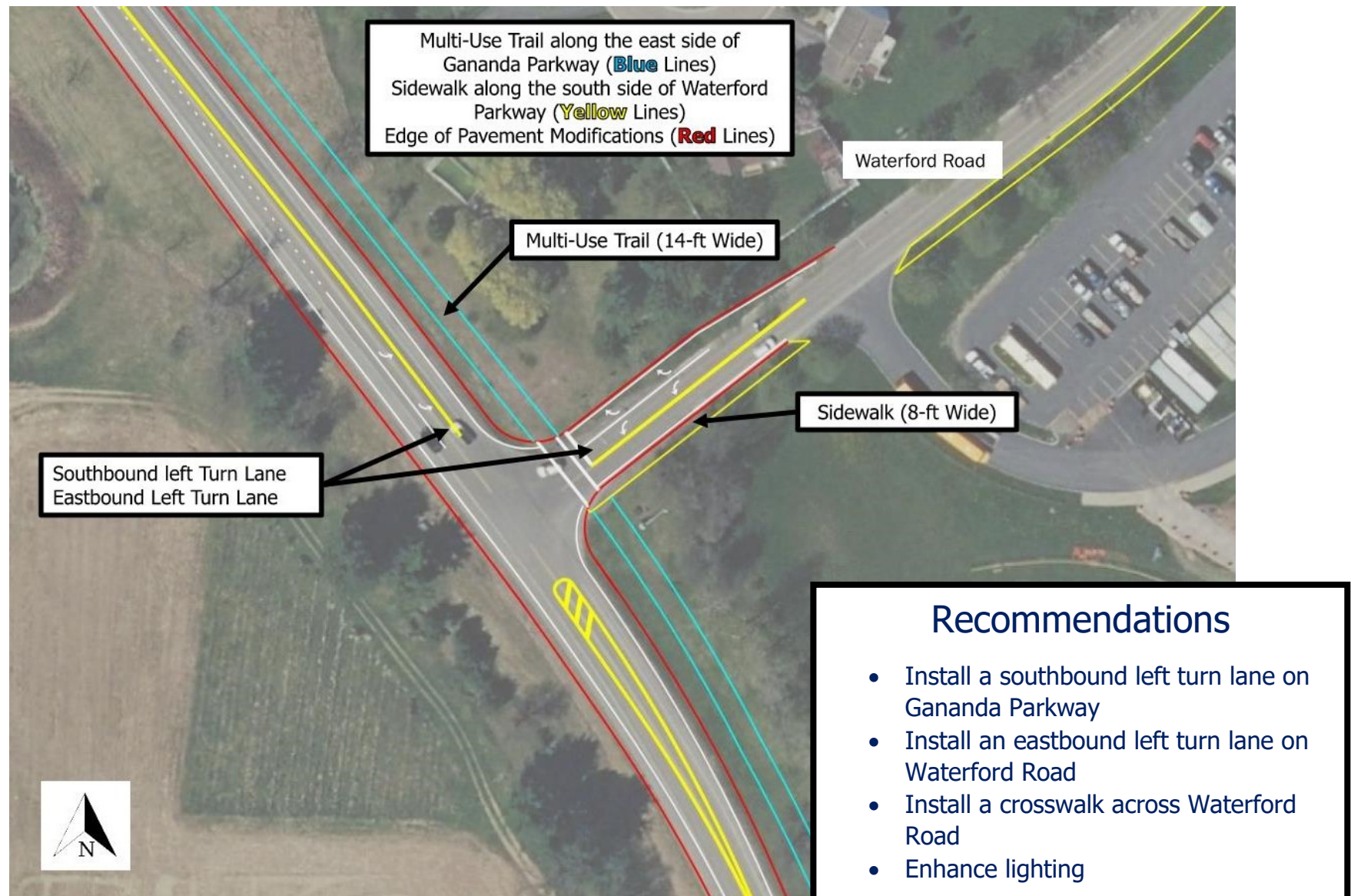
Figure 17 – Gananda Parkway Segment 4 (Canandaigua Rd to Waterford Rd) – Ped. & Bicycle Improvements



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 18 – Gananda Parkway Segment 4 (Canandaigua Road to Waterford Road) - Waterford Road



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Gananda Parkway – Segment 5 (Waterford Road to Eddy Road)

Observations

The segment of Gananda Parkway from Waterford Road to Eddy Road is a continuation of the preceding segment as the area is comprised of the Gananda Central School District campus, a park, and residential neighborhoods. No turning lanes or pedestrian facilities are present along this segment. During the five-year study period analyzed, one collision occurred along this segment and three collisions occurred at the intersection with Eddy Road. The collision rate at the intersection of Gananda Parkway and Eddy Road was almost double New York State average collision rate.

