



SEPTEMBER 2021

# CITY OF CANANDAIGUA

WATERFRONT ACTIVE TRANSPORTATION PLAN

# ACKNOWLEDGMENTS

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## PROJECT FUNDING

Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council. The Town of Canandaigua, NY 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.

## REPORT PREPARATION



This report was prepared by Bergmann with assistance from Alta Planning + Design and Sue Steele Landscape Architecture.

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# EXECUTIVE SUMMARY



# 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.



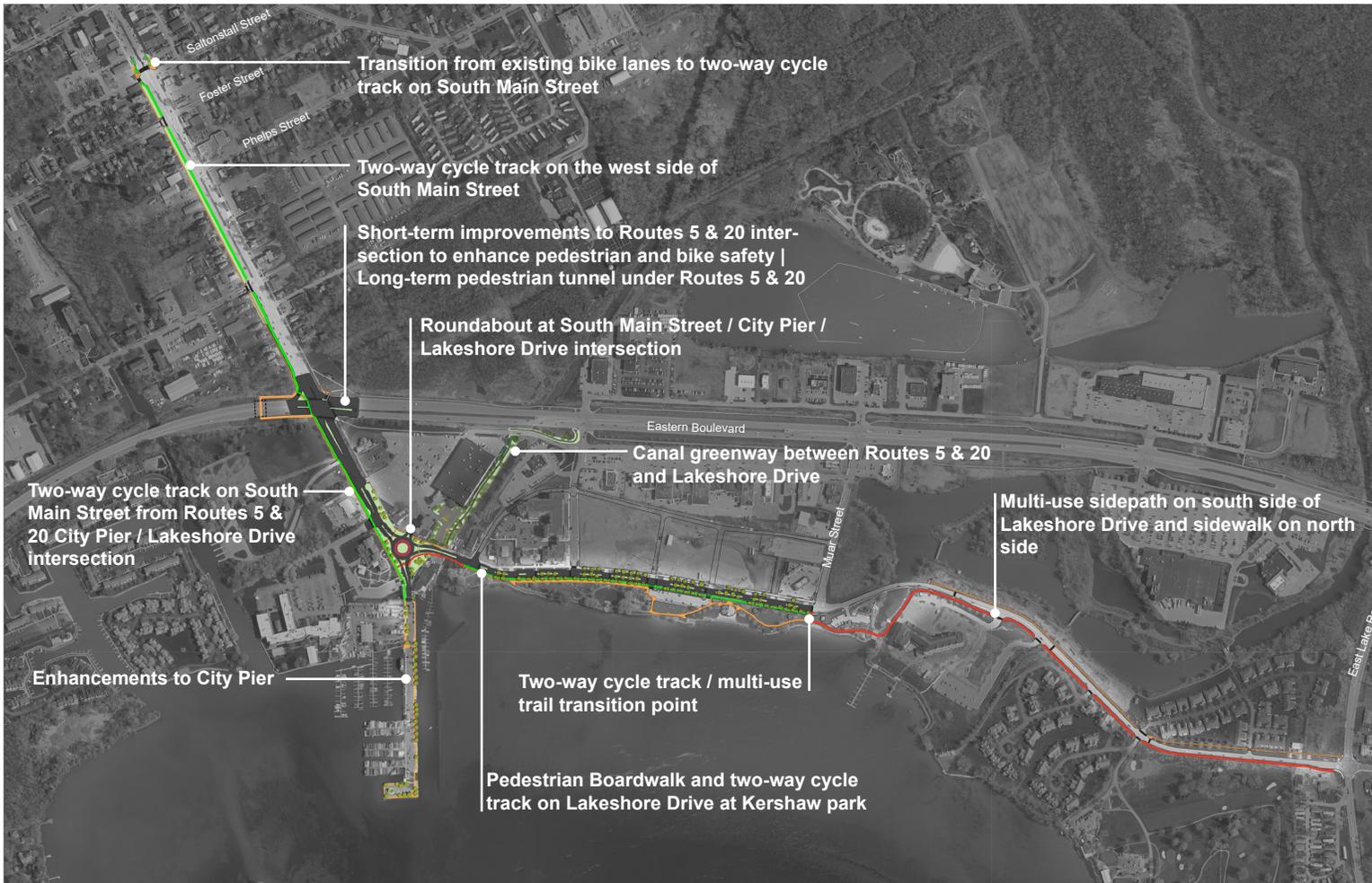
CITY PIER



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



## INTRODUCTION

# PURPOSE AND GOALS OF THE WATERFRONT ACTIVE TRANSPORTATION PLAN

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The City of Canandaigua, Town of Canandaigua, and the 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 corridors. The corridor begins at Foster Street and extends through the Routes 5 & 20 intersection to Lakeshore Drive, and ends at East Lake Road. 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. These improvements are intended to result in enhanced connectivity, efficiency, and accessibility along the corridor for multi-modal users with a goal of providing safe transportation options and stimulating economic development in the area. This plan contains the following elements:

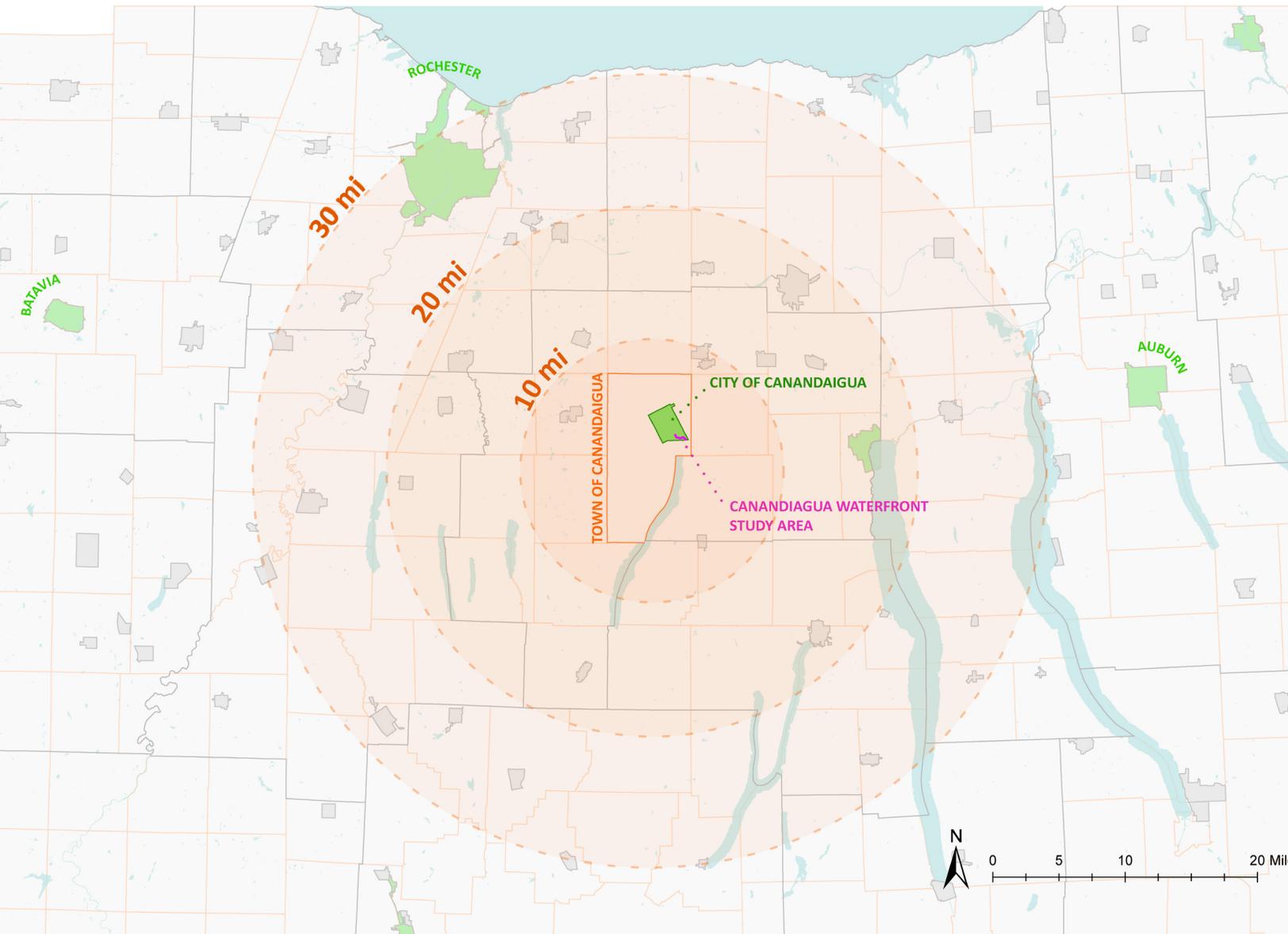
1. Existing Conditions Analysis;
2. Corridor Needs Assessment;
3. Recommended Public Realm Improvements; and
4. Implementation Plan.

## REGIONAL CONTEXT

The City and Town of Canandaigua are located in the Finger Lakes region of New York State. These municipalities are situated approximately 25 miles southeast from the City of Rochester and 40 miles west from the City of Auburn. A significant feature of Canandaigua is its location along the northern end of Canandaigua Lake, which is a main tourism attraction drawing thousand of visitors annually.

### COLLABORATION IN CANANDAIGUA

While the study area is located within the City of Canandaigua, the City and Town are collaborating on this effort to enhance recreation and tourism opportunities throughout the region. This study area is located in close proximity to several trail networks, such as the Switchback Trail, which connects to the Town of Canandaigua and serve residents of both municipalities.



# CORRIDOR STUDY AREA

The area of analysis for this effort encompasses approximately two miles of corridor along South Main Street and Lakeshore Drive from Foster Street to State Route 364. The corridor begins at the terminus of the City's downtown core and travels along the northern shore of Canandaigua Lake. The study area also includes the immediately surrounding areas, including downtown Canandaigua, City Pier and connected side streets (Booth Street, Ellen Polimeni Drive (previously North Shore Boulevard), and Muar Street).

## HISTORIC CONTEXT

South Main Street was once a pedestrian and trolley corridor connecting downtown and the working waterfront. Over time, the original Route 20 corridor transitioned into Eastern and Western Boulevards, which evolved into a major highway arterial carrying high volumes of traffic and the waterfront has transitioned into a main tourism amenity of the City. Today, there is a City-wide desire to re-establish a cohesive connection between these two areas.



# CHARACTER AREAS

Five character areas have been defined for the corridor based on the variation of land uses and roadway characteristics from one end of the corridor to the other.



## CHARACTER AREAS

### SOUTH MAIN STREET

This character area extends from Foster Street to Green Street. South Main Street is a four lane road with two lanes in each direction and a center grass median. It is a primarily a medium density, mixed-use area of commercial and residential buildings with setbacks ranging from 0 to 70 feet. Sidewalk infrastructure exists on both sides of the roadway but streetscape amenities are minimal.



### Routes 5 & 20

This character area extends from Green Street to the Canandaigua Lake State Marine Park entrance. This area encompasses the Routes 5 & 20 intersection, which is a major transitional area between the historic downtown and lakefront area. The intersection contains numerous through / turning lanes and experiences high volumes of traffic, which impacts real and perceived accessibility for multi-modal use.



### SOUTHERN TRANSITION ZONE

This character area extends from the Canandaigua Lake State Marine Park entrance to Booth Street. The area acts as the transitional area between the Routes 5 & 20 intersection and the lakefront, with primarily commercial uses and large parking areas. The four-lane roadway is oriented for vehicles, with minimal pedestrian and bicycle infrastructure.



### LAKESHORE DRIVE - WATERFRONT

This character area extends from Booth Street to Muar Street. Lakeshore Drive runs parallel to Kershaw Park and benefits from the scenic views of Canandaigua Lake. Recent development in this area is comprised of mixed-use buildings with retail and residential uses. Amenities, such as pedestrian-scaled lighting, street light banners and walking paths, provide an enhanced sense of place.



### RESIDENTIAL + HOSPITALITY

This character area extends from Muar Street to East Lake Road (Route 364) and transitions from a mixed-use environment to a primarily residential area with multi-family townhomes. This area north of Lakeshore Drive is very naturalized and features Lagoon Park. The southern portion is currently experiencing development, which will provide one-of-a-kind lodging and restaurant amenities for visitors.



## PUBLIC PARTICIPATION

*The project team utilized a number of public participation methods to inform and obtain feedback from the community throughout the planning process. This input was utilized to understand priorities as it relates to multi-modal transportation alternatives and enhancing the corridor's sense of place.*

### ADVISORY COMMITTEE MEETINGS

An advisory committee for this study was formed at the onset of the planning process. The committee was comprised of a number of stakeholders in the Canandaigua region, including City and Town staff, as well as the local business and organizational community. The committee met regularly throughout the planning process to discuss the needs and opportunities of the Canandaigua Waterfront corridor, review concepts and deliverables, and provide feedback on the preferred transportation improvements discussed in this report.

### STAKEHOLDER INTERVIEWS

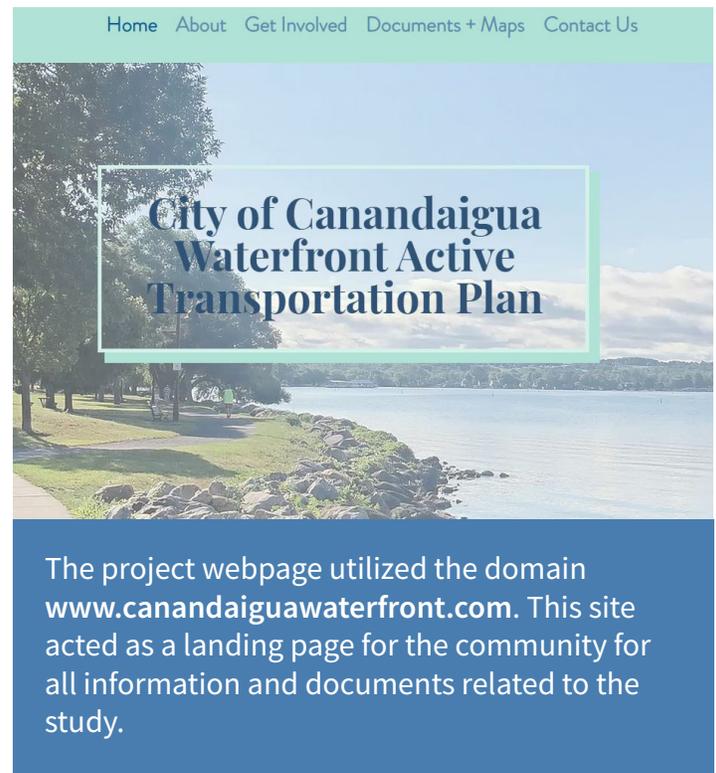
Stakeholder interviews were a critical part of this planning process since they allowed key individuals within the Canandaigua region to provide their input and perspectives on the challenges and opportunities related to the Canandaigua Waterfront corridor. During the planning process, the project team met one-on-one and in group settings with City department heads and business owners within the area. These interviews allowed the project team to understand transportation improvement objectives from a variety of perspectives, which were utilized to inform the preferred concept alternatives for the corridor.

### PUBLIC WORKSHOPS

Three public workshops were held throughout the duration of the plan to inform, educate and solicit feedback from the community. The first public workshop was held virtually on February 18, 2021 to introduce the study objectives and understand community priorities as it relates to pedestrian and bicycle access along the corridor. The second public workshop was held on June 14, 2021, in a virtual and in-person setting, to present and obtain feedback on corridor transportation alternatives developed by the project team. During this meeting the public was invited to participate in an interactive survey to understand preferred treatment options. The final public workshop was held on September 14, 2021 to present the preferred alternatives to the community.

### PROJECT WEBPAGE

A project webpage was established for this effort to provide an opportunity for the public to stay up to date on the study progress and leave feedback for the project team. During the study, the project team updated the webpage with engagement opportunities and documents as they became available.



Home About Get Involved Documents + Maps Contact Us

**City of Canandaigua  
Waterfront Active  
Transportation Plan**

The project webpage utilized the domain [www.canandaiguawaterfront.com](http://www.canandaiguawaterfront.com). This site acted as a landing page for the community for all information and documents related to the study.

### WHAT WE HEARD



*Public Workshop held both in-person and virtually on June 14, 2021.*

The project team heard a range of perspectives and viewpoints on future improvements for the Canandaigua Waterfront corridor. The following provides a summary of the community's main objectives and goals for this area.

- Enhanced pedestrian and bicycle access is important.
- ADA-accessibility and safety should be prioritized.
- Opportunity for additional pedestrian amenities, including benches and bike racks.
- Routes 5 and 20 intersection is intimidating for all types of users, including drivers.
- Parking should be retained, where possible.
- Treatments should provide separation of pedestrians and bicyclists from vehicles, where possible.

## RECENT PLANNING INITIATIVES + POLICIES

*The City and Town of Canandaigua have proactively undertaken multiple planning initiatives intended to enhance resident quality of life. These initiatives and plans serve as a base for future land use and development decisions, in and around the corridor study area. A common theme among these documents is the importance of regional multi-modal accessibility and lakefront access throughout the City and Town of Canandaigua.*

### **CITY OF CANANDAIGUA COMPREHENSIVE PLAN UPDATE (2020)**

The City recently updated their Comprehensive Plan, which acts as a guide for community leaders related to land use decisions and development objectives over the next 10 years. The Plan sets forth a vision and objectives for the City and emphasizes a need to expand efforts related to:

- Enhancing a city-wide network of bicycle trails and pedestrian pathways;
- Increasing public access to city parks;
- Expanding tourism opportunities;
- Promoting historic preservation; and
- Supporting economic development and job creation.

### **APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR**

The Comprehensive Plan includes several focus areas within the City. These focus areas provide a detailed analysis of existing conditions and specific goals and recommendations. The South Main Street area from Saltonstall Street to the Routes 5 & 20 intersection is defined as a focus area with goals and recommendations, including:

- Encourage mixed-use development, such as retail and services on the first floor with residential on upper stories;
- Encourage high-density residential uses;
- Develop a streetscape and architectural style to unify the Downtown and Lakefront Districts; and
- Improve the pedestrian environment at Routes 5 & 20.

The Active Transportation Plan is intended to help advance the stated goals within the Comprehensive Plan, by enhancing the public realm to strengthen connections between the downtown area and the lakefront.

### **CANANDAIGUA LOCAL DEVELOPMENT CORPORATION**

The Canandaigua Local Development Corporation (LDC) was formed in 2017 between the Town and City of Canandaigua, and the Chamber of Commerce to organize and prioritize initiatives to advance economic development and community well-being in the region. The LDC is comprised of a Board of Directors as well as ex-officio non-voting members to discuss and execute strategic actions and showcases the importance of a regional approach to economic vitality.

## RECENT PLANNING INITIATIVES + POLICIES

### MIDDLE CHESHIRE ROAD + AND HEALTH SERVICES CORRIDOR ACTIVE TRANSPORTATION PLAN (2020)

The Middle Cheshire Road + Health Services Corridor Active Transportation Plan was completed in 2021 as a joint effort between the City and Town of Canandaigua. Although physically separated from the Canandaigua Waterfront corridor, the study area for this effort was focused on Middle Cheshire Road from Wells Curtice Road to Bristol Street (in the City of Canandaigua). The study evaluated several pedestrian and bicycle treatment alternatives for the corridor to enhance safety and connectivity.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

The Middle Cheshire Road + Health Services Corridor Active Transportation Plan provides recommendations related to pedestrian and bicycle accommodations that will provide an enhanced experience and opportunity for residents of the Town and City. This plan specifically recognizes the need to strengthen connections from residential areas in the Town to downtown and lakefront destinations in the City.



PROPOSED IMPROVEMENTS TO THE SWITCHBACK TRAIL ENTRANCE ON MIDDLE CHESHIRE ROAD

### ONTARIO COUNTY ROAD 16 WEST LAKE ROAD PEDESTRIAN & BICYCLE STUDY (2018)

The Ontario County Road 16 West Lake Road Pedestrian and Bicycle Study was completed in 2018 and evaluated a number of improvements related to enhancing active transportation and multi-modal enhancements along this roadway from Seneca Point Road in the Town to the City of Canandaigua boundary.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

West Lake Road runs parallel to Canandaigua Lake and connects to Western Boulevard near the Routes 5 & 20 intersection. The study recommends bicycle treatments and pedestrian accommodations that will increase walkability and bike-ability along the roadway and to the Canandaigua lakefront.

## RECENT PLANNING INITIATIVES + POLICIES

### MAIN STREET AND FORT HILL AVENUE: VULNERABLE ROADWAY USER ROADWAY SAFETY AUDIT (2019)

A Vulnerable Roadway Users Road Safety Audit was conducted for Main Street (from Routes 5 & 20 to Fort Hill Avenue) and Fort Hill Avenue (from Main Street to the VA Medical Center) in Canandaigua. This audit included an analysis to understand potential barriers to safe and comfortable use by vulnerable roadway users, including pedestrians, bicyclists and motorcyclists, and identified improvement recommendations. Observations for this study area included the presence of faded and inconsistent crosswalk striping at intersections, long crossing distances for pedestrians, and a lack of accessibility compliance at intersections.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

This audit included the Routes 5 +20 / South Main Street intersection, which is located along the Canandaigua Waterfront corridor. According to this audit, this intersection contains faded crosswalk striping and long crossing distances, creating an uncomfortable experience for pedestrians. Recommendations identified for this intersection include:

- Modification of the intersection geometry to create pedestrian refuges;
- Reconfiguration of the northwest crosswalk;
- Resurfacing and restriping to enhance crosswalk markings and conditions;
- Uniform crosswalk marking style; and
- Pedestrian signal hardware upgrades.

These recommendations will be evaluated and considered as part of this effort.

### NATIONAL CITIZEN SURVEY (2018)

In 2018, the City of Canandaigua completed a National Citizen Survey, which describes the opinions of residents related to the “livability” of Canandaigua. The survey consisted of a standard questionnaire and was completed by 465 residents. According to this survey, the majority of resident believe that the quality of life in the City is ‘good’ or ‘excellent’. The most important focus areas for residents include safety, natural environment, and economy.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

According to survey results, many Canandaigua residents expressed support for lakefront development, increased recreational opportunities, job creation, city beautification, and improved traffic flow within the City.

## RECENT PLANNING INITIATIVES + POLICIES

### PARKS INVENTORY AND MASTER PLAN (2016)

The City of Canandaigua completed the Parks Inventory and Master Plan in 2016. This plan provides a description of all City-owned parks and recommends specific improvements for enhanced amenities and connections within each facility. The plan also includes a capital management plan for park maintenance and upkeep.

#### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

The park inventory includes two parks along the Canandaigua Waterfront corridor, including Kershaw Park and Lagoon Park. The plan recommends a new bathroom, pavilion, and spray park within Kershaw Park. No new amenities in Lagoon Park are recommended since the park is intended to be utilized for passive recreation and scenic viewing opportunities.



VIEW OF CANANDAIGUA LAKE FROM KERSHAW PARK

### WALKABILITY ACTION PLAN (2015)

A Walkability Action Plan was completed for the City in 2015 to identify potential improvements, programs and policies to support walking and bicycling in Canandaigua. Key areas studied during the planning process included Canandaigua Lake/Lake State Marine Park, the shopping corridor near East Lake Road/Eastern Boulevard, Finger Lakes Community College, and the Canandaigua school district properties. The action plan describes recommendations and priority project for the City to implement over the next three to five years.

#### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

The action plan recommends a feasibility study for a potential roundabout at the Routes 5 & 20 / South Main Street intersection, which will be further explored through this planning process. The plan also recommends improved crosswalks on Main Street to enhance walkability and pedestrian experience.

## COMPLETE STREETS POLICY (2013)

The City of Canandaigua adopted a Complete Streets Policy in 2013 as a guiding principle for the improvement of transportation infrastructure in the City. This policy encourages a connected network of pedestrian and bicycle facilities throughout the City to enable safe travel and access for all users. According to the policy, a complete street may include sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median island, pedestrian signals, curb extensions, and narrow travel lanes.

## ECONOMIC DEVELOPMENT PLAN (2012)

The City of Canandaigua completed an Economic Development Plan in 2012 to define an economic development strategy for the City. The strategy focuses on three main sectors, including:

- Retail and Tourism;
- Manufacturing and Business Services; and
- Health Care.

This strategy sets the stage to build partnerships in the community that are intended to lead to job creation, increased tax revenue and high resident quality of life.

## CANANDAIGUA REGIONAL TRANSPORTATION STUDY (2006)

The Ontario County Planning Department completed a regional transportation study focused on the conditions and needs of the Town and City of Canandaigua, and Towns of Hopewell and Gorham. The study defines goals that were developed through community participation, including improving the operation and efficiency of critical intersections, improving pedestrian access and facilities, enhancing linkages among multi-modal transportation options, and implementing transportation improvements to accommodate tourism and economic development.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

This policy is intended to increase multi-modal access for various types of users within Canandaigua. This policy supports the development of complete streets and enhanced mobility in the City and along the lakefront. *The Town of Canandaigua also adopted a Complete Streets Policy in 2017, further exemplifying the City and Town's commitment to enhancing multi-modal accessibility.*

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

The economic strategy focuses on retail and tourism opportunities to leverage the City's location along Canandaigua Lake. The strategy emphasizes the need to connect the downtown core to the waterfront area.