Recommendations

The 14-foot multi-use trail (with a 10-foot offset) is recommended to continue along the east side of the Gananda Parkway to Eddy Road. To provide a connection for the multi-use trail to a park on the west side of the Parkway, a crosswalk is recommended across Gananda Parkway on the north leg of the intersection at Eddy Road. Pedestrian and bicycle improvements are identified on **Figure 10**. Supplemental lighting is recommended along the multi-use trail and at the intersection of Eddy Road and Gananda Parkway.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 19 – Gananda Parkway Segment 5 (Waterford Road to Eddy Road) – Ped. & Bicycle Improvements



Recommendations

- Install a 14-foot multi-use trail along the east side of Gananda Parkway
- Install a crosswalk across Gananda Parkway at Eddy Road
- Add lighting

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations



The modifications along Waterford Road include constructing sidewalks and crosswalks to provide accessibility to and from the GCSD. Additional connections to paths and trails and provisions for bicycle racks are encouraged for implementation by the GCSD.

Waterford Road – Pedestrian and Bicycle Improvements

Observations

Waterford Road is located on the east side of Gananda Parkway and provides access to the GCSD campus and several residential developments. An asphalt sidewalk is located along the north side of the street between Fairway 5 and Vesper Ridge where a crosswalk is located and the sidewalk transitions over to the south side of the street continuing to the east. Evidence of a worn path was observed along the south side of the street extending to the west terminating at the elementary school drop off loop driveway.