### APPLICABILITY TO THE CANANDAIGUA WATERFRONT CORRIDOR

The study identifies recommendations related to the Canandaigua Waterfront corridor including Main Street pedestrian enhancements and improvements at the Routes 5 & 20 / South Main Street intersection. Select improvements, such as intersection reconfiguration, new traffic signals, a pedestrian refuge, and a gateway pocket park (also known as Triangle Park) to the intersection were implemented.

## RECENT + ON-GOING DEVELOPMENT

*The Canandaigua Waterfront corridor is the center of significant investments which are positively impacting the City's tourism base, entertainment offerings and new residential options.*

### HOTEL CANANDAIGUA

Hotel Canandaigua by Hilton is anticipated to open in 2021 on Lakeshore Drive adjacent to the Canandaigua Lady, a vintage cruise steamboat. This hotel will offer visitors a unique all-season destination with a locally inspired restaurant, lakeside bar and 15,000 square foot event space.

### THE LAKE HOUSE ON CANANDAIGUA

The Lake House on Canandaigua is a 124 guest room luxury hotel that sits on the bank of Canandaigua Lake near the Canandaigua City Pier. The hotel recently opened in 2020 and features an outdoor pool, destination spa, wellness center and a upscale restaurant. A 110,000 square foot wedding and event space offers unique views of Canandaigua Lake for up to 500 people.



VIEW OF THE LAKE HOUSE ON CANANDAIGUA LAKE



## RECENT + ON-GOING DEVELOPMENT

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### PINNACLE NORTH

Pinnacle North is a mixed-use project located between Booth Street and Muar Street along Lakeshore Drive. This plan proposes 450 dwelling units and 75,000 square feet of commercial space in the form of retail services. The first phase of this project is completed and included 135 dwellings and 30,000 square feet of commercial space. The project also includes four future phases, including up to 50,000 square feet of commercial space and approximately 300 one-, two- and three-bedrooms housing units.



PINNACLE NORTH ON LAKESHORE DRIVE



## SECTION I

# EXISTING CONDITIONS INVENTORY + ANALYSIS

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A review of the corridor's existing conditions is intended to inform recommendations related to future multi-modal accommodations and public realm enhancements. This section analyzes existing conditions along the corridor including socio-economic characteristics, land use patterns, zoning characteristics, transportation networks, connectivity and pedestrian and bicycle amenities.

## BOATHOUSE HISTORY

The City Pier was built in 1848, and the first boathouses were built during the 1850's. Simple wooden boathouses contained mostly small skiffs while larger ones housed sculling shells, sailing and steam yachts. By 1888, over eighty boathouses were along the pier and in the "steam" basin. In 1903, the pier was enlarged to accommodate train and trolley tracks to service the steamboats transporting farm produce and passengers along the lake. At that time the village built the finger piers to accommodate the boathouses, which were either moved across the ice or demolished and rebuilt in their present location. This was done in the winter of 1903-1904. Soon after, The Boathouse Owners' Association was formed to help protect and enforce the strict rules and regulations prohibiting people from living in the boathouses or using them as cottages. With their rustic nature, they are an attraction for artists, tourists and photographers and remain a unique and picturesque reminder of our heritage. In 1990, the City of Canandaigua added them to the Canandaigua Historic District to preserve their heritage.



The background of the page is a photograph of a park area. In the foreground, there is a large, well-maintained green lawn. To the left, a paved sidewalk runs parallel to the lawn. In the middle ground, a paved road or parking lot is visible, with several cars parked. In the background, there are more trees and a clear blue sky. The entire image is overlaid with a semi-transparent teal color that serves as a background for the text.

## SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

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Socio-economic characteristics and market trends are considered to understand growth potential and target markets and how they may relate to roadway, multi-modal and placemaking recommendations. This sub-section provides a review of demographic information and market trends within the Canandaigua region. This analysis will provide contextual information to define opportunities and challenges related to land use changes and transportation improvements for the Canandaigua Waterfront corridor.

# SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

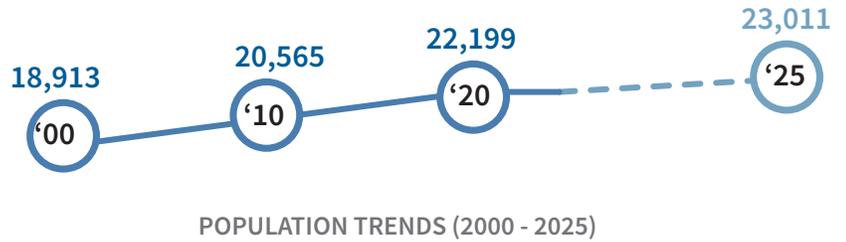
*An analysis of socio-economic characteristics and market conditions identifies specific trends, challenges, and opportunities within the City and Town of Canandaigua. These two municipalities have been combined for this analysis to provide context on trends within the region.*

\*Source: U.S. Census Bureau, Census 2010 Summary File 1, ESRI Forecasts for 2020 and 2025.

## POPULATION TRENDS

The current population within the City and Town of Canandaigua is approximately 22,200 residents. This represents a 7.3% increase from 2010. The population is projected to rise to approximately 23,000 residents by the year 2025. This projection is similar to population trends in the Town of Canandaigua.

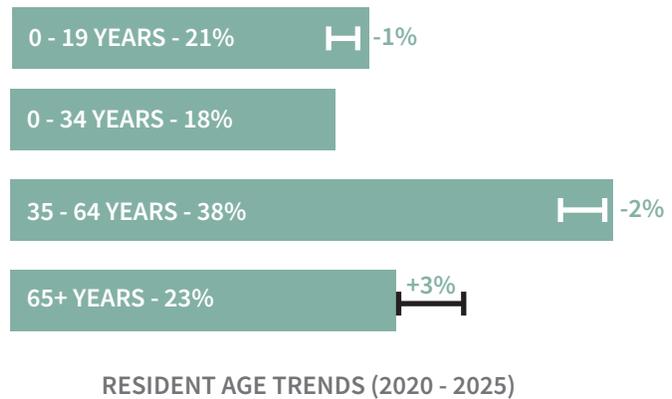
**The City and Town of Canandaigua, surrounding municipalities and Ontario County are projected to see an increase in population in 2025. An increasing population should be considered when planning for future transportation improvements.**



## AGE TRENDS

Community age trends provide an understanding of services and programming within a community. In 2020, the majority of residents in the Town and City were between the ages of 35-64 years old with 23% of the population 65 years and older. Projections indicate a small increase in older residents, over the age of 65 through 2025.

**The aging population in Canandaigua represents a need to provide enhanced accessibility options for residents and visitors.**

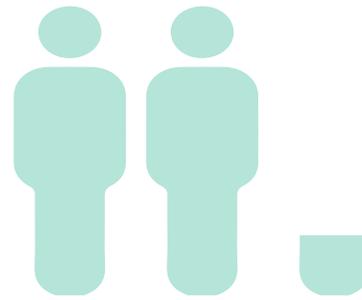


## SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

### HOUSEHOLD SIZE

Household size is often an indicator of the number and type of families that live within a community. Canandaigua's average household size of 2.26 is slightly lower compared to 2.41 in Ontario County.

**Considering household size in conjunction with age trends, it can be assumed that there are a higher percentage of older couples living in a single household.**



HOUSEHOLD SIZE (2020)

### MEDIAN HOUSEHOLD INCOME

Median household income is an indicator of community economic health and spending potential of residents. The City's median household income (\$59,577) is lower than Ontario County (\$63,493).

**Canandaigua's median household income is well above the poverty guidelines of \$16,910 (for a two person household) and indicates a healthy living wage for an Upstate NY community.**

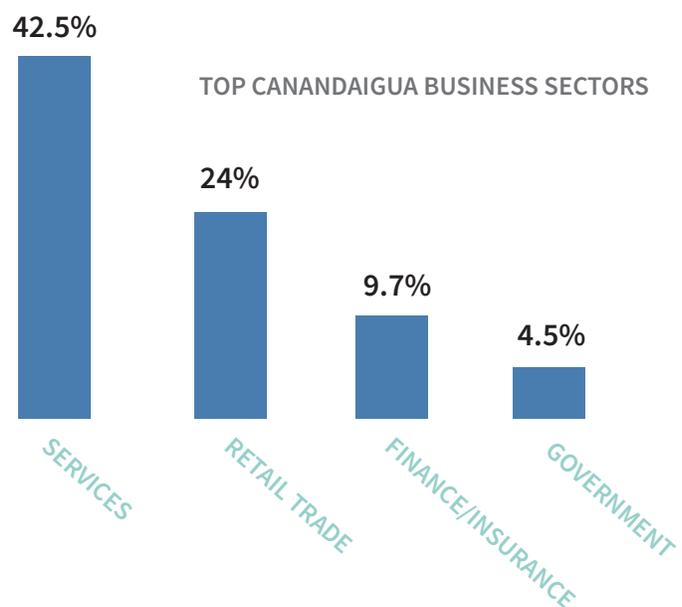


MEDIAN HOUSEHOLD INCOME (2020)

### TOP EMPLOYMENT SECTORS

Business types are categorized nationally to understand industry sectors in a community. There are 997 businesses within Canandaigua employing 12,269 people. The top two industry sectors in the City and Town of Canandaigua include services (42.5% of businesses) and retail trade (24% of businesses). These sectors include business types such as bars and restaurants as well as health services.

**The City and Town contain businesses that are primarily concentrated in services and retail trade. Thompson Hospital, VA Medical Center and supporting medical space make up approximately 10% of the total number of service businesses in the area.**

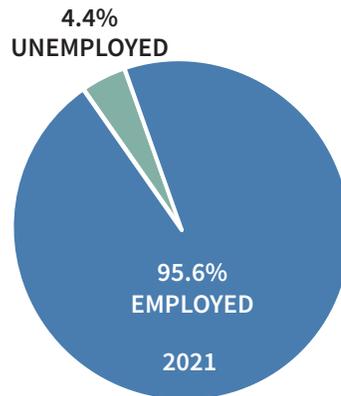


## SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

### EMPLOYMENT TRENDS

Employment trends are often used as an indicator of economic strength. The current unemployment rate (2021) is 4.4%, which indicates a strong economy in the Canandaigua region.

**Canandaigua's unemployment rate of 4.4% is the same as Ontario County's rate.**



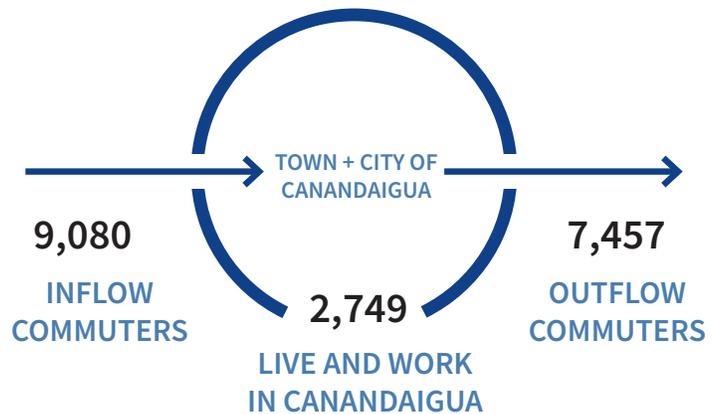
CIVILIAN POPULATION 16+ IN LABOR FORCE (2021)

### COMMUTING PATTERNS

Commuting patterns are helpful in understanding the linkages between a community and the surrounding region. Commuting patterns indicate a majority of people working in the Town and City live outside of the area and Canandaigua residents leave the area for employment. Only 2,749 residents both live and work within the Town and City.

It is important to consider “daytime population”, which is the total number of residents and workers present during normal business hours in the Town and City. In 2020, Canandaigua’s total daytime population is 22,911 - with 10,759 workers and 12,152 residents.

**Canandaigua's daytime population marginally increases by approximately 1,600, which represents an opportunity to expand employment and business opportunities in the Town and City to cater to workers.**



CANANDAIGUA COMMUTING PATTERNS (2017)

## SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

### TRANSPORTATION TO WORK

Understanding the means of transportation of Canandaigua residents to work provides context on behavior and transportation accessibility. Approximately 85% of workers in the Town and City of Canandaigua drove alone to work, 6.2% of workers carpooled, 4.2% worked from home, 2.3% walked to work, and 1.1% utilized public transportation options. Additionally, the average travel time to work is 23 minutes.

**A majority of the workforce within the study area have a commute that is less than 20 minutes. This indicates that their place of work is within the immediate region.**

MEANS OF TRANSPORTATION	PERCENTAGE (%)
Drove Alone	84.8%
Carpooled	6.2%
Worked from Home	4.2%
Walked	2.3%
Public Transit	1.1%
Bicycle	0.7%
Other (Taxi / Motorcycle / other)	4.9%
TOTAL	100%

## SOCIO-ECONOMIC CHARACTERISTICS + MARKET TRENDS

### TOURISM

According to 2018 data, tourism in the Finger Lakes region is a \$3.2 billion industry that supports approximately 59,000 jobs. Of the traveler spending in the Finger Lakes region, approximately 56% comprised spending at restaurants and lodging. In Ontario County, tourism generated employment equated to about 4,550 of those jobs and produced over \$14.7 million in taxes.

The Town and City of Canandaigua are well known tourism destinations with a range of attractions. Key tourism destinations within Canandaigua include Roseland Water Park, Sonnenberg Gardens and Mansion State Historic Park, Canandaigua Wine Trail, New York Kitchen, and Canandaigua Lake - many of which are located within or directly adjacent to the study area. Tourism in the study area increases during the summer months due to recreational offerings along the Lake, and downtown and lakeside festivals and events.

The strength of the tourism market in Canandaigua is supported with the recent development of two luxury hotels along Canandaigua Lake, including The Lake House on Canandaigua and Hotel Canandaigua.

TOURISM SPENDING IN ONTARIO COUNTY, 2018

TOURISM SPENDING	DOLLAR AMOUNT
Lodging	\$40,734,000
Recreation	\$11,141,000
Food and Beverage	\$88,524,000
Retail and Service Stations	\$39,773,000
Transportation	\$20,472,000
Second Homes	\$17,582,000
<b>TOTAL</b>	<b>\$218,226,000</b>

Hotel visitors, whether on business or for personal travel, do not typically have cars and are more likely to leave their car parked during their stay; therefore, future transportation improvements should take pedestrian and bicycle travel into consideration when determining appropriate treatments and options.

### KEY TAKEAWAYS

Canandaigua's population is anticipated to increase and age over the next five years, which may indicate an opportunity to diversify housing types, including townhomes and multi-family units. Since the City and Town have a strong tourism and services market, additional service and hospitality-focused jobs can be supported over the next five to 10 years.



## LAND USE CHARACTERISTICS + REGULATIONS

This section provides a review of existing land use patterns, zoning regulations, and physical characteristics of the Canandaigua Waterfront corridor. Understanding these attributes inform opportunities as it relates to future pedestrian and bicycle accessibility, safety, and connectivity options.

## EXISTING LAND USE

*Existing land use patterns provides context on the activities that take place along the Canandaigua Waterfront corridor. This characterization informs the anticipated visitors and users along the corridor.*

Land uses along the Canandaigua Waterfront corridor vary from one end to the other. Land uses along the corridor include:

- Commercial;
- Residential;
- Recreation and Entertainment;
- Community Services;
- Public Services;
- Conservation Lands and Public Parks; and
- Vacant Land.

Land uses along the corridor are classified based on New York State Property Class Code. It should be noted that there may be minor inconsistencies based on this map and the actual land use seen today. For example, the Pinnacle North Development and City Pier are categorized as 'vacant'; however, it is known that these parcels have new or planned development.



## EXISTING LAND USE

### COMMERCIAL

South Main Street and the north side of Lakeshore Drive are primarily comprised of commercial land uses. Along the northern end of the corridor, South Main Street consists of low- to -medium density commercial and mixed-use buildings with retail and service businesses.

South of the Routes 5 & 20 intersection, the corridor contains large scale commercial buildings and plazas, such as:

- Hotels and Lodging (The Lake House on Canandaigua and Hotel Canandaigua); and
- Food and Retail Services (Nolan’s on Canandaigua Lake, Murphy’s Pub, Scoops Ice Cream, Pinnacle North, Twisted Rail Brewing, Canandaigua Sailboarding).

The corridor also lies in proximity to commercial uses located on Eastern Boulevard.

### RESIDENTIAL

Residential uses are interspersed along South Main Street and along Lakeshore Drive southeast of Lagoon Park. Residential development on South Main Street is in the form of single- and two-family homes, apartment units within Pinnacle North, and townhomes and condominiums southeast of Lagoon Park, including the Rosepark community.

### KEY TAKEAWAYS

The Canandaigua waterfront corridor contains a variety of land use types; however, the most prominent land uses include commercial and parks and open space. Since this area borders the scenic Canandaigua Lake much of the area supports the City's tourism and hospitality market, in the form of retail services and lodging. A strong presence of residential uses exist at both ends of the corridor. Based on the existing uses and location of the corridor along Canandaigua Lake, there is potential to expand hospitality and retail services and enhance tourism opportunities and draw additional visitors to the area, as well as new housing options for residents.



**NOLAN'S RESTAURANT**



**TWISTED RAIL BREWING COMPANY**



**SINGLE- AND TWO FAMILY HOMES ON SOUTH MAIN STREET**



**ROSEPARK COTTAGES AND TOWNHOMES**

## EXISTING LAND USE

### CONSERVATION LAND + PUBLIC PARKS

Conservation Land and Public Parks are comprised of parcels identified for land protection and public recreational use. There are several parcels within this category including:

- Canandaigua Lake State Marine Park;
- Kershaw Park;
- Triangle Park; and
- Lagoon Park.

Detailed descriptions of these public park spaces are included in the Parks and Destination section of the Existing Conditions Inventory and Analysis chapter.

### RECREATION + ENTERTAINMENT

Recreation and entertainment options, as defined by New York State Property Class Codes include:

- Sutter's Canandaigua Marina (west of Canandaigua City Pier);
- Greenspace east of Triangle Park;
- Canandaigua Country Club; and
- Roseland Waterpark.

### COMMUNITY SERVICES

Community services are defined as uses that serve the community, such as education facilities, churches, hospitals, and governmental uses. Three community service parcels identified include the U.S Postal Office, New York Kitchen and a small undeveloped parcel located adjacent to Scoops Ice Cream shop. While identified as Community Service land use, the New York Kitchen is a non-profit organization that offers on-site cooking classes, craft beverage pairing classes and educational programming to highlight the agriculture industry in New York State.

### PUBLIC SERVICES

Public service land is defined as “property used to provide services to the general public”, such as utilities and infrastructure. One parcel is defined as a public service use and is in association with the Canandaigua Water Treatment Plant.

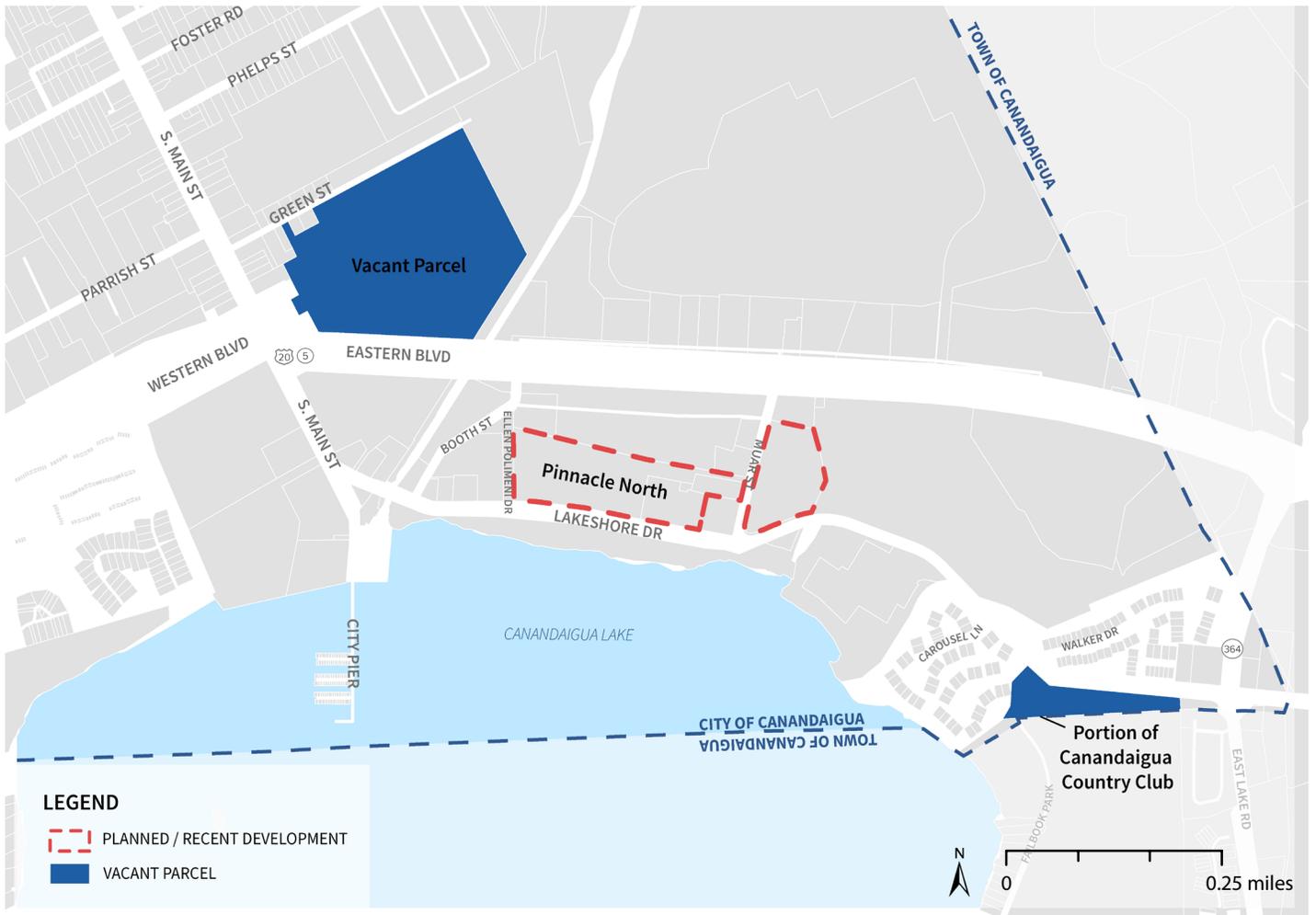


NEW YORK KITCHEN

## EXISTING LAND USE

### VACANT

Four vacant parcels are identified along the corridor. One parcel is located at the northeastern corner of the South Main Street / Routes 5 +20 intersection. Two properties on Lakeshore Drive between North Shore Boulevard and just east of Muar Street have either been redeveloped or planned for redevelopment as the Pinnacle North development project but property codes have not been updated to reflect new development. Pinnacle North is a mixed-use development that will include 450 dwellings and 70,000 square feet of commercial space, when fully completed. Additionally, one other parcel categorized as vacant land is a portion of the Canandaigua Country Club located in the Town.



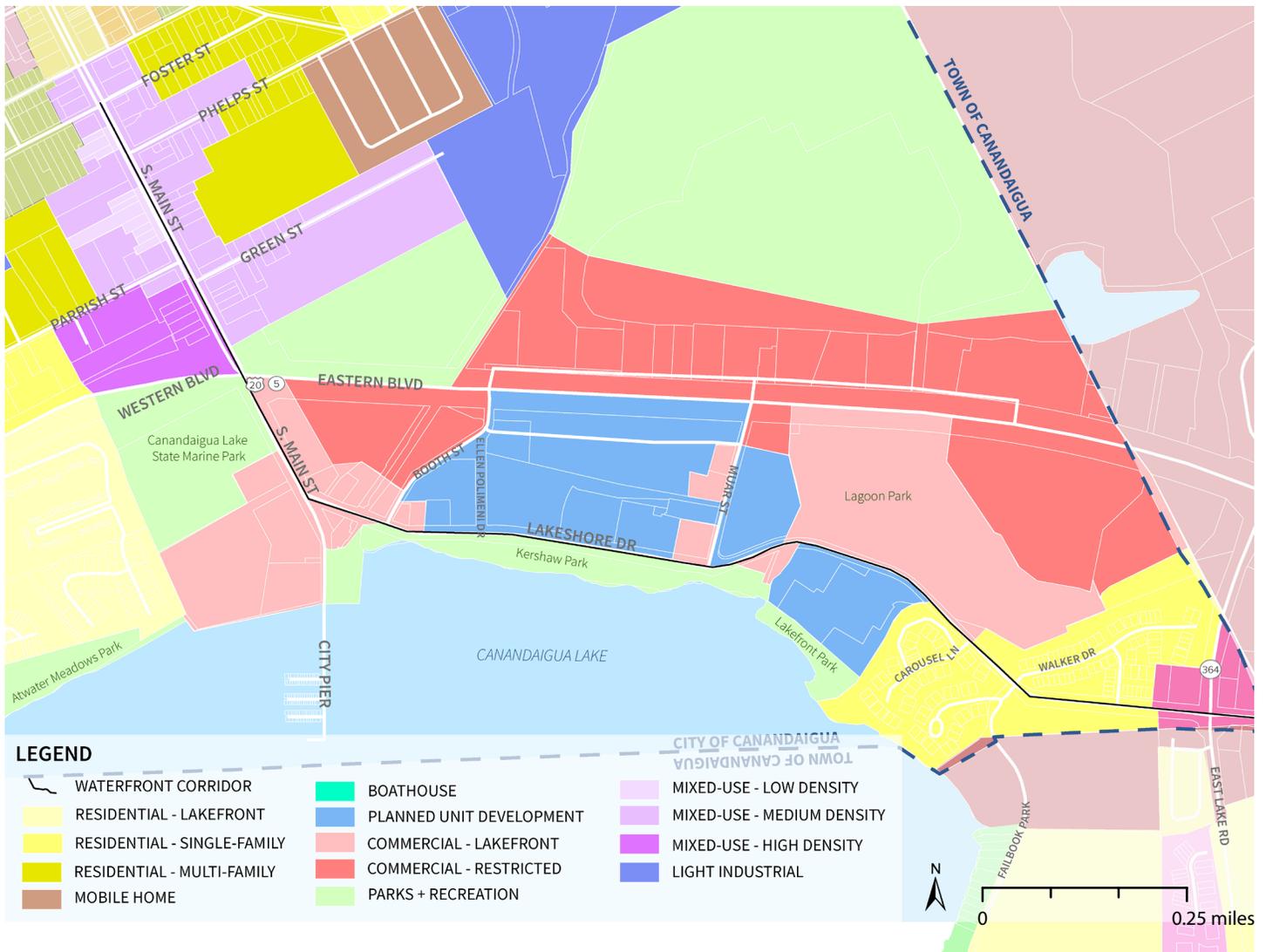
## EXISTING ZONING

*Zoning and land use regulations provide context on the types of development and building design permitted on individual parcels.*

The City of Canandaigua Zoning Code regulates the types of land use and design within the City. The Zoning Map was last amended in 2017. There are nine zoning districts that apply to the Canandaigua Waterfront corridor, including:

- Residential - Single-Family;
- Mixed-Use - Low Density;
- Mixed-Use - Medium Density;
- Mixed-Use - High Density;
- Planned Unit Development;
- Commercial-Restricted;
- Commercial Lakefront;
- Boathouse; and
- Parks and Recreation.

Additional districts are identified on the map; however, are not discussed in detail since they do not impact the Canandaigua Waterfront study area.



## EXISTING ZONING

### RESIDENTIAL - SINGLE-FAMILY

This district is located on both sides of Lakeshore Drive at the southern end of the corridor. This district allows the development of attached and detached single-family dwellings.

### MIXED-USE - LOW DENSITY

The purpose of this district is to preserve and promote the residential character of the South Main Street corridor. Primary permitted uses include a number of personal service, retail shopping, office space, as well as single- and two-family residential dwellings. Maximum building height is 45 feet (except for multi-family residential uses where the maximum building height is 60 feet), and minimum building setback is 25 feet from the primary roadway.

### MIXED-USE - MEDIUM DENSITY

The purpose of this district is to provide high-density, pedestrian-oriented retail/service uses adjacent to downtown. This area allows a mix of uses with maximum building heights ranging from 45 - 60 feet, minimum setback of 25 feet from the roadway, and a maximum lot coverage of 85% for most land uses.

### MIXED-USE - HIGH DENSITY

This district allows mid-sized anchor retail, high-density residential, office structures and convenient service and shopping along the west side of South Main Street from Parrish Street to the Routes 5 & 20 intersection. Maximum building heights ranging from 45 - 60 feet, minimum setback of 25 feet from the roadway, and a maximum lot coverage of 85% for most land uses.

In the early 2000's, much of South Main Street was rezoned to encouraged mixed-use development. There has been limited development since then and land use patterns have largely remained the same.

PINNACLE NORTH DEVELOPMENT ON LAKESHORE DRIVE ACROSS FROM KERSHAW PARK



## EXISTING ZONING

### PLANNED UNIT DEVELOPMENT

This district is located on Lakeshore Drive between Booth Street and Muar Street, and across the street from Lagoon Park. The purpose of this district is to provide flexible land use and design regulations through the use of performance criteria that allow a variety of residential and non-residential uses. Portions of this district across from Kershaw Park were recently developed with three-story mixed-use buildings, while land across from Lagoon Park along the lake will soon be developed as a hotel resort.

### COMMERCIAL RESTRICTED

This district encompasses most of Eastern Boulevard from Routes 5 & 20 to the City boundary. This district permits limited retail, service, and office uses.

### COMMERCIAL LAKEFRONT

This district is located on both sides of South Main Street from south of Routes 5 & 20 to Booth Street, and in the area of Lagoon Park. This district permits recreational facilities, hotels and lodging, retail establishments, art galleries, banks and financial institutions, and other commercial-type uses. All uses in this district have a maximum building height of 50 feet and 50% maximum lot coverage. No front yard is required for any structure in this district and parking areas are prohibited in the front yard.

### BOATHOUSE

This district is located on the Canandaigua City Pier. This district permits boathouses to provide boat storage for the use and upkeep of boats. Use of the boat house as a dwelling or for sleeping, lodging or boarding is prohibited. Boathouses with a special use permit can have commercial operations, such as selling and packaging of food/non-alcoholic beverages, small marine fish supply, boating and sailing instruction, gift and souvenir shops, art galleries, and clothing/accessory stores.

### PARKS AND RECREATION

This district is located in the area of Kershaw Park and City Pier. This district permits recreation-type uses, such as beaches, parks, picnic pavilions, indoor recreational complexes, outdoor recreational facilities, indoor and outdoor theaters or sports stadiums, boat charter/rental facilities, amusement parks, museums, zoos, aquariums, and botanical/aquatic gardens.



### KEY TAKEAWAYS

Land use regulations along the Waterfront corridor allow for a wide variety of uses to support tourism, retail services, recreation and residential development.

## PROPERTY OWNERSHIP

*Understanding property ownership patterns is important when considering potential future land use changes and transportation improvements. The availability of publicly owned land may be advantageous to advancing community objectives.*

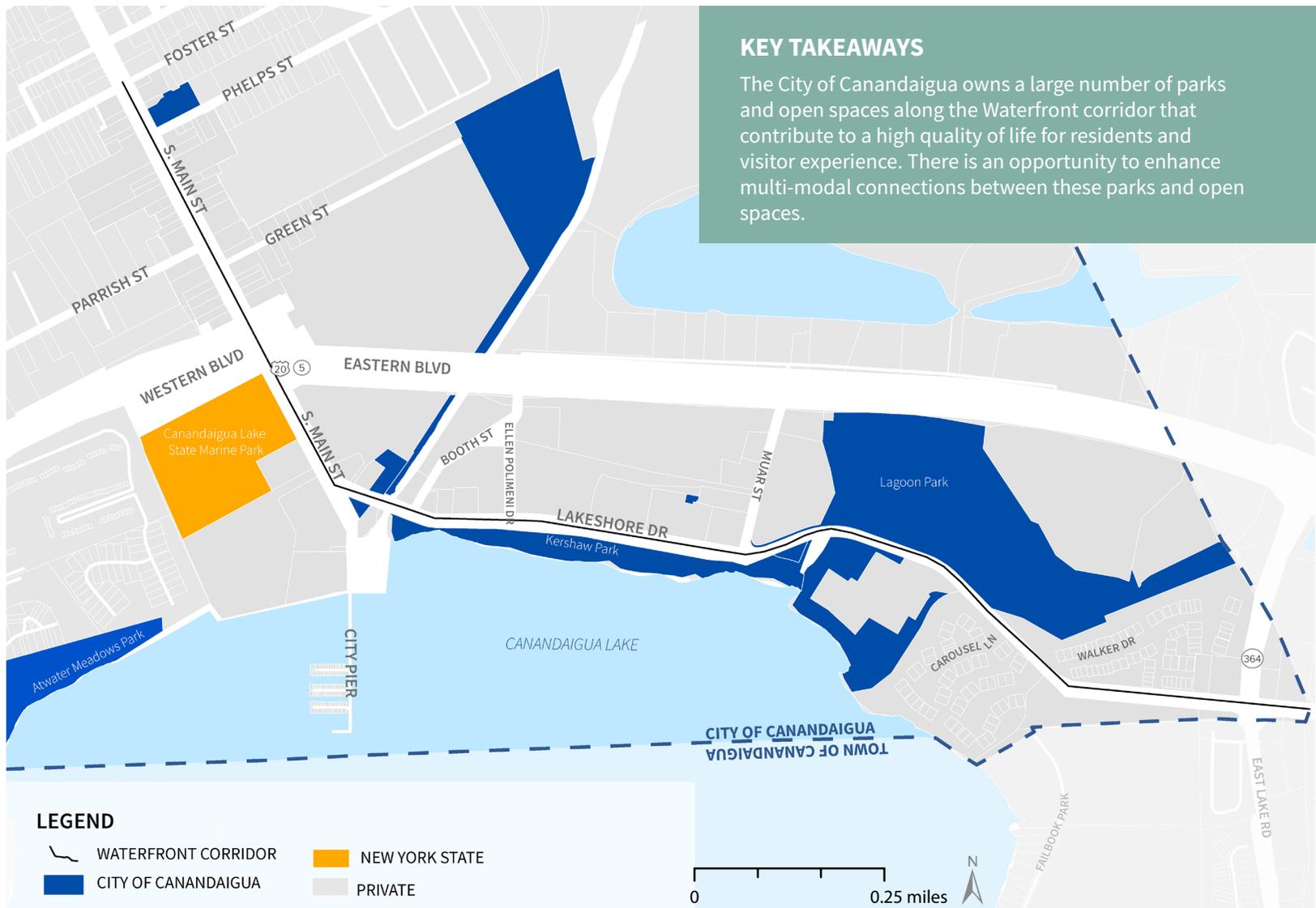
The majority of the Canandaigua Waterfront corridor is privately-owned; however, there are several parcels owned by public entities including the City of Canandaigua and New York State.

### CITY OF CANANDAIGUA

The City of Canandaigua owns 10 parcels along the corridor predominantly in the form of public parks and recreational areas. These parcels include Atwater Meadows Park (just outside of the corridor), Kershaw Park, and Lagoon Park. The City also owns the Canandaigua Waste Water Facility north of Eastern Boulevard, a undeveloped parcel adjacent to Murphy's Law Pub, and the Canandaigua City Fire Department on Phelps Street.

### NEW YORK STATE

New York State owns the Canandaigua Lake State Marine Park, which is located on South Main Street just south of the Routes 5 & 20 intersection.



# NATURAL RESOURCES + ENVIRONMENTAL CONSTRAINTS

*Natural resources, such as waterbodies, are often major assets in community; however, they can often have implications on future development due to environmental constraints.*

## CANANDAIGUA LAKE

The corridor runs along Canandaigua Lake, which is a regional destination and attraction of the Finger Lakes Region. The Lake offers the corridor and City a unique recreational and scenic resource and provides users boating, fishing and passive recreational opportunities.

## WETLANDS

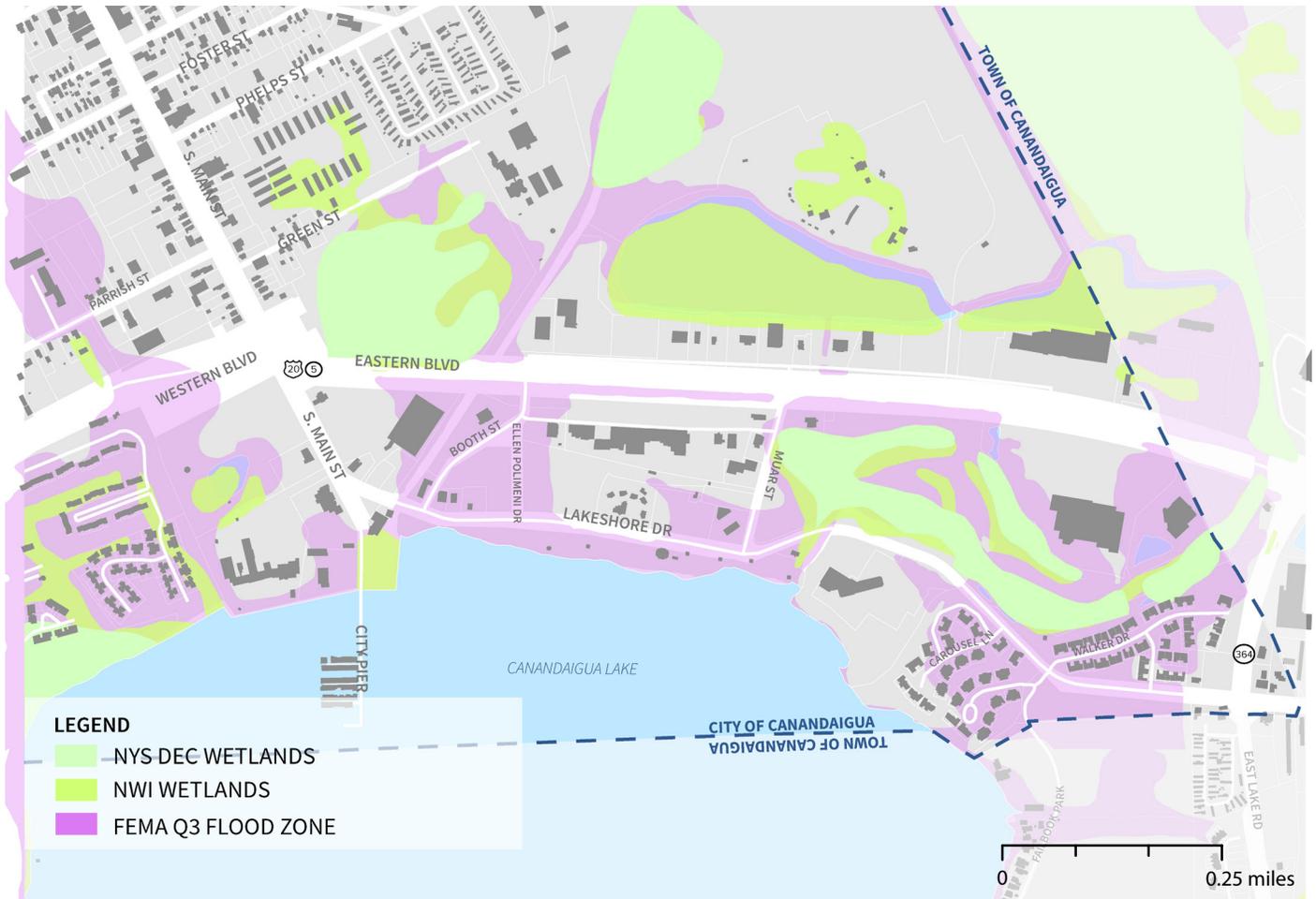
NYS Department of Environmental Conservation and federal wetlands exist in areas along the corridor. These wetlands include Canandaigua Lake as well as areas near Atwater Meadows Park, Lagoon Park and north of Eastern Boulevard. Future development opportunities are limited due to the number of parks in the area.

## FEMA Q3 FLOOD ZONE

The Federal Emergency Management Agency (FEMA) provides Q3 flood data that is used as a tool to identify areas that may be vulnerable to flood risk. Q3 flood zone areas are located along the corridor from approximately Booth Street to Route 364. These areas have a 1-percent chance of being inundated by flooding in any given year.

### KEY TAKEAWAYS

Due to the proximity of Canandaigua Lake to the Waterfront corridor, there are several state and federal wetlands and flood zones present on adjacent lands. These environmental constraints should be taken into consideration when evaluating development opportunities and transportation improvements.



## PARKS, TRAILS + DESTINATIONS

*Parks and trails provide communities with healthy living opportunities and support a high quality of life. The Canandaigua Waterfront contains several parks and areas of interest that provide a unique experience for residents and visitors of the City.*

The Canandaigua Waterfront corridor is proximate to five parks including:

- Canandaigua Lake State Marine Park;
- Atwater Meadows Park
- Kershaw Park;
- Lakefront Park; and
- Lagoon Park.

The area is also proximate to other destinations that bring visitors to the study area, including downtown Canandaigua and the Canandaigua City Pier and NY Kitchen. These destinations provide residents and visitors of the City unique shopping and recreational opportunities.

### KEY TAKEAWAYS

Recreational opportunities provided by abundant park space and Canandaigua Lake along the corridor are unmatched. The presence of these resources contribute to a unique experience for residents and visitors. Connectivity between these spaces can be enhanced through pedestrian and bicycle improvements to create a cohesive and welcoming user experience.



## PARKS, TRAILS + DESTINATIONS

### KERSHAW PARK

Kershaw Park is a major asset of the Canandaigua Waterfront corridor and the City due to its waterfront views. It is a popular resident and tourist attraction since it provides visitors lakefront walkways, seating opportunities, picnic areas, fishing pier, small craft launch, playground and gazebo. The park also has two parking areas, a bike rack station and bike repair station. The park connects to Lakefront Park via a pedestrian bridge.



### LAGOON PARK

The 34-acre Lagoon Park is the largest park within the City of Canandaigua. The majority of this park is located on wetlands; therefore, recreation is limited to walking trails, bridges and overlooks for visitors. The park also serves as a wildlife preserve.



### LAKEFRONT PARK

Lakefront Park is located just east of Kershaw Park connected by a pedestrian bridge. This park contains a public boat dock, small boat launch area, picnic tables and a walking path.



### CANANDAIGUA LAKE STATE MARINE PARK

Canandaigua Lake State Marine Park is a New York State park just south of the Routes 5 & 20 intersection. This park offers residents and visitors a public boat launch facility that provides fishing and boating access to Canandaigua Lake. The park also has a large parking area and restrooms for visitors and boaters.



## PARKS, TRAILS + DESTINATIONS

### CANANDAIGUA LADY

The Canandaigua Lady is a vintage style steamboat that travels Canandaigua Lake twice daily during the spring and summer seasons. The Canandaigua Lady offers excursions and meal cruises for residents and visitors, and can accommodate up to 146 passengers.



### ATWATER MEADOWS PARK

Atwater Meadows Park is an 18-acre wooded, undeveloped park located west of the Canandaigua Waterfront corridor. The park contains natural walking trails, a small beach area and boat launch amenities. The park is open to the public from 6:00 AM to sunset year-round.



### CANANDAIGUA CITY PIER

The City Pier is located off the Canandaigua Waterfront corridor and contains several historic boathouses, small businesses, and temporary boat docks. A small parking area, drinking foundation, seasonal restroom, and picnic area exists at the end of the Pier. The Pier is open to the public from 5:00 AM to 9:00 PM from October 31st to April 30th and 5:00 AM to 11:00 PM from May 1st to October 30th.



### DOWNTOWN CANANDAIGUA

Downtown Canandaigua is located just north of the Canandaigua Waterfront corridor. This dense, mixed-use area provides a unique retail and restaurant destination. In the summer months, the downtown area also features art shows and craft fairs.



# PARKS, TRAILS + DESTINATIONS

## SWITCHBACK TRAIL

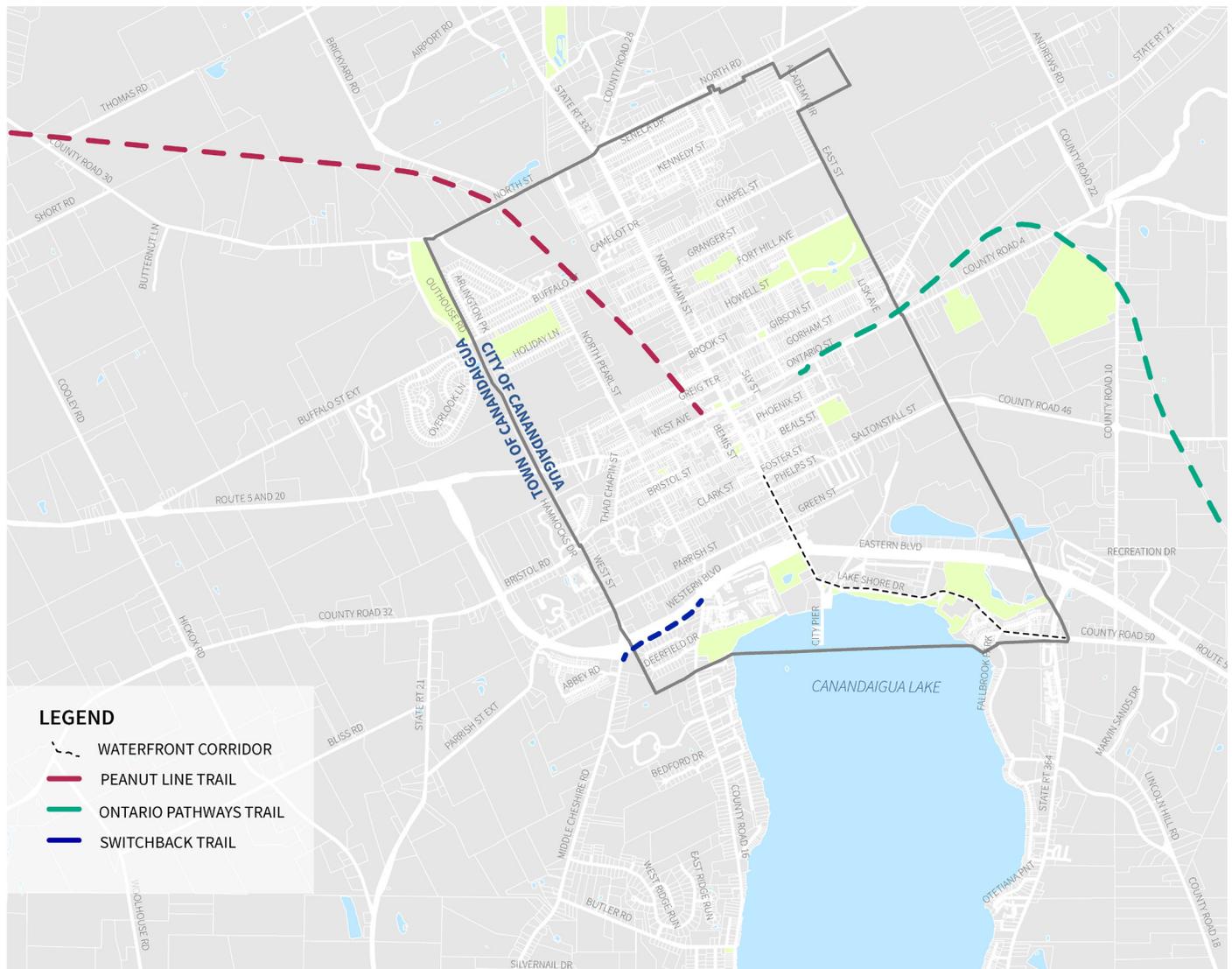
The Switchback Trail is a gravel trail connecting Middle Cheshire Road in the Town of Canandaigua to West Lake Road in the City of Canandaigua. The trail runs parallel to the southern side of Western Boulevard.

## PEANUT LINE TRAIL

The Peanut Line Trail begins in the Town of Canandaigua and travels through the City from County Road 30 to Cooley Road. The trail connects the northwest portions of the Town through the City to the Ontario Pathways Trail.

## ONTARIO PATHWAYS TRAIL

Ontario Pathways Trail provides 25 miles of non-motorized multi-use paths and 1.7 miles of hiking trails in the City and Town of Canandaigua. This trail is privately owned by a non-profit organization called Ontario Pathways Inc. and is open year-round for public use. The Ontario Pathways Trail is accessible to the Peanut Line Trail at North Main Street in the City of Canandaigua.



The background of the page is a photograph of a street scene. In the foreground, there is a paved road with some cracks. To the left, there is a grassy area. In the middle ground, there is a white building with a sign that says "NOLANS". There are trees and a street lamp visible. The sky is blue with some clouds. The overall scene is bright and clear.

## TRANSPORTATION NETWORK + STREETScape AMENITIES CONDITIONS

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This section includes an inventory and analysis of the existing transportation network and streetscape amenities along the Canandaigua Waterfront corridor, which provides context on the network's mobility, general character, and user safety. Topic areas within this section include:

- Roadway Conditions;
- Intersection and Crossing Conditions;
- Traffic Crashes;
- Public Transportation;
- Streetscape Amenities; and
- Pedestrian + Bicycle Infrastructure.