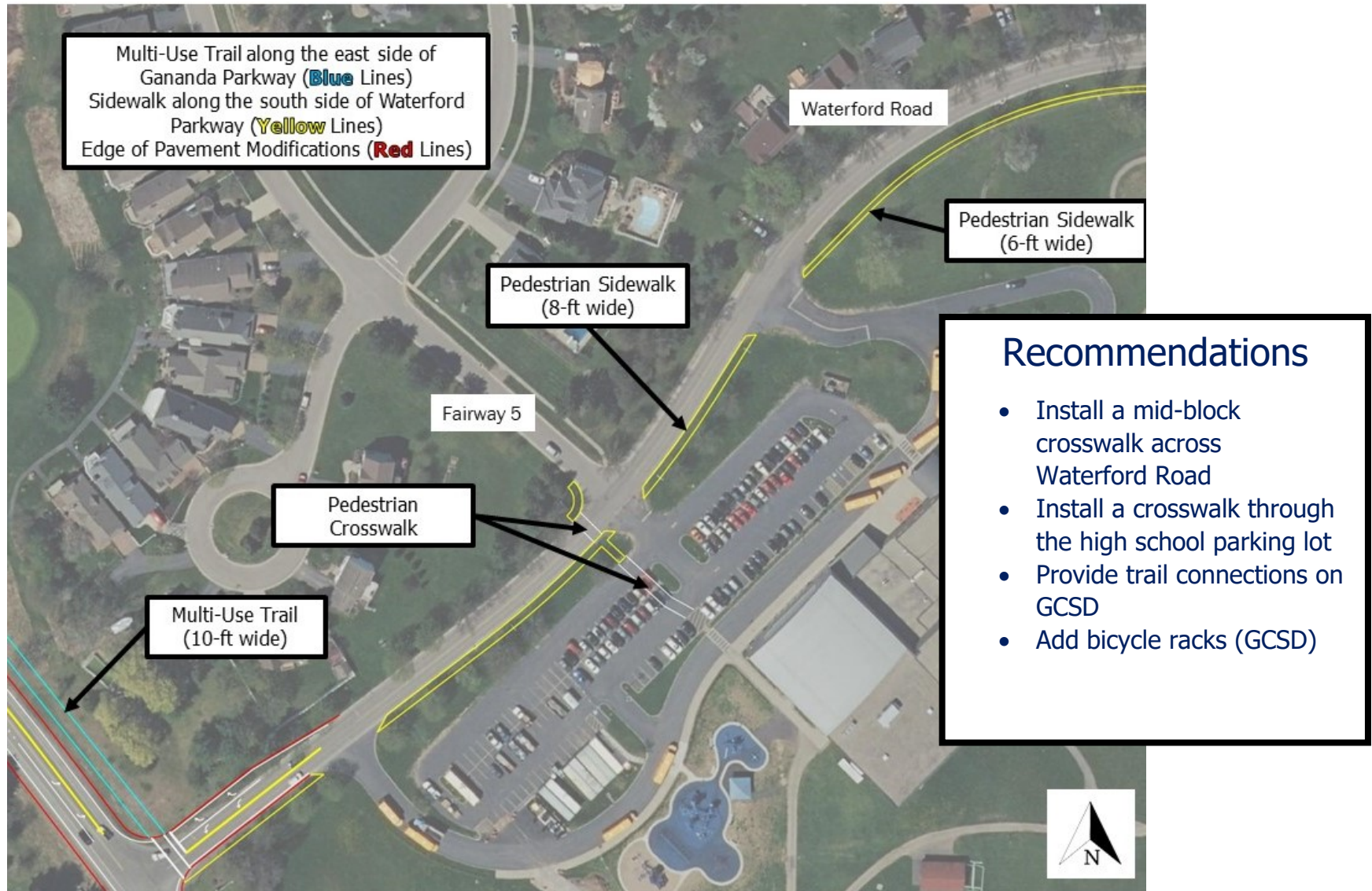
Recommendations

To provide a connection for the multi-use trail an 8-foot-wide sidewalk is recommended along the south side of Waterford Road. The width of the sidewalk would reduce to six feet just east of the elementary school's drop off loop driveway. A high visibility mid-block pedestrian crossing with advance signing is recommended at Fairway 5 to provide a connection from the neighborhood to the school and through the parking lot to the school's entrance. The improvements are identified on **Figure 20**. Additional improvements recommended include high visibility markings and advance signs for the mid-block crossing at Vesper Ridge. The GCSD is encouraged to enhance the campus with additional connections to paths and trails and to provide bicycle racks for students and faculty to encourage biking to school.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 20 – Waterford Road – Pedestrian and Bicycle Improvements



Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations



Improvements along Canandaigua Road include new pedestrian and bicycle facilities to provide accessibility to recreational and community activities and businesses for the residents.

Canandaigua Road – Pedestrian and Bicycle Improvements

Observations

Canandaigua Road intersects Gananda Parkway and connects to Route 441 north of the golf course. With the exception of a fishing deck located on the east side of a bridge adjacent to a small lake, there are no pedestrian facilities along the road. During the five-year study period analyzed, twelve collisions occurred along Canandaigua Road within the study area. The collision rate along a majority of the segments north of Gananda Parkway were higher than the New York State average collision rates.

Recommendations

To provide a connection to the multi-use trail recommended on Gananda Parkway, an 8-foot-wide sidewalk is recommended along the east side of Canandaigua Road between the Gardens Senior Living Community and Gananda Parkway. A high visibility mid-block pedestrian crossing with advance signing is recommended across Canandaigua Road on the existing (golf course) crossing and across Canandaigua Road just south of the bridge. Refer to **Figure 21** for details of the recommended improvements.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Figure 21 – Canandaigua Road – Pedestrian and Bicycle Improvements



Recommendations

- Install a sidewalk along the east side of Canandaigua Road
- Install two mid-block crosswalks across Canandaigua Road
- Lighting

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Improve Safety



A majority of the mid-block segments and intersections studied within the study area exceed the average collision rates for similar type roadways and intersections.

Reduce Crashes

Observations

During the five-year study period, 203 crashes occurred along the Gananda Parkway and within the study area. Of these crashes, approximately 46 percent occurred at intersections. The following crashes most commonly occurred within the study area:

- Fixed Object – 33 (16%)
- Right Angle – 25 (12%)
- Rear-End – 37 (18%)
- Deer/Animal – 52 (26%)

A majority of the mid-block segments and intersections studied within the study area exceed the average collision rates for similar type roadways and intersections. Several occurred on Gananda Parkway in the segments with 55 mph posted speed limits where the observed 85th percentile speeds ranged from 58 mph to 60 mph.