## ROADWAY CONDITIONS

*Understanding the existing transportation network provides context related to the constraints and opportunities for potential pedestrian and bicycle treatments along the Canandaigua Waterfront corridor.*

### LANE CONFIGURATION AND SPEED

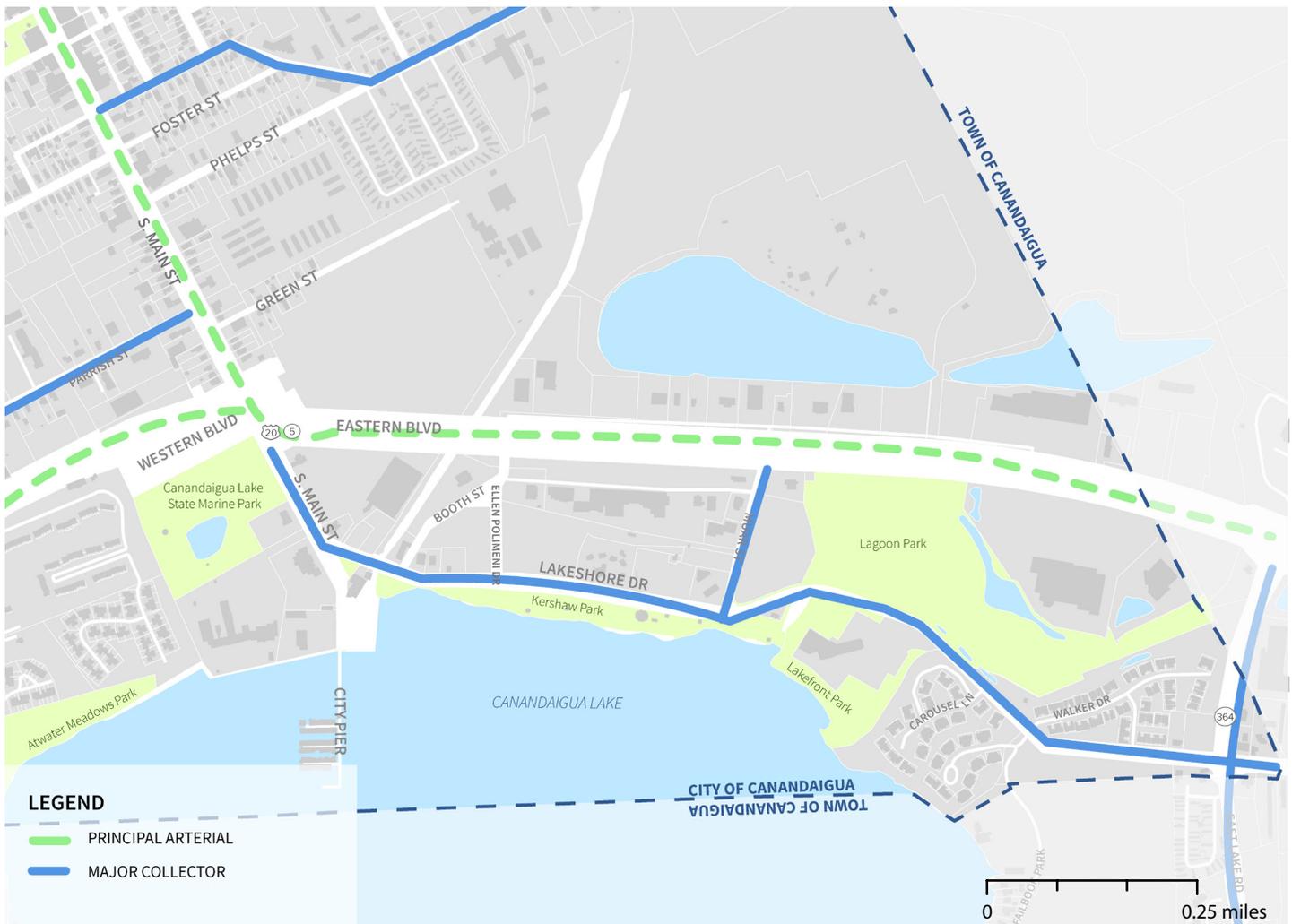
#### SOUTH MAIN STREET - FOSTER STREET TO Routes 5 & 20

The corridor on South Main Street begins just south of downtown Canandaigua. Beginning at Foster Street, the roadway is comprised of two travel lanes in each direction separated by a five foot center grass median. At Parrish Street, the roadway changes to three through travel lanes (approximately 11 feet wide) in the southbound direction (approximately 10-11 feet wide), then increases to five lanes just north of the Routes 5 & 20 intersection. Both sides of the roadway are curbed with drainage inlets have a combination of reticuline, rectangular and cast iron grates. The posted speed limit is 30 miles per hour. This roadway is classified as a principal arterial north of Routes 5 & 20 and as a major collector south of Route 5 + 20.

### ROADWAY CLASSIFICATIONS

The U.S. Federal Highway Administration groups roadways into classes based on their character and level of service they provide. Two classifications apply to the Canandaigua waterfront corridor and include:

- Arterial Roads - Roads designed for long distance travel, with posted speed limits and limited access from neighboring roads.
- Collector Roads - Roads that provide connections between arterial and local roads, with more access but lower posted speed limits than arterial roads.



## ROADWAY CONDITIONS

---

### **SOUTH MAIN STREET - Routes 5 & 20 TO LAKESHORE DRIVE**

This segment of South Main Street acts as a connection between the Routes 5 & 20 intersection and Lakeshore Drive. It is comprised of two, 11-foot travel lanes in the southbound direction and two, 12-foot travel lanes in the northbound direction. The northbound lanes contain a left turning lane just south of the Routes 5 & 20 intersection. The travel lanes are separated by a raised, planted median. Both sides of the roadway are curbed and drainage grades have a combination of reticuline, rectangular and cast iron grates.

### **LAKESHORE DRIVE - SOUTH MAIN STREET TO ROUTE 364**

This segment of Lakeshore Drive to Route 364 is a two-lane roadway with one travel lane in each direction and a center grass median. Some portions of this roadway contain on-street parking on either side (from Booth Street to Muar Street). Both sides of the roadway are curbed and drainage grades have a combination of reticuline, rectangular and cast iron grates. The posted speed limit in this section is 25 miles per hour.

### **PARRISH STREET**

Parrish Street extends west off South Main Street, just north of the Routes 5 & 20 intersection. This roadway is a two-lane roadway with one travel lane in each direction. This roadway is classified as a major collector. Thompson Hospital is located on Parrish Street just outside of the study area to the west.

### **MUAR STREET**

Muar Street provides vehicular connection from Lakeshore Drive to Eastern Boulevard. This roadway is classified as a major collector and has two travel lanes, one in each direction.

### **EAST LAKE ROAD**

East Lake Road also known as Route 364 is located at the eastern boundary of the study area. This roadway is classified as a major collector and is generally a two-lane roadway with one travel lane in each direction. The portion of this roadway closest to the study area contains a left turn lane at the Eastern Boulevard intersection.

# ROADWAY CONDITIONS

## ROADWAY OWNERSHIP

The Canandaigua Waterfront corridor is comprised of South Main Street and Lakeshore Drive. South Main Street from Foster Drive to Routes 5 & 20, as well as Eastern and Western Boulevard, are owned by the New York State Department of Transportation and classified as a principal arterial. South Main Street / Lakeshore Drive from Routes 5 +20 to Route 364 is owned by the City of Canandaigua, and is classified as a major collector.

## KEY TAKEAWAYS

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. Future build-out of the area should be taken into consideration when planning potential multi-modal enhancements along the corridor.

## RIGHT OF WAY (ROW)

Right of way width varies significantly along the Canandaigua Waterfront corridor. The right of way width on South Main Street from Foster Street to just south of Green Street is approximately 135 feet. The ROW width on South Main Street/Lakeshore Drive from the Routes 5 +20 intersection to Muar Street ranges from 85 - 115 feet, then transitions to 60 - 65 feet between Muar Street and Fallbrook Drive. From Fallbrook Drive to Route 364, the ROW range is approximately 100 feet in width.



# ROADWAY CONDITIONS

## TRAFFIC COUNTS

NYSDOT collects traffic volumes indicated as Average Annual Daily Traffic (AADT). No in-person counts were obtained as part of this study. Traffic counts along the corridor range from approximately 7,000 AADT to 25,000 AADT. The heaviest volumes of traffic along the corridor are seen on South Main Street and along Western and Eastern Boulevard (Routes 5 & 20). Heavier volumes of traffic occur along the corridor between Routes 5 & 20 and Muar Street. Traffic volumes are light east of Muar Street and along East Lake Road.



0 0.25 miles

## ROADWAY CONDITIONS

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Turning movement counts were collected in May 2021 as part of this study to better understand traffic patterns at the Routes 5 and 20 / South Main Street intersection and the South Main Street / Lakeshore Drive intersection. It should be noted that the counts were collected during the COVID-19 pandemic.

### ROUTES 5 AND 20 / SOUTH MAIN STREET INTERSECTION

Based on the collected counts, the dominant flow of traffic at this intersection is southbound on South Main Street turning eastbound onto Routes 5 and 20, and westbound traffic on Routes 5 and 20 turning northbound onto South Main Street. Pedestrian and bicycle volumes were low overall. This could be at least partially attributable to the time of year and inclement weather conditions. Bicyclists were present during the midday and afternoon periods, but none were present during the morning period. The most common pedestrian movement crossed the western leg of the intersection; however, some pedestrians did utilize the other marked crosswalks across Routes 5 and 20 and South Main Street.

### LAKESHORE DRIVE AT SOUTH MAIN STREET (WEST)

The western intersection consists of Lakeshore Drive, South Main Street, and the entrance/exit to the Lake House of Canandaigua. The dominant flow of motor vehicles involves southbound traffic on South Main Street continuing eastbound onto Lakeshore Drive and westbound traffic on Lakeshore Drive continuing northbound onto South Main Street. Minimal motor vehicle traffic was counted on the Lake House of Canandaigua driveway. This could be attributable to the fact that these counts were collected during the Covid-19 pandemic and outside the area's peak season.

Left turns are prohibited from westbound Lakeshore Drive to southbound South Main Street at this location. Five illegal left turns were observed to have occurred at this location during the count period. There was also one wrong-way vehicle that used the one-way southbound portion of South Main Street to head north in the direction of US Route 20 and NYS Route 5. This demonstrates the potential for confusion related to the intersection's somewhat complex geometry.

Pedestrian and bicycle volumes were low overall. This could be at least partially attributable to the time of year and inclement weather conditions. There was one bicyclist counted. The most common pedestrian movement involved crossing the unmarked driveway to the Lake House of Canandaigua. Some pedestrians did use the marked crossing of South Main Street.

### LAKESHORE DRIVE AT SOUTH MAIN STREET (EAST)

The eastern intersection consists of Lakeshore Drive and South Main Street. Dominant movements for the intersection include westbound and eastbound traffic through the intersection along Lakeshore Drive. Very little eastbound traffic makes a right turn onto South Main Street given that vehicles can more directly reach their destination using the intersection to the west.

Pedestrian and bicycle traffic was relatively low. This could be at least partially attributable to the time of year and inclement weather conditions. Bicyclists were present during the midday and afternoon periods, but none were present during the morning period. The most common pedestrian movement crossed the southern leg of the intersection; however, some pedestrians did utilize the other marked crosswalks across Lakeshore Drive.

# INTERSECTIONS AND CROSSINGS

Understanding the configuration and existing traffic patterns at each of the major intersections along the corridor will help inform future transportation improvements. This section reviews the major intersections along the corridor, including unsignalized and signalized intersections, as well as crosswalks, which provide pedestrian accessibility along the corridor.

## OVERVIEW

There are numerous intersection and crossing types along the Canandaigua Waterfront corridor. Intersections and crossings inventoried and analyzed in this section include:

- Unsignalized intersections;
- Signalized intersections; and
- Mid-block crosswalks.



## INTERSECTIONS AND CROSSINGS

### UNSIGNALIZED INTERSECTIONS

There are nine unsignalized intersections along the Canandaigua Waterfront corridor including;

- Foster Street;
- Green Street;
- Lakeshore Drive / S. Main Street;
- Booth Street;
- Ellen Polimeni Drive;
- Muar Street;
- Carousel Lane;
- Fallbrook Park / Walker Drive; and
- Hawley Drive.

A summary of pedestrian amenities located at each intersection is provided in the table at right. Overall, the majority of the intersections contain minimum standard pedestrian amenities; however, in many instances, pedestrian amenities, such as crosswalk striping and pedestrian signals can be visually enhanced or installed to increase pedestrian safety along the corridor.

### UNSIGNALIZED INTERSECTION CONDITIONS

INTERSECTION	CROSSWALK STRIPING	PED SIGNAL	CURB RAMPS
Foster Street	Yes, faded	No	4 Legs
Green Street	Yes, faded	No	2 Legs
Lakeshore Drive / S. Main Street	Yes, faded	No	2 Legs
Booth Street	Yes	No	4 Legs
Ellen Polimeni Drive	Yes	No	2 Legs
Muar Street	No	No	2 Legs
Carousel Lane	No	No	None
Fallbrook Park / Walker Drive	No	No	None
Hawley Drive	No	No	None



CAROUSEL LANE INTERSECTION



FOSTER STREET INTERSECTION

# INTERSECTIONS AND CROSSINGS

## MID-BLOCK CROSSINGS

Mid-block crossings, are locations where cars must yield to pedestrians in the crosswalk not located at an intersection. There are eight mid-block crossings along the corridor most of which are located on Lakeshore Drive near Kershaw and Lagoon Parks. The majority of crossings have been recently updated and contain accessible detectable warning strips and high visibility crosswalk paint. The mid-block crossings located across from Young Lion Brewing Company and Ellen Polimeni Drive are equipped with Rectangular Rapid Flashing Beacons (RRFBs), which are activated by using a pedestrian pushbutton.

## MID-BLOCK CROSSING CONDITIONS

CROSSING	CROSSWALK STRIPING	PED SIGNAL	COUNTDOWN TIMER	CURB RAMPS
1	Yes	Yes	No	Yes
2	Yes	Yes	No	Yes
3	Yes	No	No	Yes
4	Yes	No	No	Yes
5	Yes	No	No	Yes
6	Yes	No	No	Yes
7	Yes	No	No	Yes
8	Yes	No	No	Yes



MID-BLOCK CROSSING NEAR FALLBROOK PARK



RECTANGULAR RAPID FLASHING BEACON (RRFB) NEAR YOUNG LION BREWING



# INTERSECTIONS AND CROSSINGS

## SIGNALIZED INTERSECTIONS

Signalized intersection crossings along the corridor include:

- South Main Street at Phelps Street
- Parrish Street
- South Main Street at Routes 5 & 20
- Lakeshore Drive at E Lake Road

All of these intersections are equipped with pedestrian push buttons, countdown timers, and detectable warning strips at each curb cut. The crosswalks at the signalized intersections have become degraded over time due to heavy traffic volumes and should be adequately marked to increase visibility and usefulness. Detectable warning strips may also need to be replaced to ensure they conform to accessibility guidelines.



## INTERSECTIONS AND CROSSINGS

### Routes 5 & 20 / SOUTH MAIN STREET

The Routes 5 & 20 / South Main Street intersection is a major intersection along the corridor. This intersection physically and visually separates downtown Canandaigua from the City's waterfront. The roadway configuration at this intersection includes:

- Southbound (South Main Street) - two left hand turn lanes, two travel lanes and a right hand turning roadway.
- Northbound (South Main Street) - one left hand turn lane, one travel lane, and one right hand turn lane.
- Westbound (Routes 5 & 20) - one left hand turn lane, two travel lanes, and two right turning roadway lanes.
- Eastbound (Routes 5 & 20) - one left hand turn lane, one travel lane, and one right hand turn lane.

The intersection is controlled by an actuated three-color traffic signal. The northbound and southbound approaches are split phased, meaning that the traffic in both directions move at separate times. The signal and pavement markings are in fair to good condition; however, reflectorization of the pavement markings should be improved.

All approaches have crosswalks except for the northern section across South Main Street. The crosswalk striping at each are eight feet wide and in poor condition with fading (noted at the time they were observed). All crossings have curb ramps with detectable warning strips, pedestrian signals with countdown timers and push button stations with audible tones when activated. There is also a pedestrian refuge on the north western side of the intersection with a sidewalk, which provides a safe space for pedestrians; however, there is no crosswalk that connects to the sidewalk on the west side of South Main Street.



### WHAT WE'VE HEARD

While there are features in place effectively facilitating pedestrian crossing at this intersection, pedestrians and bicyclists view this intersection as a daunting experience. During public engagement, users explained on foot or bike the crossing distance is very wide, overwhelming and difficult to cross with a stroller or wheelchair. Users also indicated their apprehension riding bicycles in the travel lanes due to the vehicle volumes and speed. Improvements should be considered to enhance the pedestrian and bicyclist experience of traveling from the downtown Canandaigua area to the waterfront.

## INTERSECTIONS AND CROSSINGS

### PHELPS STREET / SOUTH MAIN STREET

The Phelps Street / South Main Street intersection is located in the northern portion of the study area. This is a signalized intersection with two lanes in each direction on South Main Street. The intersection has a striped crosswalk and curb ramps across Phelps Street; however, pedestrians are not able to cross South Main Street at this location.



PHELPS STREET INTERSECTION

### PARRISH STREET / SOUTH MAIN STREET

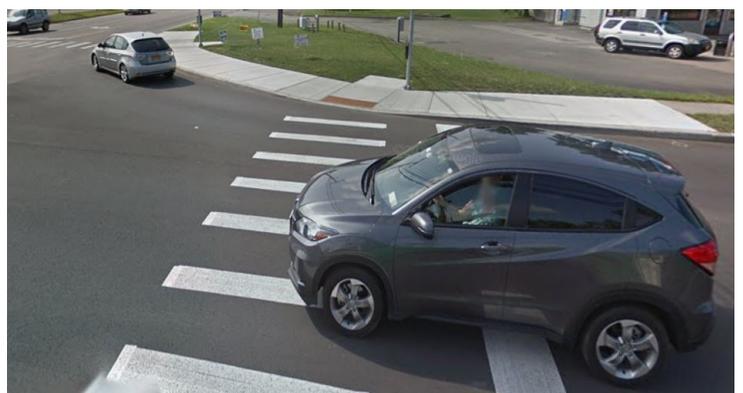
The Parrish Street / South Main Street intersection is located north of the Routes 5 & 20 intersection. At this location South Main Street has two travel lanes in each direction and Parrish Street has one lane in each direction (the eastbound direction has a right turn lane). This intersection has curb ramps and detectable warning strips, a pedestrian signal and countdown timers; however, the crosswalk striping is in poor condition.



PARRISH STREET INTERSECTION

### EAST LAKE ROAD / LAKESHORE DRIVE

The East Lake Road and Lakeshore Drive intersection is located at the eastern end of the corridor. At this location Lakeshore Drive and East Lake Road have one travel lane in each direction. At the intersection East Lake Road also has a left turn lane. The intersection contains curb ramps and detectable warning strips, high visibility crosswalk striping, a pedestrian signal, and countdown timers.



EAST LAKE ROAD INTERSECTION

## TRAFFIC COLLISIONS - TYPE OF CRASH

*Traffic collisions along the corridor from 2005 through 2019 were analyzed to evaluate safety performance affecting motorists, pedestrians, and bicyclists. The data highlights potential problem areas where future transportation improvements may be necessary.*

A total of 961 crashes were recorded along the corridor in the last 15 years. The majority of crashes involved collisions between motor vehicles (773 crashes, 80.44%). There were 124 (12.90%) fixed object crashes, 26 (2.71%) crashes involving an animal, 18 (1.87%) crashes involving a bicyclist, and 10 (1.04%) crashes involving a pedestrian.

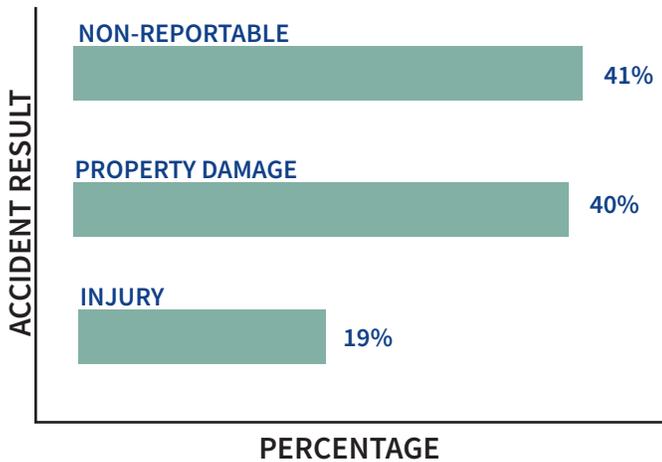
A total of 300 crashes occurred at the intersection of South Main Street and Routes 5 and 20 between 2005 and 2019. The prevailing crash type was rear end collisions, accounting for 49.33% or 148 crashes. The next most common crash types were overtaking (43 crashes, 14.33%), fixed object (20 crashes, 6.67%), animal-related (20 crashes, 6.67%), and right angle (11 crashes, 3.67%). The predominance of rear end collisions is not atypical of an urban, signalized intersection with multiple lanes.

The average crash rate, expressed in crashes per Million Entering Vehicles (MEV), was calculated as 1.39 crashes per MEV. This rate is more than six times the average crash rate reported by NYSDOT for similar intersections. The 2017-2018 NYSDOT average crash rate for urban four legged intersection with left turns and five or more lanes is 0.23 crashes per MEV.



# TRAFFIC COLLISIONS - RESULT OF CRASH

The map shows the result of traffic collisions that occurred along the corridor between 2005 and 2019. According to data, there were no fatal crashes recorded. Of the 961 crashes, a total of 180 (19%) crashes resulted in injury, 386 (40%) crashes resulted in property damage only, and 394 (41%) crashes were non-reportable.



**WHAT IS A NON-REPORTABLE CRASH?**  
 Non-reportable crashes are collisions that do not cause a fatality, personal injury or damage over \$1,000 to the property or any one person.

**KEY TAKEAWAYS**  
 Over the last 15 years, there have been a number of traffic crashes along the corridor. The majority of accidents occurred along the northern portion of the corridor from Foster Street to the Routes 5 & 20 intersection. Improved delineation and appropriate traffic calming features coupled with targeted pedestrian and bicycle accommodations have the potential to enhance the safety for multi-modal users.



## PUBLIC TRANSPORTATION

*Regional Transit Service (RTS) Ontario services the City and Town of Canandaigua and provides alternative transportation options for residents and visitors in the region.*

The Regional Transit Service provides public transportation service to eight counties in upstate New York, including Ontario County. Access to public transportation is provided by two bus routes along the Canandaigua Waterfront corridor - Route 252 and Route 250. Route 250 travels through downtown Canandaigua along South Main Street and connects to Thompson Hospital by Parrish Street. Route 252 travels along South Main Street and a portion of Lakeshore Drive and connects to the Canandaigua Hub and Ontario County Complex. Both routes provide service from 6:30 AM to 6:30 PM on weekdays, and from 9:30 AM to 6:00 PM on weekends.

There are three bus stops in proximity to the corridor including:

- 80 Parrish Street Apartments;
- Parkway Plaza; and
- Wegmans Plaza.

### KEY TAKEAWAYS

RTS Ontario provides public transportation within the City of Canandaigua, which travels from downtown to the Waterfront corridor. There are no bus stops within the study area on South Main Street and Lakeshore Drive. Increased 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 INFRASTRUCTURE

*An inventory and analysis of pedestrian and bicycle infrastructure along the corridor was completed to identify gaps in connectivity and areas in need of improvements. Multi-modal users have the ability to travel along the corridor; however, there are gaps in facility treatments.*

### SIDEWALKS

There are approximately 3.4 miles of sidewalks along the Canandaigua Waterfront corridor not including the side streets shown on the map. The sidewalks are generally four to five feet in width and are in excellent condition. The majority of sidewalks were constructed with a small grass buffer (utility strip) and a vertical curb that separates pedestrians from vehicular traffic.

Sidewalks are present on both sides of the roadway in the following locations:

- Eastern Boulevard (Route 5 + 20)
- South Main Street
- Muar Street and Phelps Street
- Lakeshore Drive from South Main Street to Muar Street.

Sidewalks are present on one side of the roadway in the following locations:

- Lakeshore Drive from Muar Street to East Lake Road
- Booth Street, Foster Street and Parrish Street.

There are no sidewalks on East Lake Road or on lower traffic volume residential streets.



# PEDESTRIAN AND BICYCLE INFRASTRUCTURE

## ON-ROAD BICYCLE FACILITIES

The Canandaigua Waterfront corridor does not provide designated on-road bike facilities. South Main Street from Foster Street to the Routes 5 & 20 intersection contains narrow travel lanes and on-street parking. South Main Street from Routes 5 & 20 to East Lake Road is comprised of narrow travel lanes on either side of a grass refuge island and are not conducive to safe bicycle use as they currently exist.

## OFF-ROAD MULTIMODAL FACILITIES

There are two primary trail networks in proximity of the corridor located in Kershaw Park and Lagoon Park. These networks provide approximately 1.4 miles of off-road trails. Kershaw Park contains a stonedust walking trail ranging from 5 - 10 feet in width. This network travels along the waterfront and offers access to park amenities such as boat rentals, picnic areas, and benches. While the trails within Kershaw Park are considered “lakefront walkways”, multi-modal use (bicycle and pedestrian users) regularly occurs and is encouraged since there are amenities for bicyclists, such as bike parking and a bike repair station.

Lagoon Park is located on the north side of Lakeshore Drive and provides a 5 - 10 foot stonedust trail system that travels along the Canandaigua Lake Outlet water system. There are approximately five designated access points to the Lagoon Park Trail for users to utilize. The variations in trail width do not support pedestrian and bicycle use along the entire trail system; however, field observation indicates that this system operates as a shared use path for users.



**OFF-ROAD PATH AT LAKEFRONT PARK**



**OFF-ROAD PATH AT KERSHAW PARK**

## KEY TAKEAWAYS

Sidewalks along the corridor are in good condition and provide connections from one end of the corridor to the other. While bicycle use is seen on off-road facilities, there are no dedicated on- or off-road bicycle infrastructure along the corridor.

# PEDESTRIAN AND BICYCLE INFRASTRUCTURE

## REPRESENTATIVE IMAGES



**SIDEWALKS ON SOUTH MAIN STREET**



**SIDEWALKS AT THE INTERSECTION OF SOUTH MAIN STREET AND LAKESHORE DRIVE**



**SIDEWALKS ACROSS FROM KERSHAW PARK**



**SIDEWALKS ALONG LAKESHORE DRIVE NEAR TOWNHOMES ACROSS FROM LAGOON PARK**

# PEDESTRIAN AND BICYCLE AMENITIES

*Amenities, such as benches, bicycle racks, signage, and gazebos enhance the corridor's sense of place and user experience. This section provides an overview of existing amenities and identifies existing gaps and deficiencies.*

## SEATING

There are a total of 45 benches within the study area; one bench located on Lakeshore Drive in front of Abbott's Ice Cream Shop, 30 located within Kershaw and Lakefront Parks, and 14 located on the City Pier.

## PICNIC TABLES + GRILLS

Kershaw Park and Lakefront Park also contain 41 picnic tables and eight grills for public use. The City Pier also has approximately five picnic tables for public use.



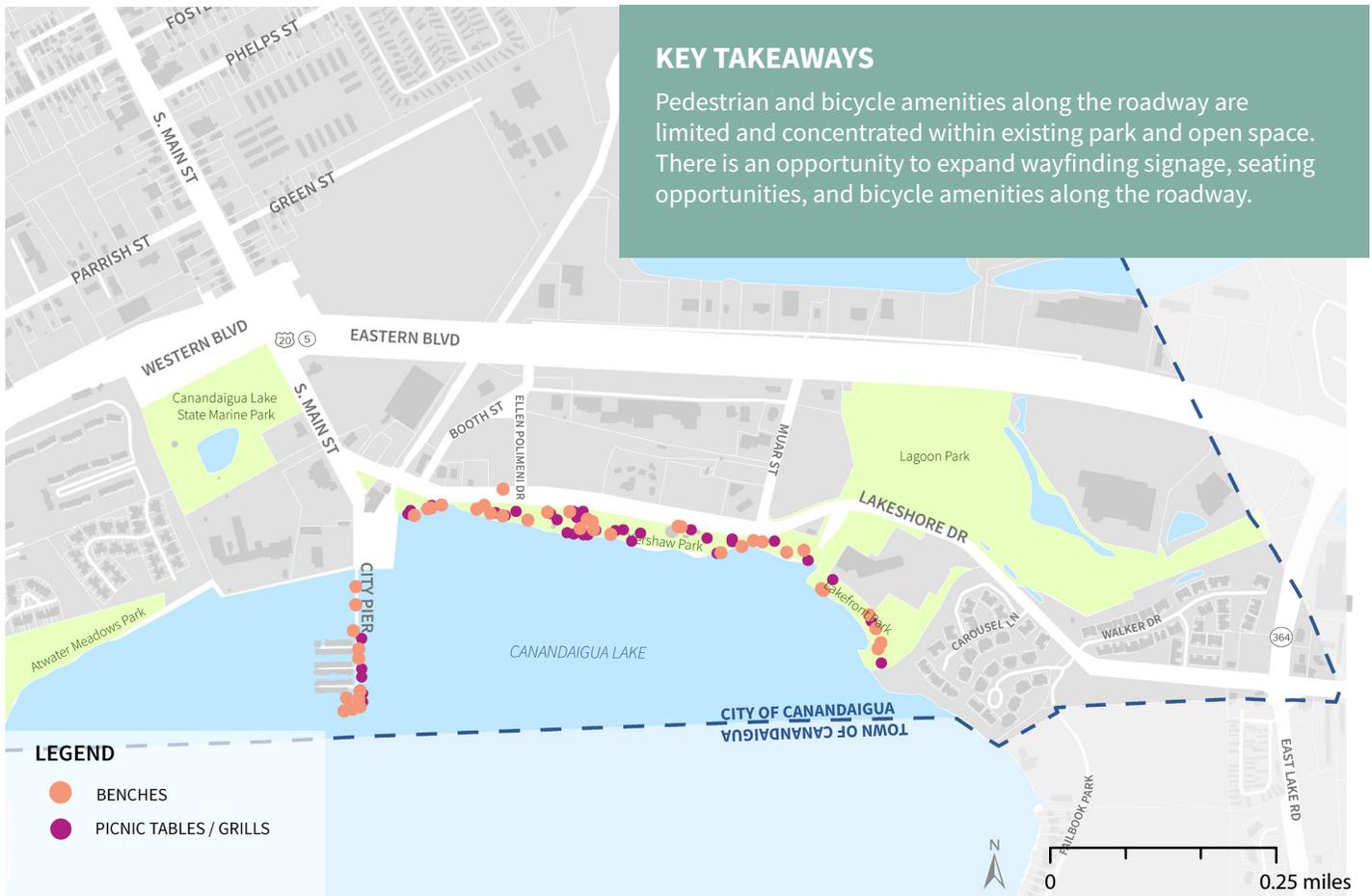
PICNIC TABLE IN KERSHAW PARK



SWINGING BENCH IN KERSHAW PARK

## KEY TAKEAWAYS

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.



# PEDESTRIAN AND BICYCLE INFRASTRUCTURE

## BICYCLE AMENITIES

There are two bicycle racks, that can hold up to three bikes each, and one bicycle repair station along the Canandaigua Waterfront corridor. All are within Kershaw Park. The bicycle repair station is equipped with an air pump for bicycle tires. Bicycle amenities and facilities are limited along the corridor streetscape.

## PUBLIC RESTROOMS

There are two public restroom locations for use along the Canandaigua corridor, including a facility on the City Pier and along Lakeshore Drive in Kershaw Park.



BIKE RACK AND REPAIR STATION IN KERSHAW PARK



## PEDESTRIAN AND BICYCLE AMENITIES

### TRASH RECEPTACLES + PLANTERS

Trash receptacles and planters are limited along the corridor. Based on field observation, there were six trash receptacles located on the City Pier, and two planters along Lakeshore Drive near Young Lion Brewing across from Kershaw Park.

### PEDESTRIAN LIGHTING

Pedestrian lighting is typically located at a lower height compared to mounted lighting to accommodate the scale of a person rather than a vehicle. Pedestrian lighting is provided on the City Pier, within Kershaw Park and along Lakeshore Drive. The majority of pedestrian-scaled light poles along the corridor have a gooseneck, ornamental-style lamp, while those on the City Pier are a more traditional style.



**PLANTERS AND BENCH ON LAKESHORE DRIVE**



**PEDESTRIAN LIGHT ON CITY PIER**



**PEDESTRIAN LIGHT WITHIN KERSHAW PARK**

# PEDESTRIAN AND BICYCLE AMENITIES

## WATER ACCESS

Water access is provided along several locations along the corridor, including:

- Boat launches at Canandaigua Lake State Park, Kershaw Park and Lakefront Park;
- Boat tie ups at the Lake House on Canandaigua; and
- Boating docks at Sutter's Canandaigua Marina, Seager Marine and Lakefront Park;.

There are also four locations along the City Pier where water access is provided; however, these locations do not meet ADA-accessibility standards.



**KAYAK LAUNCH IN KERSHAW PARK**



**BOAT DOCKS AT LAKEFRONT PARK**



## PEDESTRIAN AND BICYCLE AMENITIES

### OVERLOOKS AND GAZEBOS

There are five overlooks within parks along the Waterfront corridor. These overlooks provide scenic viewing of Canandaigua lake from Kershaw Park, Lagoon Park and Lakefront Park. Some overlooks are complemented with gazebos for shade and seating amenities. There are also five gazebos within parks along the Waterfront corridor. Many of these gazebos provide tables and benches as picnic areas.



**GAZEBO IN KERSHAW PARK**



**OVERLOOK + GAZEBO AT LAKEFRONT PARK**



**GAZEBO IN LAGOON PARK**

# PEDESTRIAN AND BICYCLE INFRASTRUCTURE

## WAYFINDING SIGNAGE

There are two types of wayfinding signage found along the Canandaigua waterfront corridor; directional and identification signage. There are approximately 18 directional signs located along the roadway required by New York State Department of Transportation. These signs are intended to direct vehicular users to destinations, such as Roseland Water Park, CMAC, Bristol Mountain, Canandaigua Wine Trail, and Kershaw Park. A total of six of these signs are directional signs to public parking facilities. There are also several identification signs for key destinations, such as Kershaw Park, as well as historic interpretive signage on the City Pier.



KERSHAW PARK IDENTIFICATION SIGN



KERSHAW PARK PARKING DIRECTIONAL SIGN



CITY PIER DIRECTIONAL SIGN



BRISTOL MOUNTAIN / HARBOUR DIRECTIONAL SIGN

## PEDESTRIAN AND BICYCLE AMENITIES

### PUBLIC PARKING FACILITIES

There are five public parking facilities along the Canandaigua waterfront corridor. These are located in Kershaw Park, Lakefront Park, behind the Hess Gas Station off Muar Street, and north and east of Hotel Canandaigua. In total, these parking lots provide approximately 380 spaces for residents and visitors to use along the lakefront.

On-street public parking is also located along South Main Street from Foster Street to Parrish Street, Lakeshore Drive from Ellen Polimeni Drive to Muar Street, and on the City Pier. There are approximately 220 on-street spaces along the corridor.

PARKING FACILITY	SPACES	ADA SPACES
Kershaw Park	43	8
Lakefront Park	35	2
Muar Street Lot	97	3
Hotel Canandaigua Lot (North)	61	2
Hotel Canandaigua Lot (East)	143	2
<b>TOTAL (APPROXIMATE)</b>	<b>379</b>	<b>17</b>



KERSHAW PARK PARKING LOT



\*On- and off-street parking spaces were collected using Google Earth and are estimated.

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## SECTION II

# NEEDS AND OPPORTUNITIES ASSESSMENT

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An assessment of needs and opportunities along the Canandaigua Waterfront Corridor was conducted informed by site visits and key findings in the preceding existing conditions analysis. This assessment identifies the primary concerns and potential opportunities related to expanding pedestrian and bicycle access along the corridor, enhancing safety for all types of users, and strengthening placemaking efforts. Findings related to needs and opportunities for each character area are described in this section and are organized by the following topic areas:

- Bicycle and Pedestrian Access
- Vehicle Transportation
- Public Realm

## CHARACTER AREA 1: SOUTH MAIN STREET

*The following describes the key findings related to needs and opportunities for the Canandaigua Waterfront Corridor on South Main Street from Foster Street to Green Street.*

### KEY FINDINGS

#### Bicycle and Pedestrian Access

- Sidewalks exist on both sides of the roadway; however, some sections of sidewalk are in fair to poor condition.
- Dedicated bicycle facilities do not exist along this section of the corridor.
- The existing right-of-way width of approximately 135 feet can accommodate the expansion of pedestrian and bicycle facilities along this section. This could include separated bicycle facilities in the form of dedicated bicycle lanes, a two-way cycle track or a separated multi-use side path.
- Crosswalk improvements are needed to enhance visibility of pedestrians to drivers and improve ADA-accessibility.
- Ped/bike improvements should connect to regional assets, such as the Switchback Trail and Middle Cheshire Corridor.

#### Vehicle Transportation

- Implementing new multi-modal facilities may require the reduction of the existing 13' travel lane width, which may present a constraint for large truck traffic.
- Parking lanes exist on both sides of the roadway. Dedicated parking lanes may need to be removed to accommodate bike/ped access.

#### Public Realm

- Existing street trees provide an attractive sense of place.
- There is an opportunity to implement signage, including light pole banners and directional signage to guide pedestrians, bicyclists and drivers users to popular destinations.
- There is an opportunity to install additional pedestrian and bicycle amenities, such as benches and bike racks.
- Vacant parcels present an opportunity for infill development to improve the pedestrian scale along S. Main Street.



**SIDEWALK CONDITIONS ON SOUTH MAIN STREET**



**CROSSWALK CONDITIONS ON SOUTH MAIN STREET**

## CHARACTER AREA 2: ROUTES 5 AND 20

*The following describes the key findings related to needs and opportunities for the Canandaigua Waterfront Corridor at Routes 5 and 20 from approximately Green Street to just south of the intersection.*

### KEY FINDINGS

#### Bicycle and Pedestrian Access

- Travel distances across the Routes 5 and 20 intersection range from approximately 85 to 125 feet, which takes about 25 to 40 seconds to cross on foot, creating an intimidating experience for non-vehicular users.
- Existing pedestrian accommodations are limited to painted crosswalks, countdown timers and a refuge on the west side. There is an opportunity to visually enhance crossings to improve safety and the pedestrian experience.
- There are no dedicated bicycle facilities through the Routes 5 and 20 intersection.
- ADA-accessibility should be improved at this intersection through enhanced curb ramps and crossings.



**PEDESTRIAN REFUGE AT ROUTES 5 AND 20**

#### Vehicle Transportation

- This intersection experiences high volumes of traffic; therefore, functionality of the intersection for vehicles must be maintained. Options that balance functionality and multi-modal safety should be considered.
- Reduction of travel lanes or travel lane widths may be required to accommodate expanded pedestrian and bicycle access.



**EXPANSIVE PAVEMENT AT ROUTES 5 AND 20**

#### Public Realm

- The intersection does not provide a strong visual connection between S. Main Street and the waterfront. There is an opportunity to enhance the visual connection from downtown to the lakefront through aesthetic improvements to this intersection, such as landscaping and unique pavement treatments.

## CHARACTER AREA 3: SOUTHERN TRANSITION ZONE

*The following describes the key findings related to needs and opportunities for the Canandaigua Waterfront Corridor from south of the Routes 5 and 20 intersection to approximately Booth Street, and the City Pier.*

### KEY FINDINGS (LAKESHORE DRIVE)

#### Bicycle and Pedestrian Access

- Sidewalks exist on both sides of the roadway; however, dedicated bicycle facilities do not exist.
- Pedestrian access in this section of the corridor is difficult due to a lack of ADA-accessible crosswalks and pavement striping.
- Intersection improvements including crosswalks and curb ramps should be considered to create stronger pedestrian crossings.
- There is an opportunity to improve off-road multi-modal access along the creek between Lakeshore Drive and Eastern Boulevard through a multi-use trail.

#### Vehicle Transportation

- The existing right-of-way ranges from approximately 85 to 120 feet
- Many drivers utilize this section of the corridor as a cut-through to avoid traffic on Western and Eastern Boulevard.
- Varying roadway configurations should be considered for the Lakeshore Drive / City Pier roadway intersection to improve safety for all users, including a four-way stop, a roundabout, mini-roundabouts, and a raised intersection.
- Vehicle travel lane markings are limited and should be clearly delineated.

#### Public Realm

- Availability of parking is a concern for many businesses in this area; therefore, ensuring accessible parking for patrons and visitors through streetscape improvements and the development of new parking facilities should be considered.
- Triangle Park, located in between the City Pier entrance and South Main Street / Lakeshore Drive is a city-owned park with a historic monument. This park / monument location should be considered when identifying intersection improvements.



**LACK OF PAVEMENT MARKINGS ON LAKESHORE DRIVE**



**CROSSWALK CONDITIONS AT THE CITY PIER ENTRANCE**

## CHARACTER AREA 3: SOUTHERN TRANSITION ZONE

### KEY FINDINGS (CITY PIER)

#### Bicycle and Pedestrian Access

- The City Pier contains sidewalk infrastructure; however, gaps in connectivity between Lakeshore Drive and the Pier exist. Creation of a more seamless and inviting pedestrian connection should be considered.
- There are no dedicated bicycle facilities along the City Pier.
- Pedestrian infrastructure, including painted crosswalks and curb ramps should be considered to enhance visibility of multi-modal users.

#### Vehicle Transportation

- The roundabout at the base of the Pier should be maintained to allow for fire and emergency access.
- Removal of vehicle access is not feasible due to the existing boathouses and businesses located on the Pier.
- Angled and back in-parking and vehicle lane adjustments may not be feasible due to the constrained width of the Pier.

#### Public Realm

- Expansion of greenspace on the City Pier should be considered to enhance the Pier's sense of place.
- The Pier contains well utilized parking spaces; however, there is an opportunity to reduce parking to allow for expanded multi-modal facilities and programming area on the Pier.
- ADA-accessibility of seating areas and water amenities should be improved.
- Installation of signage, including kiosks and directional wayfinding, should be considered to enhance the visibility of the Pier and proximity to destinations for pedestrians, bicyclists, and drivers.



SEATING AMENITIES ON THE CITY PIER



EXISTING PARKING ON THE CITY PIER

## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

*The following describes the key findings related to needs and opportunities for the Canandaigua Waterfront Corridor on Lakeshore Drive from approximately Booth Street to Muar Street.*

### KEY FINDINGS

#### Bicycle and Pedestrian Access

- Sidewalks and pedestrian amenities exist along this section of the corridor; however, increased visibility of pedestrians to drivers is critical to user safety.
- There are no dedicated bicycle facilities on the roadway.
- Expanded pedestrian and bike access, such as a multi-use path within Kershaw Park, should be considered.
- ADA-accessible crosswalks and amenities should be installed along this section of the corridor.

#### Vehicle Transportation

- The existing right-of-way within this section of the corridor is limited. Expansion of pedestrian and bike access may require the removal of one or both on-street parking lanes.
- The removal of through traffic in one or both directions can be considered to allow for pedestrian and bicycle facilities. The removal of through traffic presents challenges due to reliance on a private access drive, limited emergency vehicle access and constraints for existing businesses.

#### Public Realm

- Installation of signage, including kiosks and directional wayfinding, should take place to enhance the visibility of key destinations and assets for pedestrians, bicyclists and drivers.
- A range of public art features may be incorporated to enhance the area's uniqueness and sense of place.
- Additional amenities within Kershaw Park should be installed at key locations.



LAKESHORE DRIVE



MULTI-USE PATH IN KERSHAW PARK

## CHARACTER AREA 5: RESIDENTIAL + HOSPITALITY

*The following describes the key findings related to needs and opportunities for the Canandaigua Waterfront Corridor on Lakeshore Drive from approximately Muar Street to Route 364.*

### KEY FINDINGS

#### Bicycle and Pedestrian Access

- There are gaps in sidewalks along this section of the corridor.
- Lack of crosswalks create unsafe conditions for residents and visitors accessing park spaces and traversing the corridor.
- Bicycle facilities do not exist along this section of the corridor.
- There is an opportunity to extend the Kershaw Park multi-use trail to Lakefront Park north to Lakeshore Drive. This would provide enhanced connectivity for residents and visitors.

#### Vehicle Transportation

- The Lakeshore Drive bridge has a limited right-of-way and only one travel lane in each direction. Expanded ped and bike access on the bridge is a would require expansion of the bridge deck.

#### Public Realm

- Installation of directional signage should be considered for this section of the corridor for pedestrians, bicyclists and drivers.



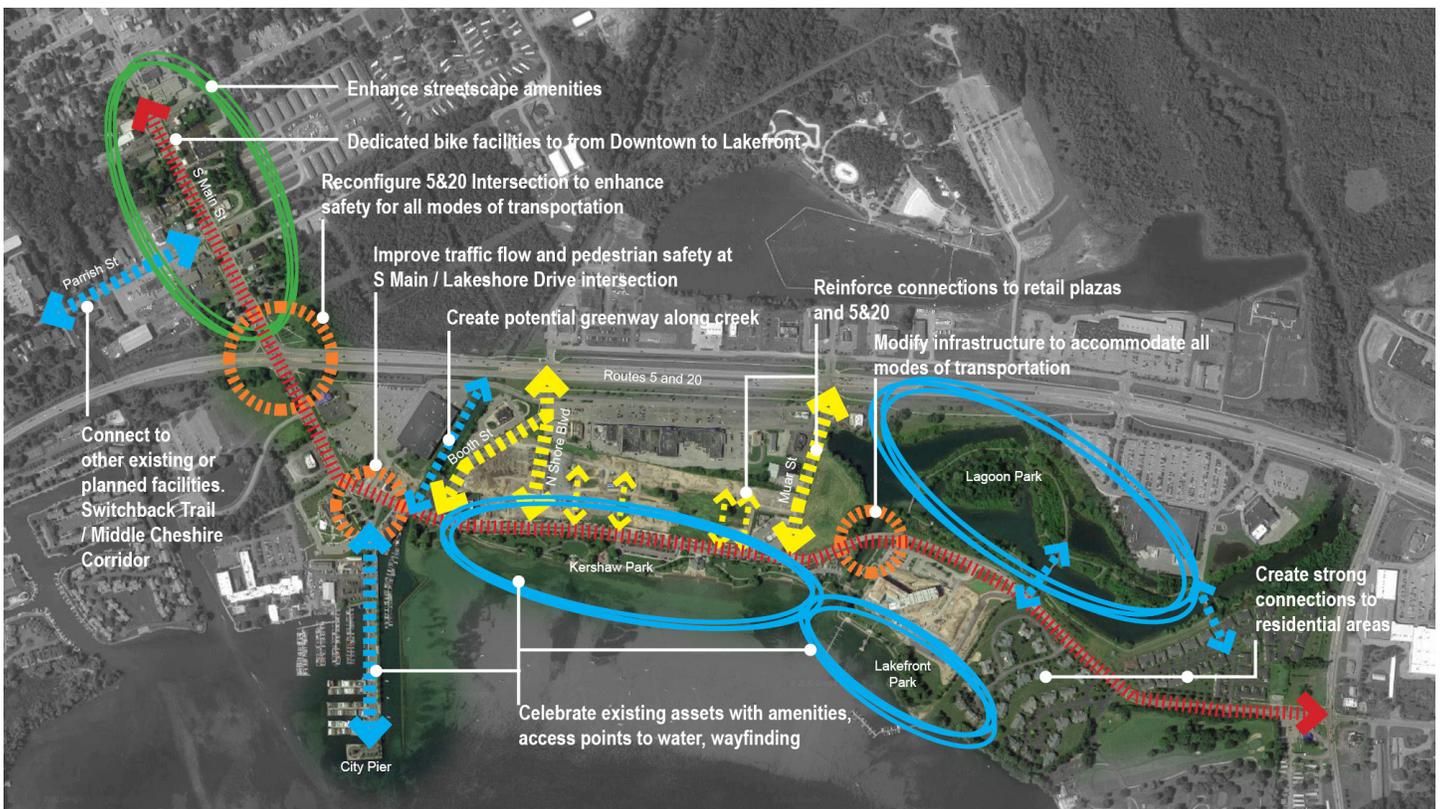
**LAKESHORE DRIVE BRIDGE NEAR LAGOON PARK**



**LAKESHORE DRIVE NEAR CAROUSEL DRIVE**

## KEY CORRIDOR OPPORTUNITIES

The graphic below summarizes the key opportunities identified along the Canandaigua Waterfront corridor. There are a number of pedestrian and bicycle treatments, transportation improvements, and public realm enhancements that could be implemented along the corridor to create a safer, more welcoming place for all types of users. Overall, there are strategic improvements that would serve to provide better connections from the downtown area of Canandaigua and the Town of Canandaigua to the lakefront for residents and visitors to enjoy.