The recommended improvements at the intersections of Gananda Parkway at West Walworth Road, Hance Road, Canandaigua Road and Waterford Road are anticipated to improve safety and reduce the occurrence of crashes. The improvements are intended to reduce vehicular speeds and improve visibility for pedestrians and bicyclists.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

Recommendations

As part of the plan, mitigation opportunities were explored to reduce crashes and excessive speeds to improve safety. The following measures can be overlain to help drivers become more aware of their vehicle speeds upon entering areas within the study area and ultimately reduce the occurrence of crashes:

- ◆ Position temporary speed feedback signs at strategic locations during the morning and evening peak hours to alert drivers and to their actual speeds; and
- ◆ Install gateway treatments such community signs, plantings, lighting, and medians to draw drivers' attention and adjust their driving behavior in accordance with the setting.

Improve the Overall Quality of Life



The combination of heavy traffic (which includes trucks), speeding cars, and the horizontal alignment make for an uninviting environment for those who travel by non-motorized modes. The key to improving safety for all modes is to ensure that the study area corridors are inclusive of all roadway users.

Streetscape Enhancements

In addition to the pedestrian and bicycle improvements outlined in the plan, strategies to enhance community aesthetics and calm traffic can add to an improved overall quality of life. Items such as decorative lighting, gateway signs, crosswalks, trees, benches and plantings are enhancements that can be layered in areas within the plan to create a sense of place, encourage use of the sidewalks and multi-use trail and slow traffic.

- Decorative lighting can be added to the following locations where sidewalks and the multi-use trail are recommended in the plan to extend the usage time and enhance overall safety:
 - Canandaigua Road from Gananda Parkway to Fairway 18
 - Canandaigua Road from Gananda Parkway to a point approximately 400 feet south of the parkway
 - Gananda Parkway between Evergreen Hills and the approved subdivisions west of View Pointe Drive

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

- Mildahn Road from Gananda Parkway to the approved subdivision west of Everwild Lane
- Trees can be added along Gananda Parkway and Mildahn Road between the sidewalk and the road to further enhance traffic calming.
- Distance markers and benches added to the multi-use trail proposed along Gananda Parkway may encourage hikers and offer a place or rest along the trail. Other enhancements to the trail can include pet stations, waste cans, and birdhouses periodically placed along the trail.
- The following gateway treatments are recommended to further encourage traffic calming:
 - Business district signs and plantings such as flowering shrubs and trees on Gananda Parkway (in the eastbound direction) west of Blue Heron View and (in the westbound direction) east of Research Forest.
 - Neighborhood signs with flowers at subdivision and feeder streets from Gananda Parkway and Canandaigua Road.
 - Hanging baskets along decorative lighting poles recommended on Canandaigua Road.

Programmatic Alternatives



Beyond physical improvements, programmatic initiatives are recommended as part of the plan. Education for all users on the “how to’s” of crossing the street and driving appropriately as well as encouragement and enforcement is an essential part of implementing the plan recommendations. The plan proposes implementation of three non-infrastructure initiatives: 1) Education, 2) Encouragement, and 3) Enforcement of Traffic Laws.

The physical improvements identified in the ATP plan can be more effective if policies and programs that support the project goals are implemented:

- To enhance pedestrian visibility in crosswalks; and
- Slow drivers down along the corridor.

Engineering, Education and Encouragement and Enforcement

Successful plans incorporate all of the four “E’s” – engineering, education, encouragement, and enforcement. A majority of the recommendations previously discussed identify infrastructure projects to be implemented and are focused on the first E, engineering. However, a collaboration of all the E’s working together is important for the success of the ATP. For

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

example, enhancing pedestrian facilities, adding bicycle facilities, and enforcing traffic laws will encourage more people to enjoy the health benefits of walking and bicycling and will encourage them to adopt these activities into their daily routines.

Once the proposed intersection and roadway modifications are in place, the success of the improvements is dependent on all users. It is important to note that law enforcement agencies can support and assist in the implementation of the recommendations. Enforcement efforts should reinforce proper behavior as it relates to:

- Exceeding the posted speed limit;
- Failure to stop or not yielding to pedestrians who have the right of way; and
- Illegal use of the multi-use trail and sidewalks.

Public Meeting #2

A second public meeting was held online on the evening of Wednesday, January 13, 2021. The meeting was held in a “Town Hall” format with a presentation followed by Q&A to ensure that the details of the proposed alternatives were adequately described, and that questions were fully answered. As with the first public meeting, notifications were sent to stakeholders and advertised via social media to inform residents and businesses within the study area of the meeting. In addition, a media advisory was issued. Approximately 14 people attended the meeting and over a half dozen comments were made during and following the presentation. Four survey questions focusing on the project’s draft recommendations were available on the project’s web page. Participants were able to rate their preference for alternatives or level of support for certain recommendations. Over 45 people completed the survey and many provided additional comments on the recommendations. Many of the comments supported adding the multi-use path and sidewalks and inquired about reducing the speed limits on Gananda Parkway and on Mildahn Road.