## SECTION III

# TRANSPORTATION + PLACEMAKING RECOMMENDATIONS

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A series of transportation and placemaking recommendations have been identified for the Canandaigua Waterfront corridor, which were informed by the key findings identified in the Needs and Opportunities Assessment. Recommendations include pedestrian and bicycle treatment concepts, intersection improvements and placemaking opportunities in each character area, with the goal of creating a seamless corridor experience. These recommendations are intended to mitigate gaps in multi-modal connectivity, enhance safety, improve the lakefront's sense of place and create a unique area that attracts a variety of people to enjoy. This section is organized into the following categories:

1. Recommended Pedestrian and Bicycle Treatments
2. Placemaking Opportunities

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## RECOMMENDED PEDESTRIAN AND BICYCLE TREATMENTS

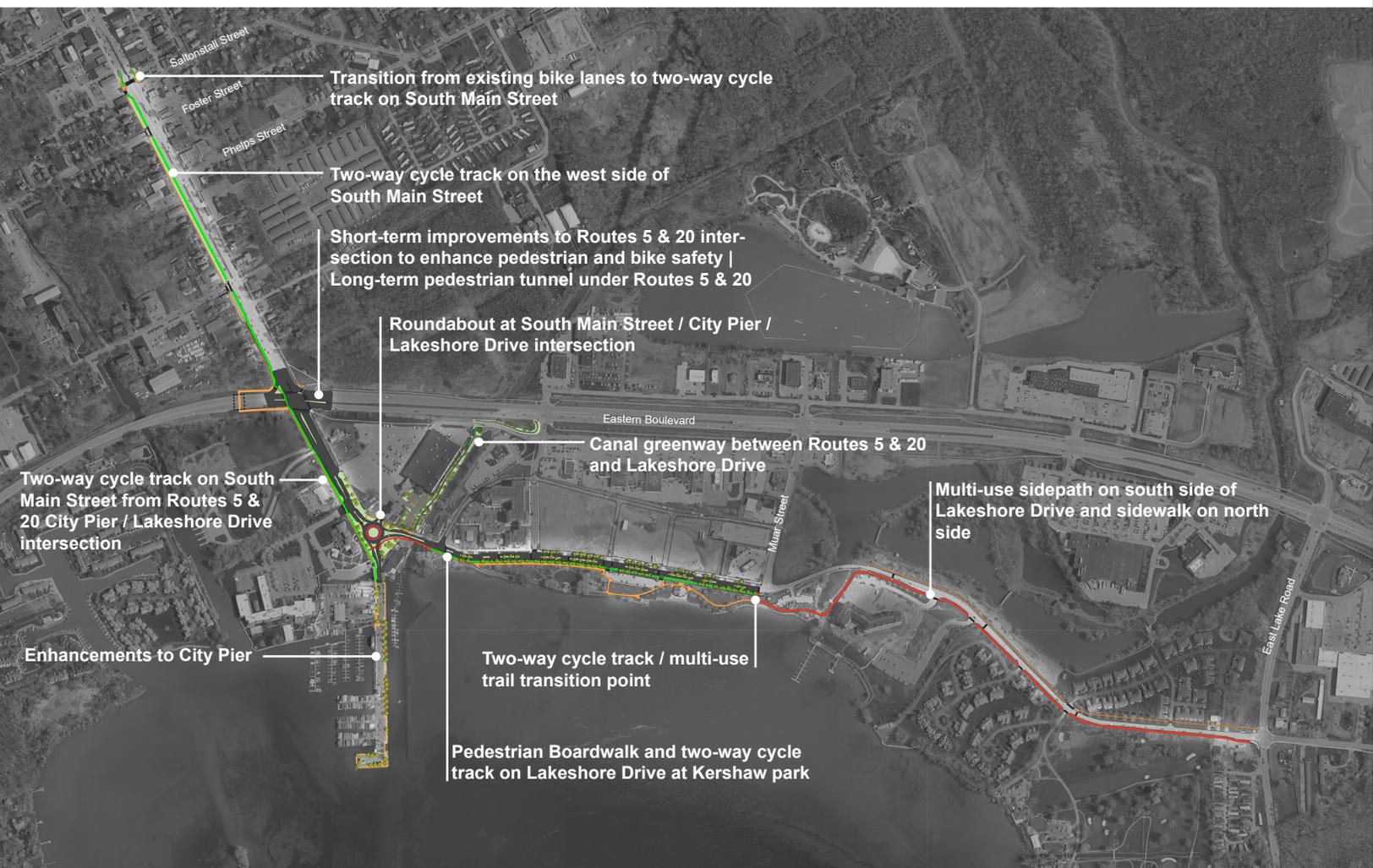
Recommended pedestrian and bicycle treatments were informed by the existing conditions inventory, needs and opportunities assessment, as well as public feedback. This section describes the preferred treatment options for each corridor character area; however, there are some instances where several concepts recommended for further consideration and design evaluation are presented.

## CORRIDOR TREATMENT PLAN

The recommended pedestrian and bicycle treatments for the Canandaigua Waterfront corridor are anticipated to result in enhanced multi-modal connectivity and an improved sense of place from downtown Canandaigua to the Canandaigua lakefront. The recommended improvements focus on creating separated facilities for pedestrians and bicyclists. Treatments are recommended at key transition areas where pedestrian and bicycle facilities may change from one end of the corridor to the other.

### 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.

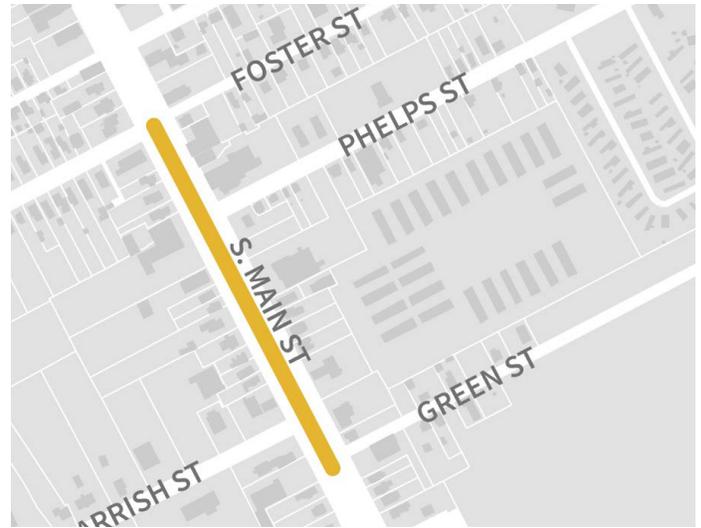


# CHARACTER AREA 1: SOUTH MAIN STREET

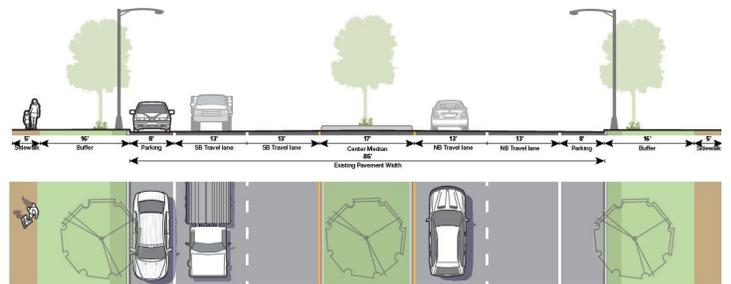
*The following pedestrian and bicycle treatments are recommended for South Main Street from approximately Foster Street to Green Street.*

## FOSTER STREET TO GREEN STREET

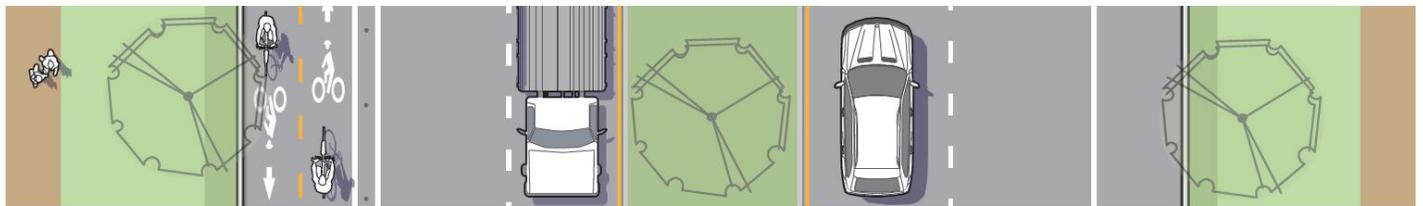
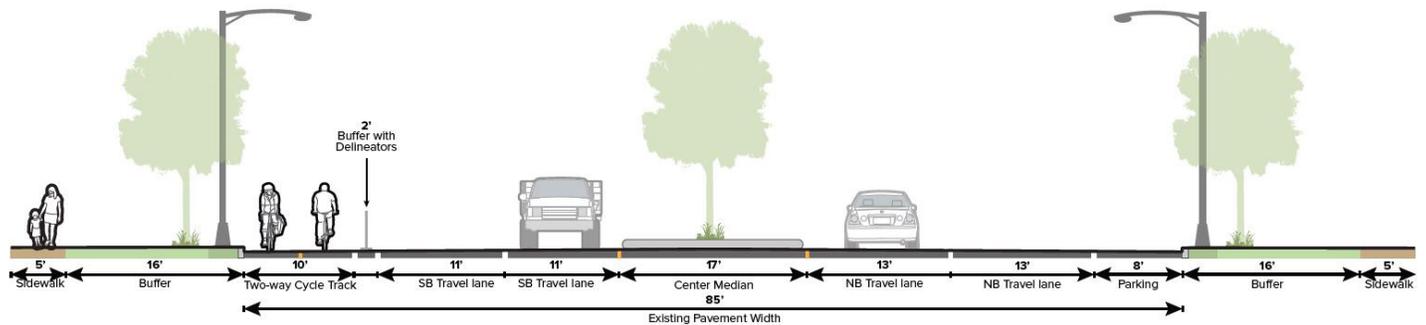
South Main Street from Foster Street to Green Street currently is configured as a four-way roadway, with two travel lanes and on-street parking in both directions. A desire for separated pedestrian and bicycle facilities to enhance safety of users was expressed during the public comment period of this study. To provide these separated facilities while maintaining existing street trees and sidewalk accommodations, the installation of a two-way cycle track on the west side of S. Main Street is proposed. This two-way cycle track will require the removal of parking on the west side and the reduction of travel lanes by 2 feet; however, there is currently adequate parking available in this segment.



PLAN VIEW MAP



EXISTING CONDITIONS



PROPOSED ENHANCEMENTS

## TREATMENT TRANSITION FROM DOWNTOWN CANANDAIGUA TO SOUTH MAIN STREET

To create a functional and easy to navigate bike system, proper transitions need to occur between differing bike facility types. On South Main Street, bike lanes in the downtown core will transition to a two-way dedicated cycle track heading south on the west side of South Main Street between Saltonstall Street and Routes 5 and 20. With the use of curb bumpouts, contrasting pavement treatments, pavement striping and signage, a seamless transition will occur at the South Main Street and Saltonstall Street intersection, directing bicyclists from the dedicated bike lanes to the two-way cycle track clearly and safely.



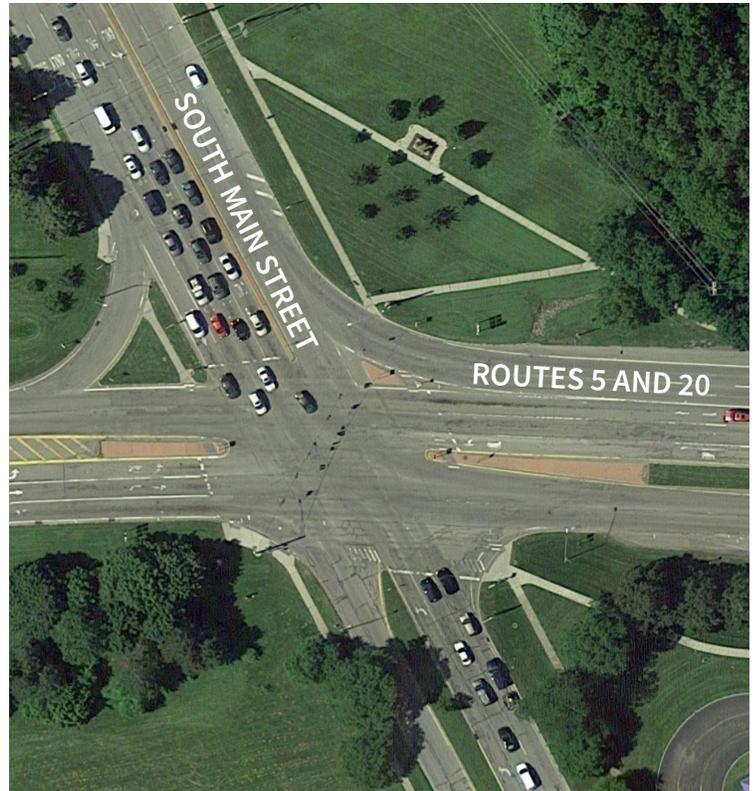
## CHARACTER AREA 2: ROUTES 5 AND 20 INTERSECTION

*This section describes the recommended improvement options for the Routes 5 and 20 intersection. Improvements at this location are critical to enhancing connectivity from the downtown area to the lakefront.*

### ROUTES 5 AND 20 INTERSECTION

The Routes 5 and 20 intersection is a critical location along the Canandaigua Waterfront corridor. This intersection is perceived as a barrier for pedestrians and bicyclists traveling from the downtown to the lakefront and vice versa. The existing configuration, number of travel and turn lanes, and lack of pedestrian infrastructure limits users from crossing the intersection and creates an daunting experience for those on-foot. Improvements for this intersection are needed to increase the visibility of pedestrians and bicyclists to drivers and encourage multi-modal use across the intersection from South Main Street to Lakeshore Drive.

A series of concepts were suggested by the public and evaluated by the project team, including a roundabout, a pedestrian underpass and a pedestrian overpass. Based on traffic counts, vehicular patterns and public input, a phasing approach including short-and long-term improvements are recommended for this intersection. Short-term improvements are intended to be implemented to as soon as possible to enhance pedestrian and bicycle access with minor modifications. Based on the effectiveness of the improvements, a more substantial underpass option for the intersection can be further evaluated and implemented, if deemed necessary. All improvements will require coordination with the New York State Department of Transportation.



**EXISTING CONDITIONS**

### INTERSECTION IMPROVEMENT GOALS

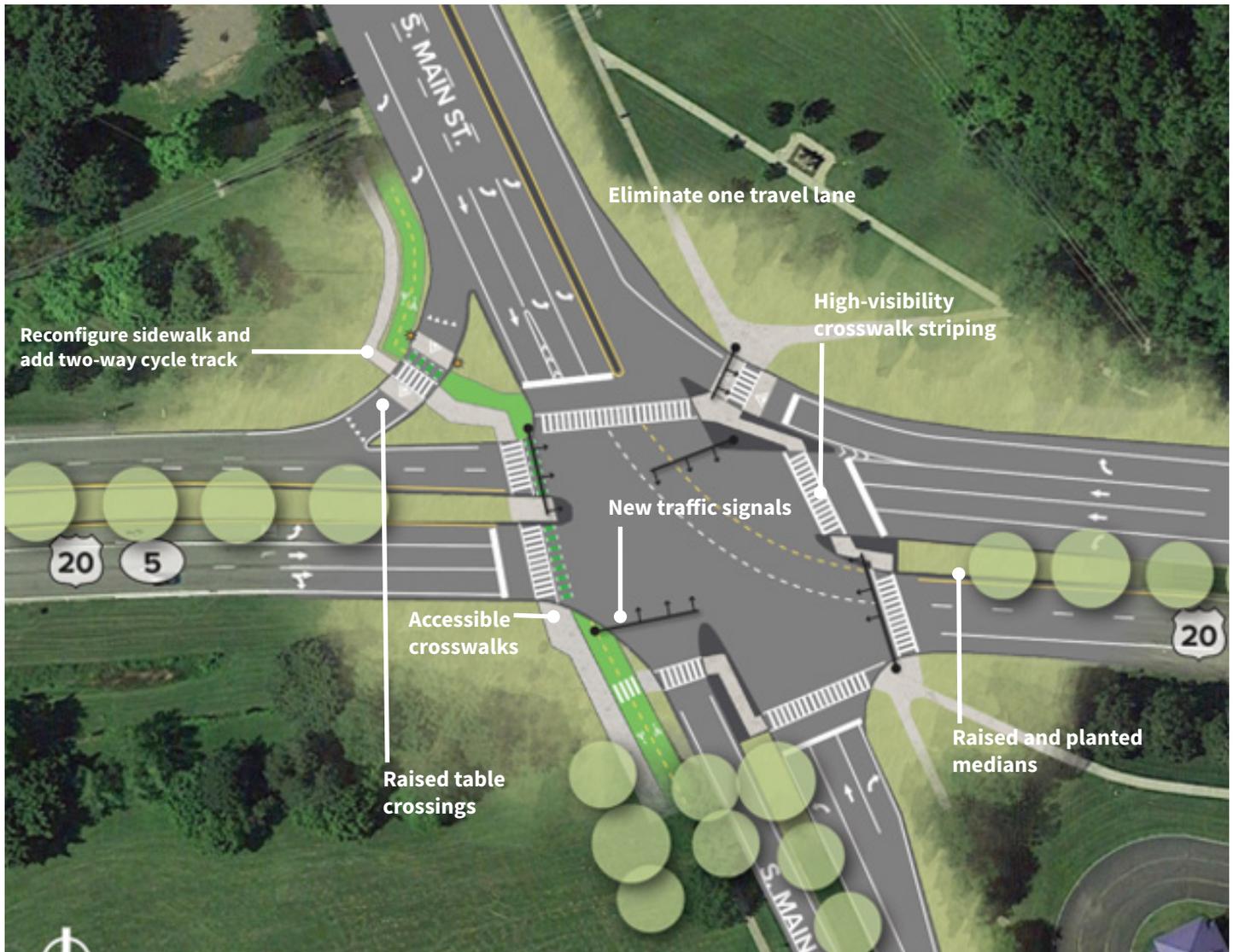
- Create a safer and less intimidating experience for pedestrians and bicyclists.
- Visually enhance crossings.
- Maintain functionality of the intersection for vehicles.
- Create a more human-scale environment.

## CHARACTER AREA 2: ROUTES 5 AND 20 INTERSECTION

### SHORT-TERM IMPROVEMENTS

Short-term improvements to the Routes 5 and 20 intersection are recommended to create a more comfortable experience for pedestrians and bicyclists, and improve vehicular patterns. Recommended short-term improvements include:

- Eliminate one south-bound through lane on S. Main Street;
- Install raised table crossings on the southbound slip lane and east leg northbound right turn lane;
- Install high-visibility painted crosswalks;
- Add raised and planted medians on Routes 5 and 20 and the southern leg of South Main Street;
- Widen pedestrian refuge area on the western side;
- Reconfigure the sidewalk on the west side of S. Main Street to travel on the west side of the slip lane;
- Install a two-way cycle track on the west side adjacent to the reconfigured sidewalk; and
- Install a new traffic signal due to reconfiguration of the intersection, as well as safety and aesthetic improvements.



PROPOSED ENHANCEMENTS

## CHARACTER AREA 2: ROUTES 5 AND 20 INTERSECTION

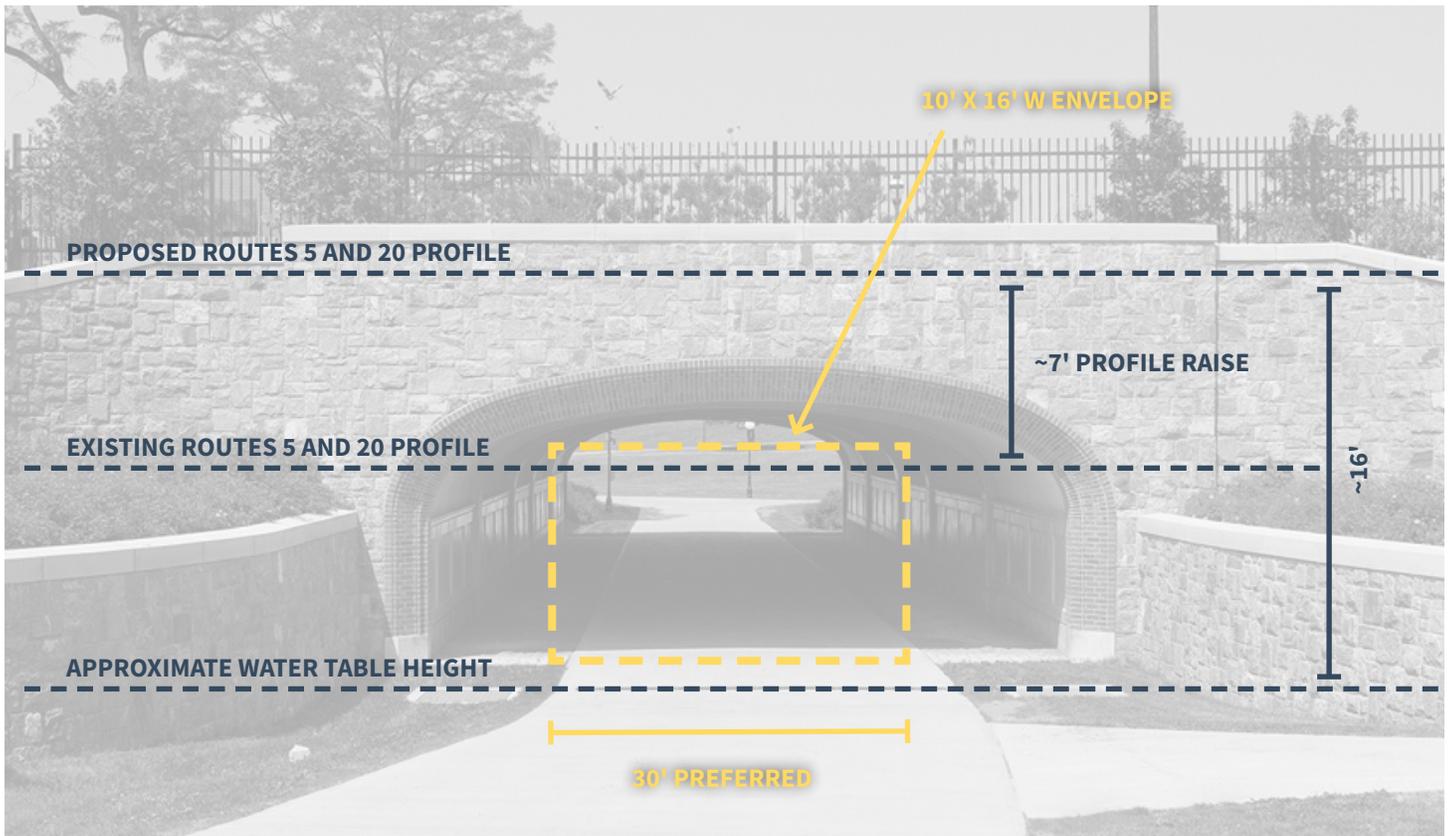
### LONG-TERM IMPROVEMENTS

Long-term improvements to the Routes 5 and 20 intersection are intended to provide a more prominent physical separation of pedestrians and bicyclists from vehicular traffic. This concept is recommended as a long-term improvement following implementation of the proposed short-term improvements. This option was selected based on public feedback and feasibility.

The underpass structure would be configured to the west of the intersection extending approximately 350 feet from S. Main Street. The proposed structure would be approximately 120 feet in length and about 140 feet in approach ramps to fulfill ADA-accessibility standards. Additionally, the Routes 5 and 20 roadway profile would need to be raised approximately seven feet in order to accommodate views from one side of the underpass to the other.

### COMMUNITY SUPPORT

During the public engagement process, many community members expressed support for the construction of a pedestrian underpass at the Routes 5 and 20 intersection. A separated and designated area for users from vehicular traffic was desired due increased safety and comfort. Many residents indicated that they would be more willing to utilize the intersection on foot or bike, as well as with children, to access the lakefront from the downtown area.



This graphic illustrates a cross section view of the features and needs of the proposed underpass structure. As shown, the profile of the roadway would need to be raised in order to accommodate an appropriate height and width for the underpass clearing.



## OTHER EVALUATED TRANSPORTATION CONCEPTS

Several other alternatives were evaluated to enhance pedestrian and bicycle access at this location. These included a roundabout and a pedestrian overpass. These options were dismissed due to traffic and engineering concerns, as well as lack of public support.

### *Roundabout*

The roundabout configuration evaluated for the intersection is shown below. This concept includes a two-lane roundabout with a two-way cycle track on the west side. Due to the high traffic volumes at this intersection and lack of public support, this option was removed.



### *Pedestrian Overpass*

A pedestrian overpass, similar to the representative image below, was also evaluated for the Routes 5 and 20 intersection. This concept would provide a separated elevated area for pedestrians to cross the roadway. Due to ADA-accessibility concerns, the potential need for an elevator, and high implementation costs, this option was removed.