GANANDA PARKWAY PEDESTRIAN & BICYCLE ACTIVE TRANSPORTATION STUDY

VIRTUAL PUBLIC MEETING

Seeking Input on Safety Strategies

WEDNESDAY JANUARY 13, 2021 4:30 PM

Type this website on your computer or mobile device to watch and listen.

WWW.PUBLICINPUT.COM/GANANDAPARKWAYSTUDY

Or, call this toll-free phone number to listen & call in live.

855- 925- 2801 MEETING CODE: 7974

Wayne County GTC

Presentation of potential solutions to enhance travel along the Gananda Parkway

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 4 – Recommendations

The full presentation and a summary of all comments received during and after the public meeting are included in **Appendix D**.

Figure 22 details the survey questions and the corresponding results of the survey:

Figure 22 – Public Meeting #2 - Survey Results

	Questions	Responses	Percent
1	Please indicate which alternative you prefer for the intersection of Gananda Parkway and West Walworth Road.	Alt A Alt B Nothing	34% 51% 15%
2	Please indicate your level of support for the improvements displayed above at the intersection of Gananda Parkway and Waterford Road.	Support Do Not Support No vote	60% 11% 30%
3	Please indicate your level of support for the pedestrian and bicycle improvements displayed above on Gananda Parkway.	Support Do Not Support No vote	81% 0% 19%
4	Please indicate your level of support for the improvements displayed above at the intersection of Gananda Parkway and Hance Road.	Support Do Not Support No vote	57% 43% 0%

Based on this feedback received at the second public meeting – together with feedback received from members of the Project Committee – the proposed alternatives were refined to present the plan recommendations and programs. The plan recommendations presented in this section pertain to modifications that add opportunities for pedestrians, bicyclists and vehicles to safely travel within the study area and to enhance the overall quality of life for all users.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

The recommendations presented in the previous chapter are aimed at improving pedestrian, bicycle, and safety within the study area. However, projects need to be implemented to reap the advantages, and that requires funding. Federal and state funds are allocated almost exclusively to preservation and maintenance of the existing transportation system. This chapter discusses the costs associated with implementing the plan recommendations, potential fund sources, and follow-on activities.

Costs

Costs for the plan's recommendations were estimated using unit costs from bid prices for recent highway and bridge contracts and the NYSDOT Quick Estimator Reference – Upstate tool. This cost data set is robust and provides an applicable basis to estimate the plan recommendations. However, prices for materials can vary due to the supply chain effects of the pandemic, changes in domestic and foreign trade policies, and national/global demand levels.

The costs for the recommendations of the plan include the base estimate and a 20 percent contingency. The contingency factor (based on the percent of the base estimate) is the minimum specified by NYSDOT at the Scoping phase per *Engineering Instruction EI 20-014 – Conceptual and Preliminary Estimating Requirements and Preliminary Cost Estimating Tool Development (PCET)* dated June 8, 2020. **Figure 23** presents the construction costs for each recommendation and is separated by location and or road to assist the Steering Committee and other readers in understanding the cost required to implement each of the recommendations.

More than Transforming a Road

The Gananda Parkway Pedestrian & Bicycle Active Transportation Plan is about more than transportation – it is about community and economic development. In addition to vehicle safety, the plan is focused on community members, businesses, and economic development. Hiking trails and sidewalks tie a community together and help create a sense of place for all users. Paired with lighting enhancements and high visibility pedestrian crossings, safety is enhanced for all hours of the day. Additionally, provisions for safe places for children to walk and bicycle promotes a healthy lifestyle at an early age.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

Figure 23 – Project Costs

Plan Recommendations	Estimated Cost
Addition of Striped Median at West End of Gananda Parkway	\$570,180
Multi-Use Trail - Gananda Parkway (View Pointe Drive to Eddy Road)	\$1,704,000
Gananda Parkway Sidewalk (New Development to Evergreen Hills Drive)	\$645,024
Pavement Markings for Trail and Sidewalk Installation	\$4,344
Hance Road Realignment	\$216,240
Waterford Road Sidewalk	\$92,280
Gananda Parkway / Waterford Road Intersection Improvements	\$384,240
West Walworth Roundabout	\$960,000
Canandaigua Road Roundabout	\$1,104,000
Canandaigua Road Sidewalk	\$259,968
Canandaigua Road / Gananda Parkway Intersection Improvements	\$806,550
West Walworth Road Flashing Signal	\$48,000
Mildahn Road Sidewalk (Gananda Parkway to New Development)	\$78,036
West Walworth Road Sidewalk (North and South of Gananda Parkway)	\$151,080