REPRESENTATIVE IMAGE: MAPLEWOOD PEDESTRIAN BRIDGE



## CHARACTER AREA 3: SOUTHERN TRANSITION

*This section describes the recommended transportation and public realm improvements along the Canandaigua waterfront corridor from the Routes 5 and 20 intersection to the City Pier.*

### CITY PIER / LAKESHORE DRIVE INTERSECTION

This is the first major intersection south of Routes 5 and 20 and provides access to the City Pier and Canandaigua Lake waterfront area. Due to the existing configuration, many drivers find this intersection confusing. As heard during the public input period, pedestrians and bicyclists do not feel comfortable utilizing the intersection due to lack of crosswalks and bicycle facilities. Multiple configurations were evaluated for this intersection including the realignment of Lakeshore Drive with South Main Street, a four-way intersection, a roundabout, a mini-roundabout, and two mini-roundabouts.

The *preferred alternative* for this intersection is a single-lane roundabout. This roundabout would include enhanced landscaping on Lakeshore Drive and City Pier entrance and high-visibility crosswalks on all roundabout approaches to ensure safe pedestrian access.

Benefits from this intersection configuration include:

- More fluid traffic patterns for drivers traveling from downtown and vice versa;
- Safer vehicle egress and ingress onto the City Pier;
- Aid in traffic calming on South Main Street and Lakeshore Drive;
- Provide a gateway opportunity through landscaping features and signage;
- Accommodate large delivery trucks and boat trailers; and
- Formalized vehicle ingress and egress between Murphy's Law Pub and Scoops Ice Cream.



EXISTING CONDITIONS

### INTERSECTION IMPROVEMENT GOALS

- Simplify the intersection to enhance functionality and increase safety for all types of users.
- Calm vehicle traffic on Lakeshore Drive.
- Expand pedestrian and bicycle access through the intersection.
- Enhance the aesthetic appearance of intersections as a gateway to the waterfront.

### CONSIDERATIONS

There are a few considerations related to the implementation of this intersection improvement, including:

- The loss of up to nine parking spaces in front of the New York Kitchen and
- The loss of City-owned greenspace, resulting in the need to relocate the existing monument in Triangle Park.

## CHARACTER AREA 3: SOUTHERN TRANSITION



PROPOSED ENHANCEMENTS

## CHARACTER AREA 3: SOUTHERN TRANSITION

### CITY PIER ENHANCEMENTS

The City Pier is an important and unique asset in the Canandaigua region and a prominent feature of the Canandaigua Waterfront corridor. The Pier supports businesses, including marinas and retail services, boathouses, and recreational and scenic viewing opportunities of the Lake. The Pier has one travel lane in each direction, approximately 107 parking spaces, a sidewalk on the east side, picnic tables, benches, and a vehicle turn around at its base. As it exists today, the Pier is a gathering place for pedestrians and provides an opportunity for drivers to view the lake from their vehicles. While an asset, improvements are recommended on the Pier to enhance safe pedestrian access from Lakeshore Drive and along the Pier, provide improved greenspace and landscaping, and reconfigure space to accommodate programming, such as food trucks and festival events.

Two improvement concepts were considered for the City Pier – both expand pedestrian and bicycle access: Concept 1 provides more greenspace and flexible public areas but results in a loss of 13 parking spaces, while Concept 2 results in the loss of four parking spaces, but provides less greenspace.

### PIER PARKING

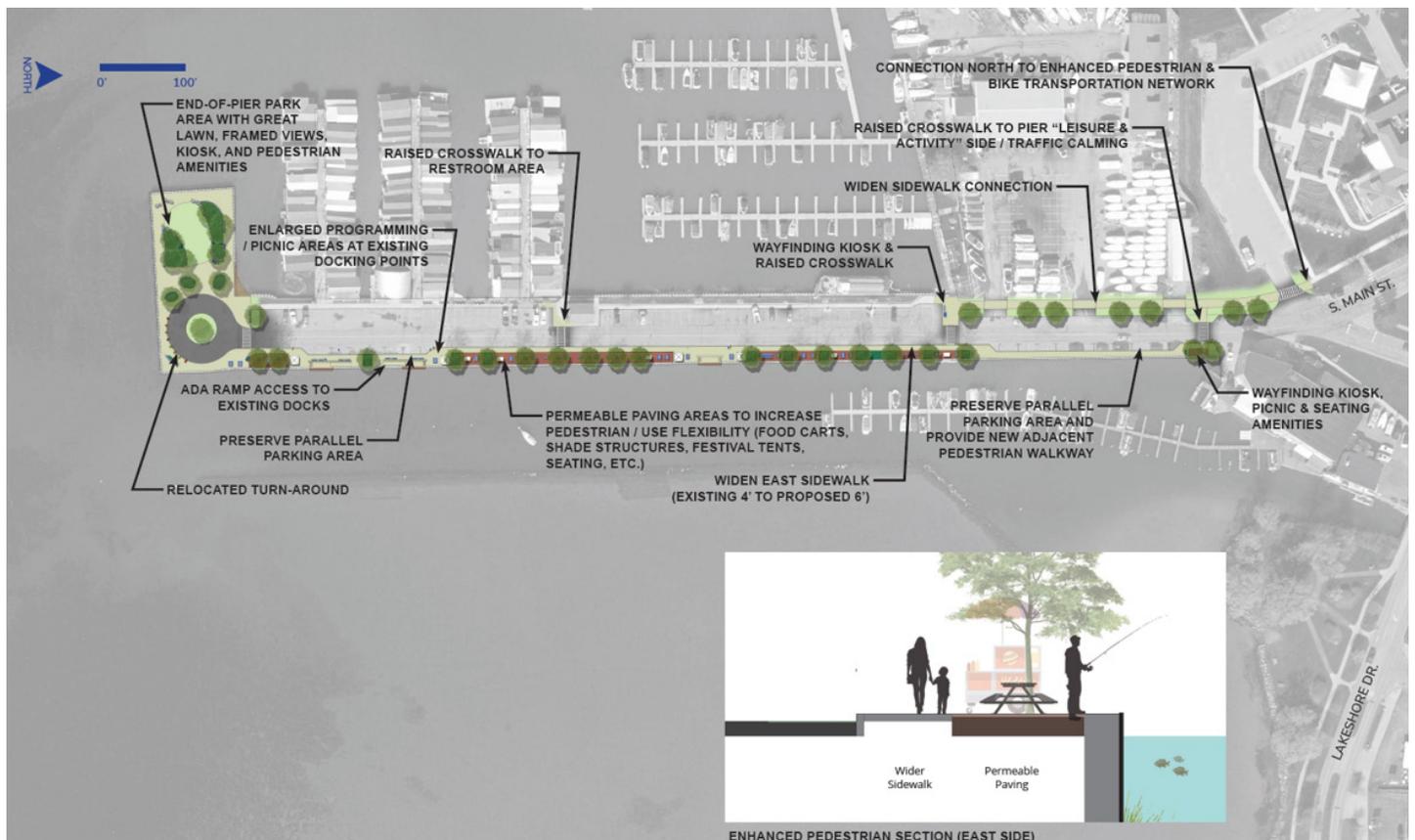
Parking is heavily utilized due to the existing businesses and boathouses, as well as users of this waterfront feature. Based on public and committee feedback, retention of existing parking on the City Pier is a priority. The recommended design improvements balance the desire to improve pedestrian access along the Pier while preserving existing parking. A parking study to assess the existing inventory and demand of parking needs along the entire corridor should be conducted.

## CHARACTER AREA 3: SOUTHERN TRANSITION

### Concept 1:

The design improvements in Concept 1 for the City Pier include:

- Re-positioning of the end-of-pier roundabout to allow for an extended greenspace area with pedestrian amenities;
- ADA-accessible ramp access to existing boating facilities;
- Enlarged programming and picnic areas on the east side of the Pier;
- Increased flexible public space areas with permeable pavement and shade trees;
- Wayfinding kiosks at key locations to enhance the user experience; and
- Raised crosswalk and crosswalk enhancements at the top of the Pier to enhance pedestrian safety.



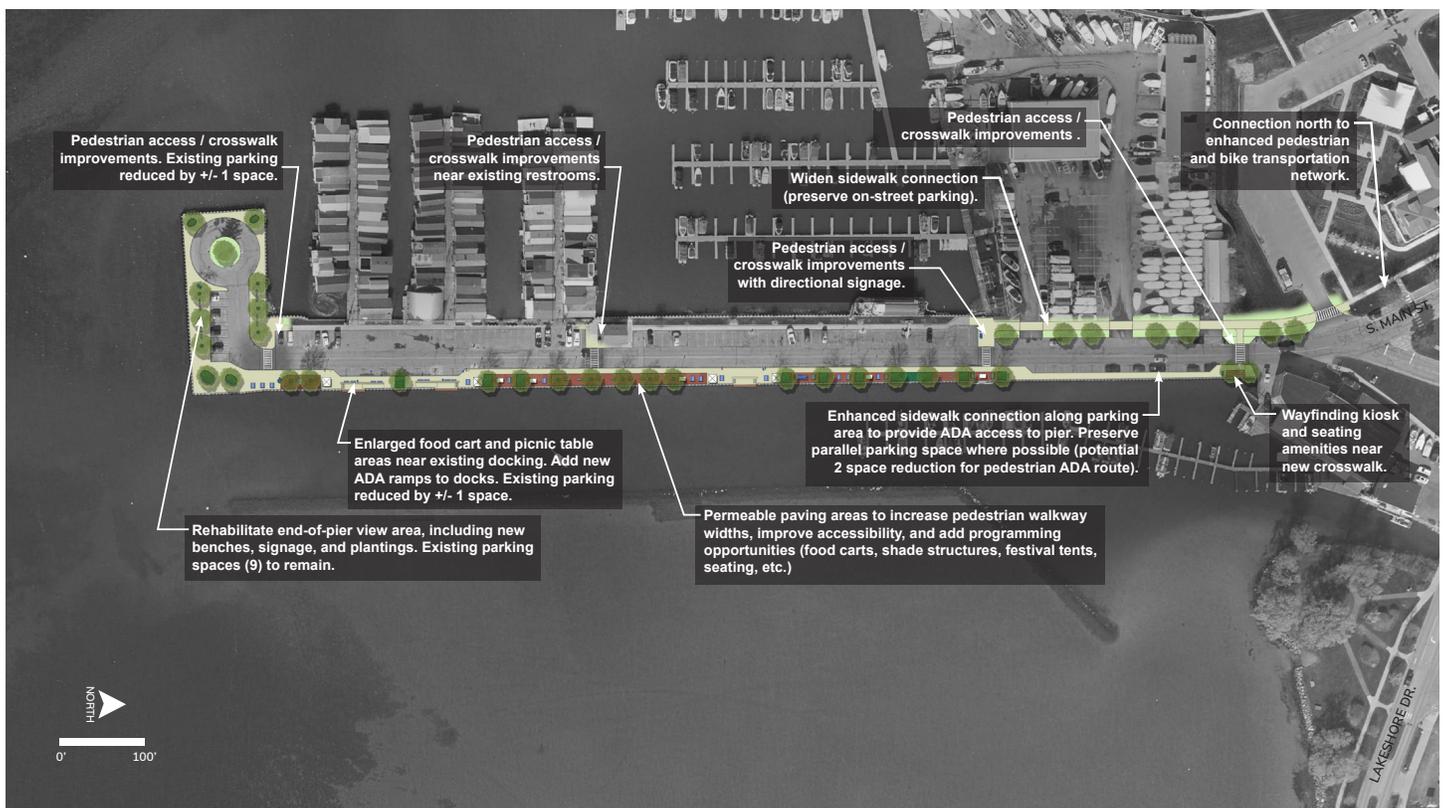
ENHANCED PEDESTRIAN SECTION (EAST SIDE)

## CHARACTER AREA 3: SOUTHERN TRANSITION

### Concept 2:

The design improvements in Concept 2 for the City Pier include:

- High-visibility crosswalk improvements and the installation of a wayfinding kiosk at the top of the Pier near S. Main Street to enhance pedestrian access;
- Extended and widened sidewalk connections to the north to allow for a more seamless pedestrian experience;
- Opportunity for an expanded permeable paving area to permit improved accessibility and programming opportunities, such as food carts, festival events and seating;
- ADA-accessibility improvements to seating areas;
- ADA-ramps for all users to access existing boating docks; and
- Enhanced landscaping and plantings at the base and along the Pier to enhance the area's sense of place.

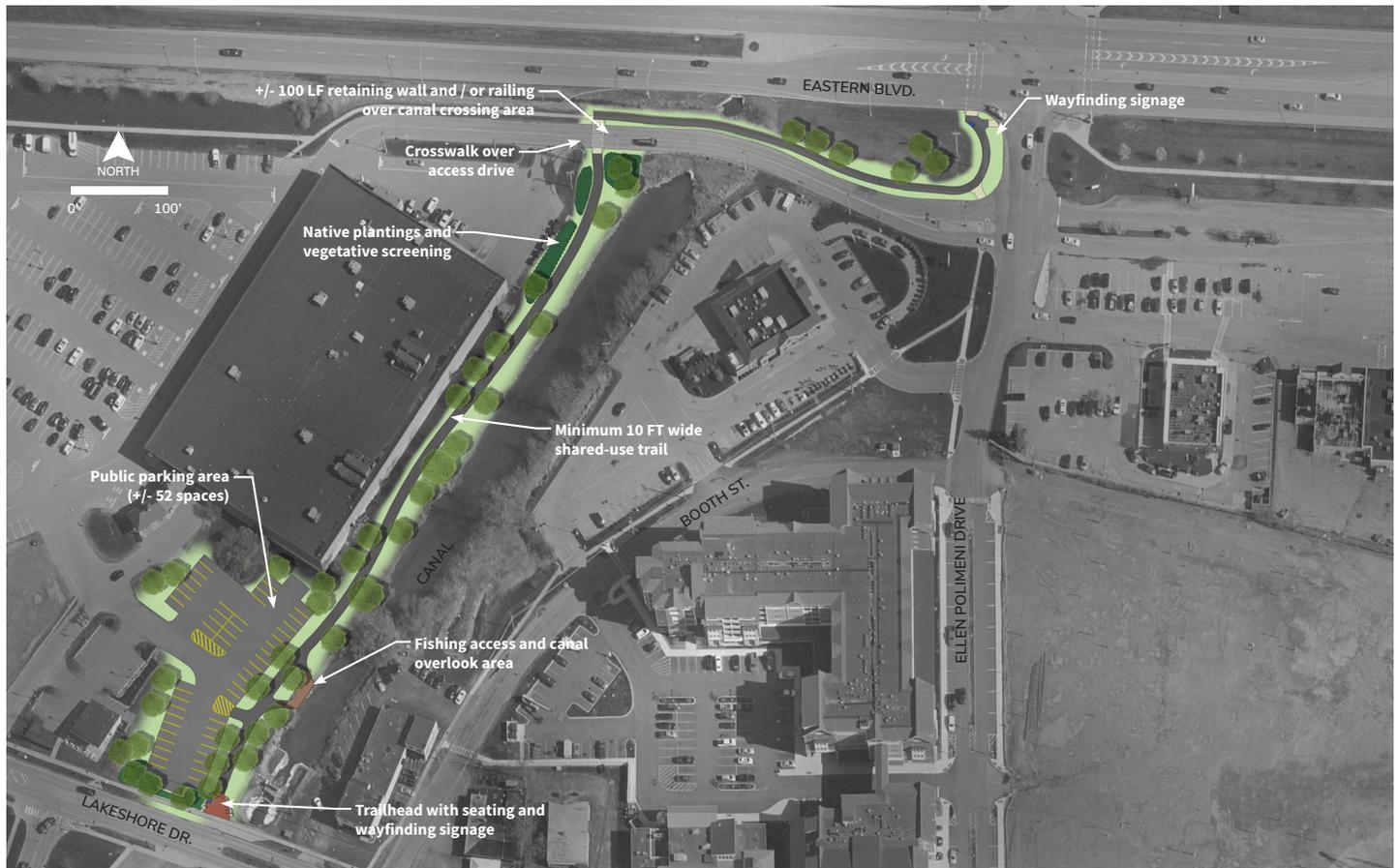


## CHARACTER AREA 3: SOUTHERN TRANSITION

### CANAL GREENWAY

Due to the desire to increase pedestrian and bicycle opportunities along the Canandaigua Waterfront corridor and enhance off-road recreational opportunities, a canal greenway is recommended. This greenway would take the form of a 10-foot multi-use path following the existing creek, and extend from Lakeshore Drive just east of Booth Street to Routes 5 and 20. Other recommended improvements for the canal greenway include:

- A fishing access and canal overlook area near Lakeshore Drive;
- Crosswalk improvements for users to access the multi-use path;
- Construction of a retaining wall or railing near Eastern Boulevard for user safety;
- Trailhead and wayfinding signage to guide pedestrians and bicyclists to the multi-use path; and
- Construction of an approximately 52 space public parking area on a City-owned vacant lot next to Scoops Ice Cream shop. This parking area would be open for all visitors of the corridor.



The proposed canal greenway provides an alternate off-road connection to Eastern Boulevard within the City of Canandaigua. This connection formalizes recreational and non-motorized transportation, allows for increased fishing opportunities in the City, and promotes outdoor activities for users.

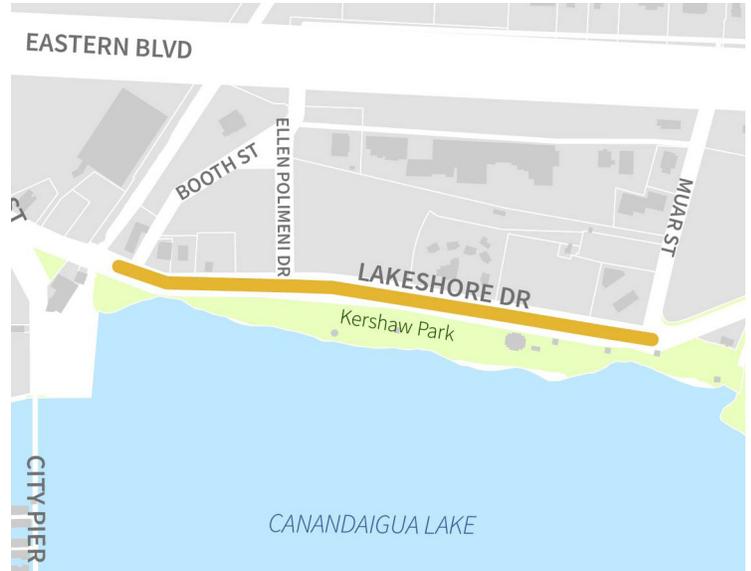
## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

*This section describes the recommended transportation and pedestrian/bicycle enhancements on Lakeshore Drive from approximately Booth Street to Muar Street.*

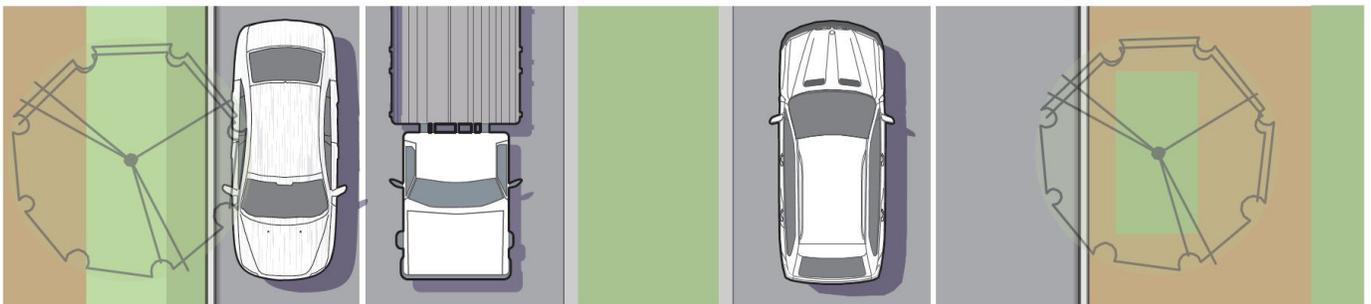
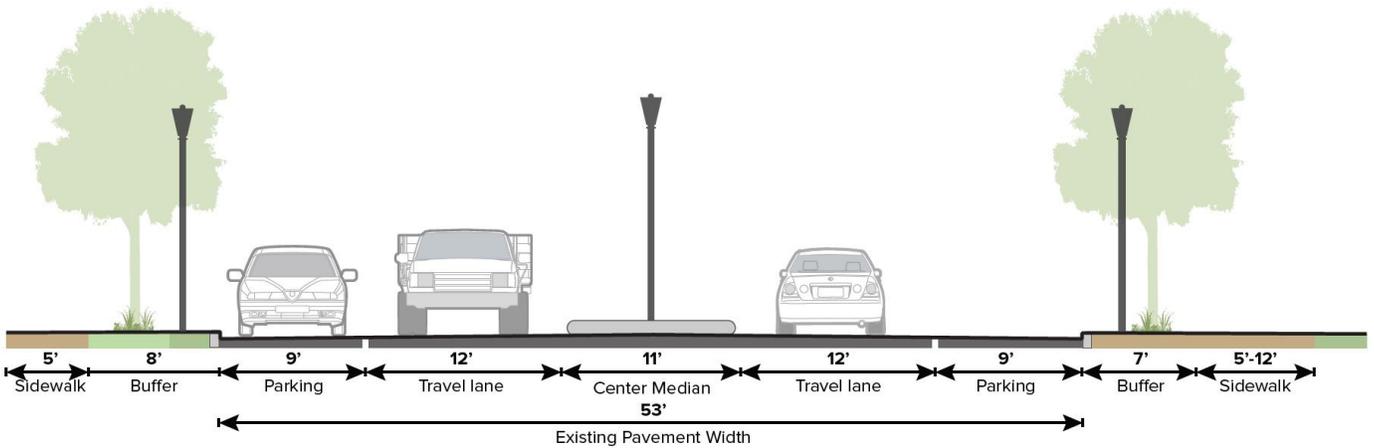
### BOOTH STREET TO MUAR STREET

Lakeshore Drive from Booth Street to Muar Street encompasses the corridor along Kershaw Park. This area attracts a large number of visitors and is critical to the overall experience along the corridor since it contains the majority of Canandaigua Lake frontage. Four pedestrian and bicycle treatment options were evaluated for this section corridor and involved varying degrees of streetscape alterations, including elimination of travel and parking lanes. The four concepts presented in this section include:

1. Two-Way Travel Lanes and a Two-way Cycle Track
2. One-Way Travel Lane and a Two-Way Cycle Track
3. Two-Way Travel Lanes and a Multi-use Boardwalk
4. Pedestrian-Only Boulevard



PLAN VIEW MAP



EXISTING CONDITIONS

## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

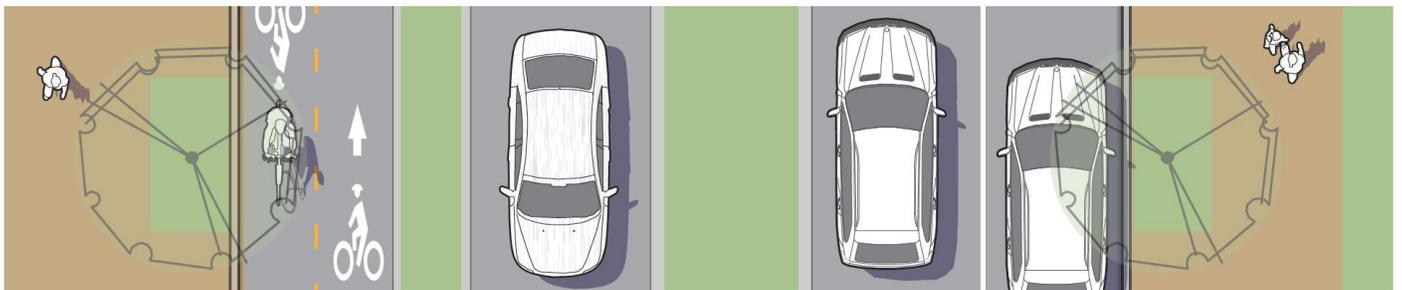
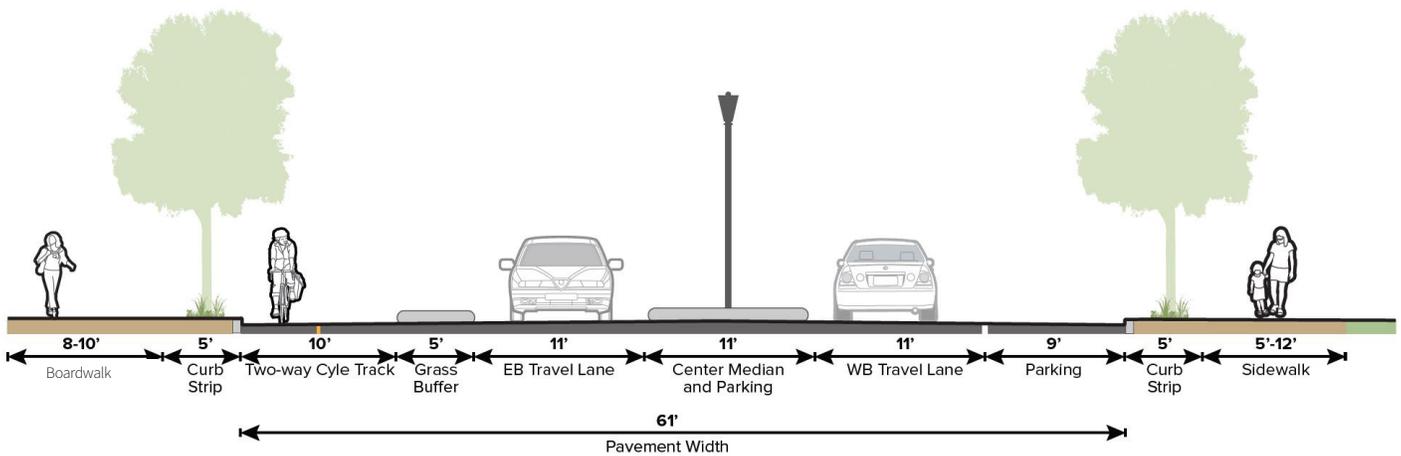
The concepts for this section of Lakeshore Drive were presented and discussed with the community and advisory committee. Based on feedback from community members, no clear, preferred treatment was identified; therefore, all potential options are presented.