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

Beyond the initial capital costs of construction for infrastructure projects, there are also ongoing operations and maintenance (O&M) costs that need to be considered. Gananda Parkway is an existing roadway, so preventive maintenance and snow and ice removal are already performed. The widened pavement sections resulting from the striping recommendations at the intersections of Gananda Parkway with West Walworth Road, Canandaigua Road, and Waterford Road will have minimal ongoing cost impacts. The net change in O&M costs of the roundabouts would also be minimal once constructed. The same is true for the new traffic signals and pedestrian countdown signals, flashers, and improved street lighting.

The largest increase in O&M costs will be related to the sidewalks recommended on Gananda Parkway, Canandaigua Road, Mildahn Road, and Waterford Road. The responsibility for the O&M of these should be determined prior to their construction. Options for snow and ice clearance from sidewalks include property owners and the Town of Walworth.

Costs for the programmatic initiatives included in the Education, Encouragement, and Enforcement recommendation were not estimated as they will be determined by the extent and frequency at which they are utilized.

Funding Programs

Revenues for transportation improvements are limited at all levels. The funds required to implement the recommendations of the plan are beyond the resources of Wayne County and the Towns. Local funds will need to be used to leverage (or match) federal and state funds sources. The competition for funding through federal and state programs is intense as localities compete with each other as well as with New York State to both maintain existing infrastructure but also make needed improvements to enhance safety, efficient, and expand opportunities to bicycle and walk. This requires that all applicable funding programs be fully considered and quality applications be prepared and submitted with demonstrated support from the Towns, Gananda CSD, businesses, and other stakeholders.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

The primary funding programs that the recommendations of the plan are eligible for are apportioned by the Federal Highway Administration (FHWA) to New York State.

- Transportation Alternatives Program (TAP) – NYSDOT administers this program for municipalities outside of the Rochester Urban Area, including the Towns of Walworth and Macedon. Per the NYSDOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from May 2018, the TAP project categories that would apply to the recommendations of the plan include:
 - ◆ “Safe Routes to School (Enables and Encourages Children to Walk or Bike to School);”
 - ◆ “Planning, Design and Construction of On-road and Off-road Facilities for Pedestrians, Bicyclists and Non-Motorized Transportation Users;”
 - ◆ “Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;” and
 - ◆ “When integrated with work in another category above: Environmental storm water management activities.”

In the last round of TAP, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – To be eligible to receive CMAQ funds, the project must be located in an area that either doesn’t meet at least one current National Ambient Air Quality Standard (NAAQS) or didn’t meet a previous one. Wayne County was part of the Rochester Nonattainment Area that did not meet the 1997 NAAQS for ground-level ozone. Per the NYSDOT *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* from May 2018, the following CMAQ eligible project category that would apply to the plan recommendations include
 - ◆ “Pedestrian and bicycle facilities such as new, improved, or gap connecting bicycle commuter paths, and new, substantially improved or gap connecting sidewalks;”

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

CMAQ funds can only be programmed to projects that can demonstrate that they will reduce emissions. In the last round of CMAQ, the maximum award for any single project was \$5 million and the minimum was \$250,000. Projects require that a minimum of 20 percent of the project cost be borne by the sponsor.

- Surface Transportation Block Grant Program (STBGP) – Within the study area, Gananda Parkway is classified as an Urban Major Collector. This makes the Parkway eligible for STBGP funding. While the roads connecting to the Gananda Parkway are classified as Local roads and generally not eligible to receive STBGP funds for reconstruction, rehabilitation, or preventive maintenance of the roadways themselves, STBGP funds can be programmed for recreational trails, pedestrian and bicycle projects, and safe routes to school projects. STBGP funds are awarded through a competitive solicitation conducted jointly by the GTC and NYSDOT as part of the development of a Transportation Improvement Program (TIP) update. TIP updates typically occur every three years.

The TAP and CMAQ funds would be appropriated for the sidewalks and bicycle facilities. Combining the multiple recommendations for the application could make for a more attractive presentation.

Recommendations of the plan are eligible for two other FHWA programs: Highway Safety Improvement Program (HSIP) and Better Utilizing Investments to Leverage Development Transportation Discretionary Grant program (BUILD). To be awarded HSIP funds, projects must be able to demonstrate that they will enhance safety with portions of the funding set aside for programmatic initiatives that have been proven to improve safety such as centerline rumble strips, which reduce head-on and sideswipe crashes. BUILD is among the most competitive programs with applications from all across the country submitted in each annual round. The total amount requested for each round of BUILD has greatly exceeded the amount available to be awarded since its inception as the TIGER program in 2009. BUILD and HSIP are not considered as viable as STBGP, TAP (including RTP), and CMAQ.

Other potential funding programs are made available through the Consolidated Funding Application (CFA) process administered by the Empire State Development Corporation and the Finger Lakes Regional Economic Development Council. The CFA process was not conducted in 2020 due to the fiscal impacts of the COVID-19 pandemic. However, the regional councils and CFA are a major component of New York State's overall economic development program and there is a strong likelihood that the process will resume at a later date.

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

- Community Development Block Grant Program (CDBG) – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in CDBG funds were allocated through this process in 2017. Sidewalks are an eligible use under the CDBG Public Facility program.
- Green Innovation Grant Program (GIGP) – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$15 million in GIGP funds were allocated through this process in 2017. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.
- Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF) - New York State makes EPF funds through the NYSOPRHP available through the Governor's Regional Economic Development Process, requiring that a CFA be completed. A maximum of \$20 million in EPF funds were allocated through this process in 2017. Trails are an eligible use under the EPF provided they connect *"already-protected state and local lands, historic sites, greenways, trails and waterways."*

Wayne County and/or the Towns could investigate the opportunity and benefits of establishing a sidewalk district to both raise funds for construction and pay for ongoing O&M. A more thorough financial analysis would need to be conducted to determine the conditions and assessments necessary to raise the needed funds (i.e., the "yield") in order to make a decision on the feasibility of establishing a sidewalk district for the Gananda Parkway and relevant connecting roads.

Follow-On Activities

It is suggested that two specific follow-on activities be advanced in the near term.

1. The community voiced concerns about the vehicular speeds on Gananda Parkway and an interest in reducing the 55mph speed limit section along the corridor. An observance of the 85th percentile speeds can be done annually to track patterns in speeding after the individual improvements are implemented. A speed study will identify any changes in the 85th percentile speeds that occur along the corridor as the improvements are implemented to support

Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

Chapter 5 – Implementing the Plan

a reduction in the speed limit. After the multi-use trail, sidewalks, crosswalks and roadway improvements at the intersections of Gananda Parkway and West Walworth Road, Hance Road and Waterford Road are constructed, a follow up speed study is recommended.

2. Materials from the most recent solicitation of CMAQ/TAP, including the *Transportation Alternatives Program and Congestion Mitigation and Air Quality Improvement Solicitation Guidebook* and application, dated May 2018 should be reviewed. The timing of the next solicitation has not been finalized by NYSDOT but it is expected to occur in 2021. Given that the federal requirements for the programs (e.g., eligible activities, federal/non-federal cost shares, etc.) have not changed since the last round, the process and application overseen by NYSDOT may not be significantly different in the next solicitation. Wayne County and the Towns should work with NYSDOT prior to the solicitation to determine: 1) areas to highlight in a CMAQ/TAP application; 2) any supplemental information that can be easily acquired to improve the application; and 3) options to make the application as competitive as possible by potentially combining recommendations of the plan as part of an interconnected program of improvements to improve the overall benefits accrued relative to funds expended.

Conclusion

The original vision for Gananda to be advanced under the U.S Department of Housing and Urban Development's New Communities Program was never realized. Rather than having become a remnant of an abandoned federal policy, Gananda has developed into a community of residences, employers, and services with unique opportunities to become more bikable and walkable. The plan presents the case for why and how improvements to supplement travel by automobiles will allow Gananda to capitalize on its access to urban and rural amenities to become a more attractive place to live, work, play, and raise a family. For this reason, Wayne County and the Towns should promote the Active Transportation Plan and its recommendations to residents, the Gananda CSD, retail establishments and restaurants that are seeking to rebound quickly from the current pandemic, and other stakeholders.

**Gananda Parkway Pedestrian & Bicycle
Active Transportation Plan**

March 2021