The consultant team identified the Two-Way Travel Lane with a Two-Way Cycle track as a preferred treatment since it retains two-way travel, provides separated facilities for pedestrians and bicyclists, and creates a seamless treatment along the corridor length. Continued evaluation of alternatives should be incorporated into the final design process.

### Concept 1: Two-Way Travel Lanes and Two-Way Cycle Track / Boardwalk (Recommended Treatment)

This concept proposes the removal of on-street parking on the south side of Lakeshore Drive to accommodate a 10' two-way cycle track and a 8-10' boardwalk. A 5' raised median buffer is proposed to separate cyclists from eastbound traffic. The cycle track is predominantly permissible for bicyclists, whereas pedestrians are able to use the expanded boardwalk on the south side or the existing sidewalk on the north side.

This treatment continues the proposed two-way cycle track on the west side of S. Main Street and provides separation of cyclists from both pedestrian and vehicles.



### PROPOSED ENHANCEMENTS

## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT



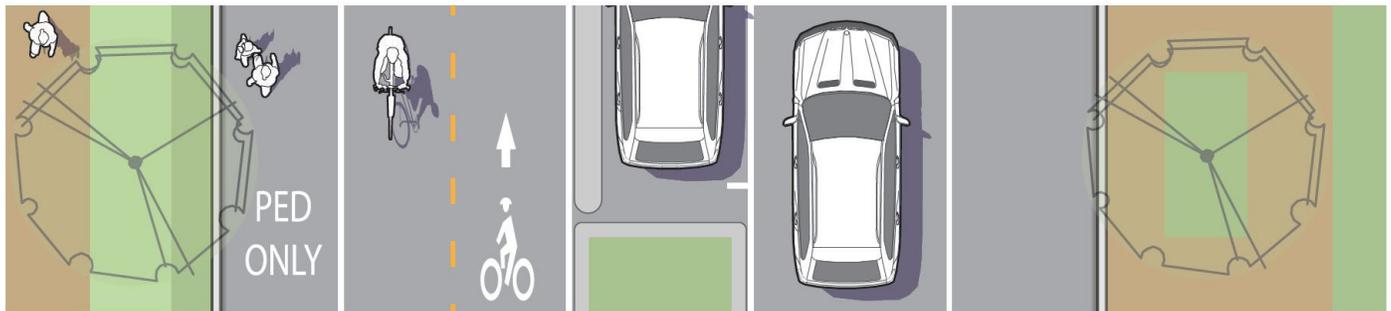
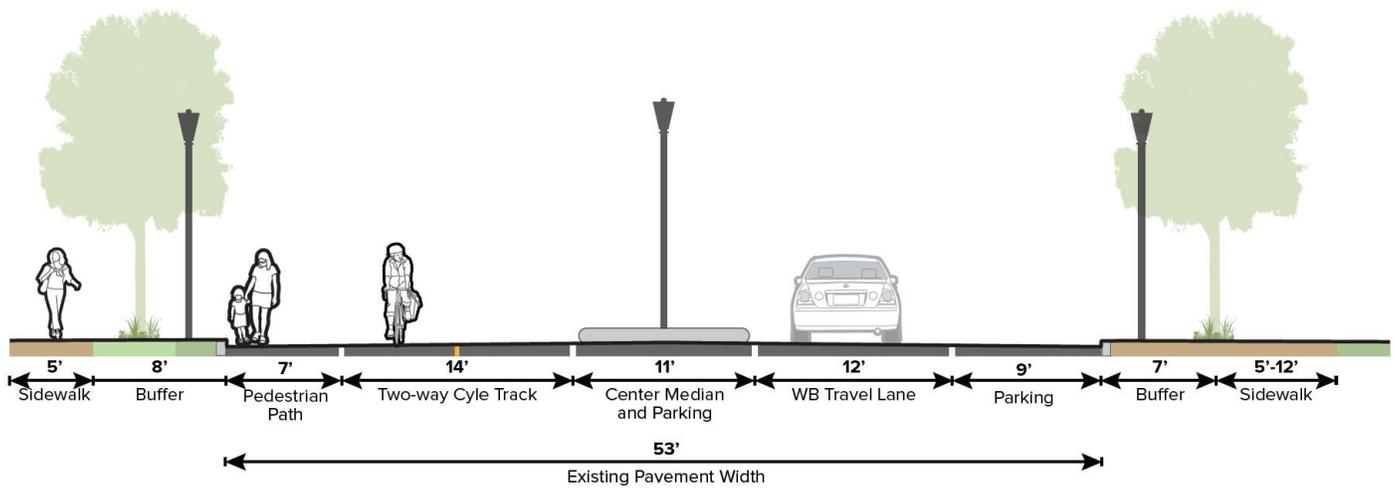
These images present views of Lakeshore Drive accommodating expanded pedestrian and bicycle access through a two-way cycle track and pedestrian boardwalk. This concept allows cyclists to travel along the corridor separated from both vehicles and pedestrians, while providing additional space for those on foot.



# CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

## Concept 2: One-Way Travel Lane and Two-way Cycle Track

This concept includes the removal of the eastbound vehicle travel and on-street parking on the south side of Lakeshore Drive to accommodate the installation of a 14' two-way cycle track and a 7' pedestrian only walkway. The proposed treatments on the south side of Lakeshore Drive and an 11' center median will provide a separated pedestrian and bicycle facility from vehicle traffic traveling westbound. On-street parking will remain on the north side of Lakeshore Drive and additional spaces are recommended in gaps where the center median exists. The 8' grass buffer and 5' sidewalk along Kershaw Park is intended to remain as it exists today.

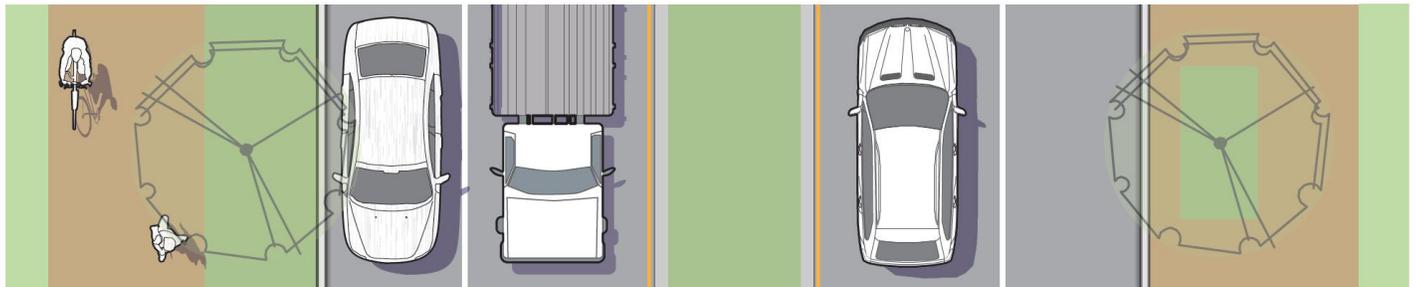
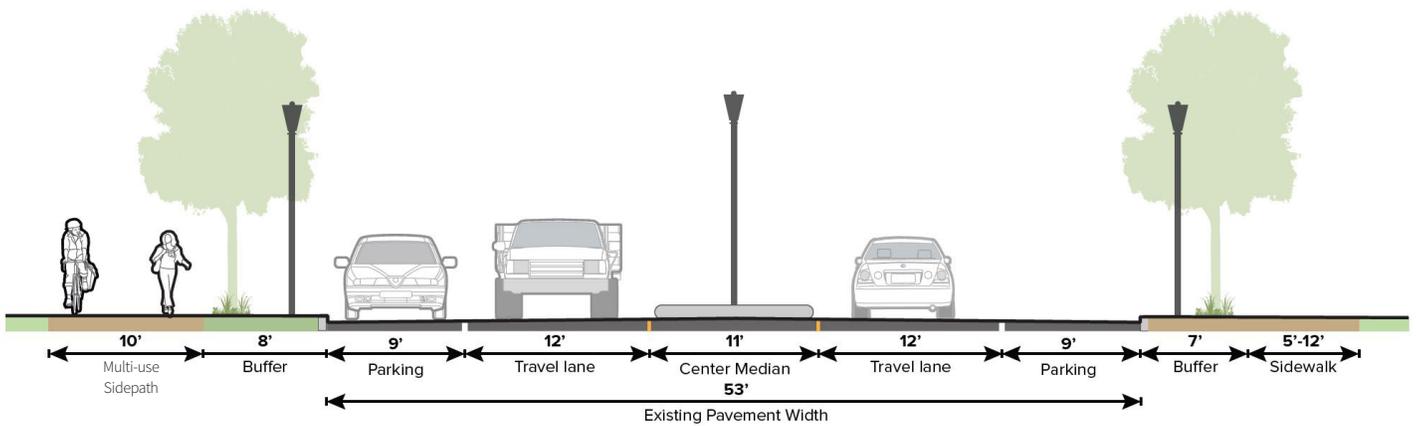


PROPOSED ENHANCEMENTS

# CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

## Concept 3: Two-Way Travel Lanes and Multi-Use Sidepath

This concept includes the installation of a 10' multi-use sidepath on the south side of Lakeshore Drive within Kershaw Park. The multi-use sidepath is permissible for most user types, which will predominantly include pedestrians and cyclists and will span from Booth Street to Muar Street. The treatment contains an 8' grass buffer between the sidepath and the roadway. This treatment retains on-street parking on both sides of Lakeshore Drive while prioritizing safety of pedestrians and bicyclists.



PROPOSED ENHANCEMENTS

## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT

### Concept 4: Pedestrian Only Boulevard

This design concept includes the closure of Lakeshore Drive to all vehicular traffic between Booth Street and Muar Street, allowing the full street width to be utilized by only pedestrians and cyclists. The existing 11' center median would be outfitted with light posts and street furniture, such as benches. While this alternative received a lot of interest, there are several challenges with feasible implementation including:

- Limiting access to existing businesses along Lakeshore Drive;
- Reliance on private roadways for through access; and
- Loss of on-street parking.



PLAN VIEW OF THE PEDESTRIAN ONLY TREATMENT OPTION

### MULTI-PURPOSE STREETS



Multi-purpose streets, similar to the pedestrian only boulevard concept, provide emphasis on the mobility of pedestrians rather than vehicles. Shared streets as depicted to the right utilize unique materials to create an environment that changes the priority of use for roadways for pedestrians while still allowing for automobile use. This model could be utilized to allow for more festivals and events along the lakefront.

## CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT



These images present views of Lakeshore Drive if it were reconfigured to restrict vehicular access and prioritize the presence of pedestrians and bicyclists. The roadway could also accommodate special events and food vendors.



## CHARACTER AREA 5: RESIDENTIAL + HOSPITALITY

*This section describes the recommended transportation and pedestrian/bicycle enhancements on Lakeshore Drive from approximately Muar Street to Route 364.*

### OUTLET CROSSING

Ensuring feasible connections between the various sections along the corridor is important to creating an enjoyable experience for all types of users. This character area includes the Lakeshore Drive bridge, which has one travel lane in each direction and a narrow sidewalk on the south side. The bridge as it exists today is narrow and does not offer significant opportunity to expand pedestrian and/or bicycle facilities; therefore, an alternative route was evaluated to create a connected corridor for multi-modal users.

This connection extends from Kershaw Park to the eastern end of the corridor, utilizing the pedestrian bridge near Lakefront Park. The existing multi-use path in Kershaw Park would be extended along the western side of the Hotel Canandaigua property and connect to Lakeshore Drive on the east side of the bridge. This route avoids the need to implement significant structural changes to the Lakeshore Drive bridge and provides a more seamless off-road connection for pedestrians and bicyclists.



**PLAN VIEW ILLUSTRATING MULTI-USE PATH CONNECTION FROM KERSHAW PARK TO ROUTE 364**

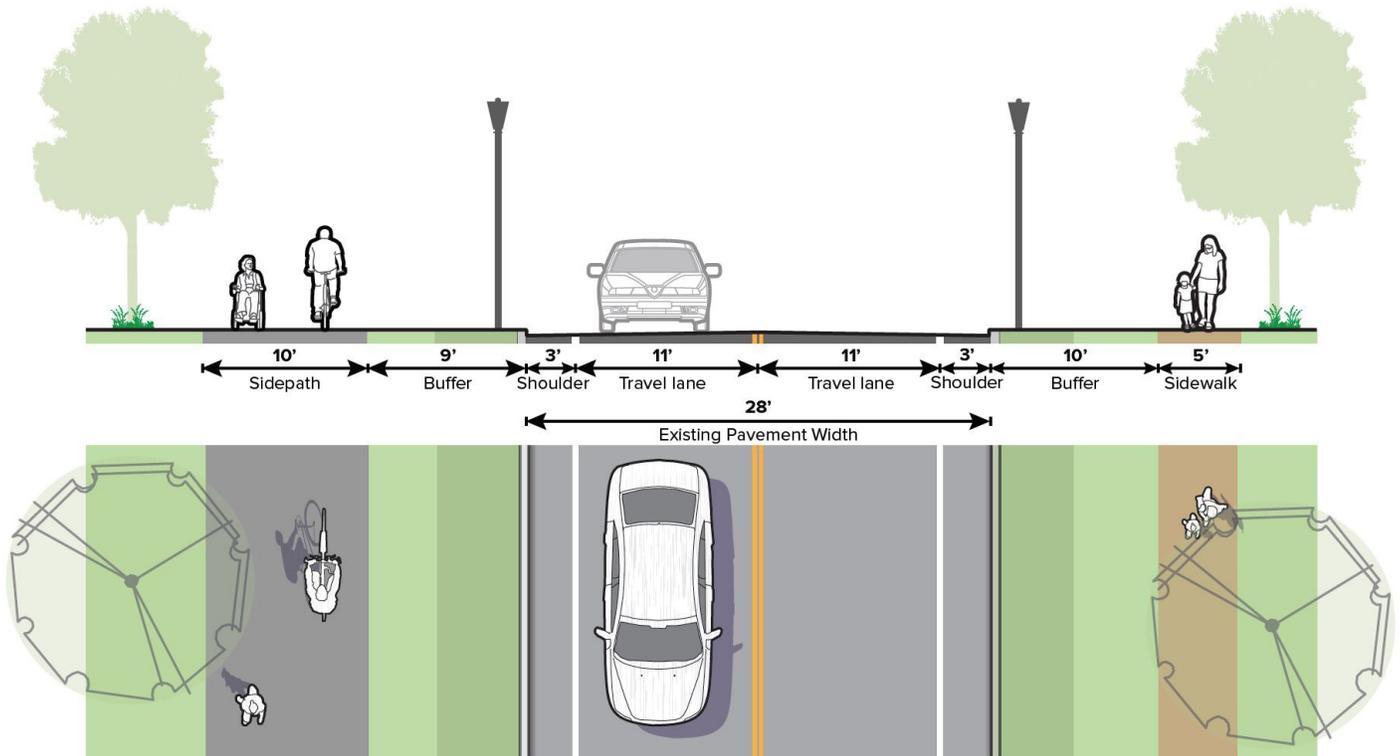
## CHARACTER AREA 5: RESIDENTIAL + HOSPITALITY

### EAST OF BRIDGE TO ROUTE 364

A 10' sidepath is recommended on the south side of Lakeshore Drive, extending from the Canandaigua Outlet to Route 364. The treatment is intended to provide a continuous multi-use path from the Kershaw Park area to residential neighborhoods along Lakeshore Drive to Route 364. This proposed treatment incorporates a 9' grass buffer between the sidepath and the roadway. The sidepath is permissible for all non-motorized users, which will predominantly include pedestrians and cyclists. In constrained locations, the 9' buffer may be reduced to 5' to allow the sidepath to remain within the public right-of-way. The existing 5' sidewalk will remain on the north side of the roadway where it currently exists.



PLAN VIEW MAP



PROPOSED ENHANCEMENTS

# PLACEMAKING OPPORTUNITIES

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Placemaking is a critical component to the overall corridor experience and influences the area's sense of place. Amenities, such as benches, bike racks, lighting and signage, are recommended along the corridor. Public art installations create a unique opportunity to draw upon the distinctiveness of the waterfront.

## CORRIDOR-WIDE AMENITIES

*Amenities, such as benches, bicycle racks, and signage, enhance the corridor's sense of place and user experience and are recommended for installation in the study area. This section provides design recommendations for various types of pedestrian and bicycle amenities along the corridor.*

### MATERIALS PALETTE

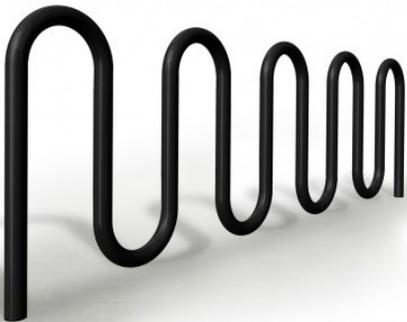
Corridor amenities are recommended for installation along the Canandaigua Waterfront corridor. Some amenities are in place at various locations along the corridor; however, additional amenities at strategic locations would help to foster a more welcoming experience for users. A materials palette for the Canandaigua Waterfront corridor is recommended based on existing amenities installed in the City's downtown and on Lakeshore Drive to tie both the waterfront and lakefront areas together. The materials palette follows a traditional style for benches, bike racks, light poles, and trash receptacles. The recommended design of amenities includes durable materials, including classical wood, metal slat and iron scroll work-style benches, pressure treated lumber and galvanized picnic tables, powder coated steel slat trash receptacles, and a "shepherd's crook" light fixture with ornamental scroll-work.



SEATING BENCH



TRASH RECEPTACLE



BIKE RACK



PICNIC TABLE



WATER FOUNTAIN



LIGHT POLES

# SIGNAGE AND WAYFINDING PLAN

A signage and wayfinding plan is recommended to assist pedestrian, bicycle and vehicular users with navigation along the Canandaigua Waterfront corridor. The plan includes a hierarchy of signage types as well as recommended installation locations.

## SIGNAGE HIERARCHY + DESIGN

Signage and wayfinding is a critical component to enhancing the user experience along transportation routes, such as the Canandaigua Waterfront corridor. The corridor has a number of assets and destinations, such as park spaces, public parking areas, and facility treatments; therefore, the cohesive design and placement of signage within the study area is recommended to ensure users are able to easily access these resources. The use of a consistent color scheme also helps to build brand awareness for this area of the city. A hierarchy of signage types are recommended for the corridor and are geared toward several types of users - pedestrians, bicyclists and drivers. Signage types include:

- Gateway signs;
- Information kiosks;
- Directional maps;
- Directional signs;
- Parking signs.

The sign designs shown are conceptual and should be further developed and refined.



**DIRECTIONAL SIGNAGE**  
signs to direct users to major destinations or points of interest

**PARKING SIGNAGE**  
signs to identify public parking facilities



**GATEWAY SIGNAGE**  
large-scale signs to welcome visitors at key entry points

**INFORMATION KIOSK**  
signs to help visitors locate themselves while navigating the corridor

**DIRECTIONAL MAP**  
signs intended to direct pedestrians to destinations using mapping

# SIGNAGE AND WAYFINDING PLAN

## SIGNAGE PLACEMENT

A signage location plan is proposed for the Canandaigua Waterfront corridor, which reflects ideal locations for specific sign types based on best practices and decision-making points of users to various destinations and assets. The proposed sign location plan includes the following:

- **Gateway signs (3)** - south of the Routes 5 and 20 intersection, Lakeshore Drive near Kershaw Park; and just east of the Lakeshore Drive bridge;
- **Informational Kiosks (4)** - South Main Street near Foster Street, Lakeshore Drive / City Pier entrance, Kershaw Park, and Lakefront Park.
- **Directional Maps (11) and Directional Signs (10)** - key decision-making points along the corridor and Eastern Boulevard.

The proposed locations should be refined based through a more detailed and comprehensive signage and wayfinding design plan.



CONCEPTUAL SIGNAGE AND WAYFINDING LOCATION PLAN

## PUBLIC ART OPPORTUNITIES

*Public art provides value to the cultural, aesthetic and economic vitality of communities and corridors. The installation of public art throughout the Canandaigua Waterfront corridor is recommended to enhance the uniqueness of the lakefront and infuse creativeness into the public realm.*

### PUBLIC ART PLAN

During the community engagement process, public art was strongly encouraged and supported to enhance the sense of place in this section of the City. Several opportunities for public art installations along the corridor include various pedestrian-scale, large-scale or mural interventions. Public art can take the form of artistic building or pavement designs, sculptures or unique landscaping. Large scale public art should be located in visual corridor nodes, while smaller scale opportunities should be distributed throughout the public realm. If building and property owners are willing, mural or artist pavement interventions can be included on private / public buildings or integrated into new infrastructure projects.



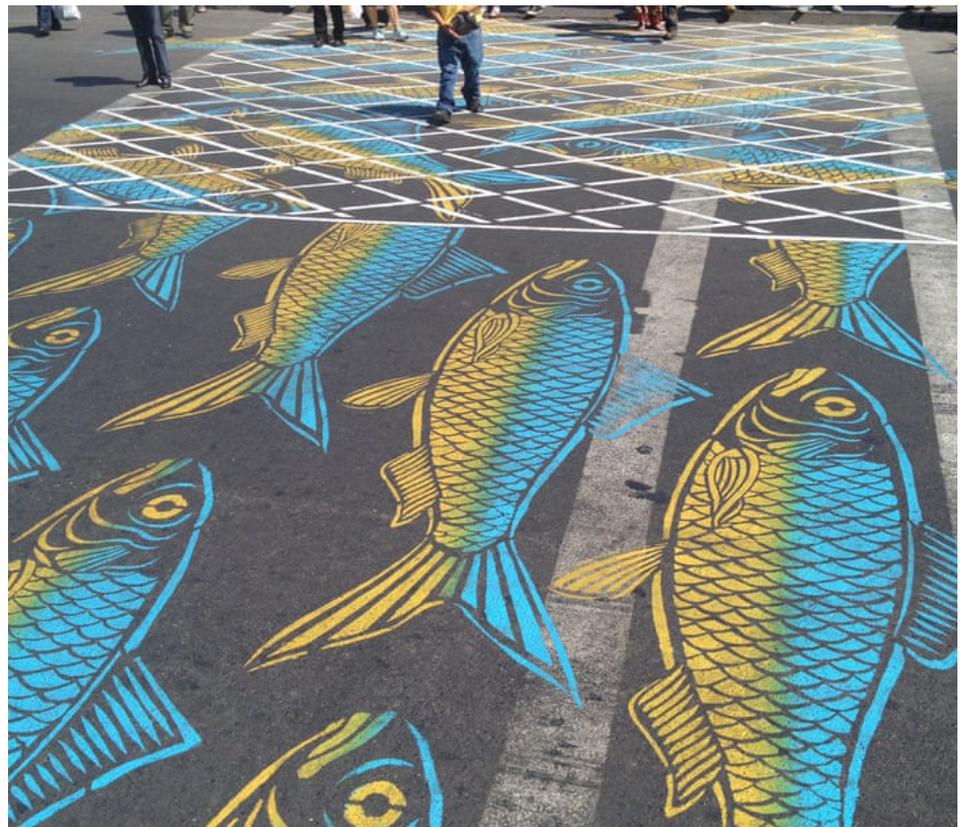
CONCEPTUAL PUBLIC ART OPPORTUNITIES PLAN

# PUBLIC ART OPPORTUNITIES

## EXAMPLES OF PAINTED MURALS

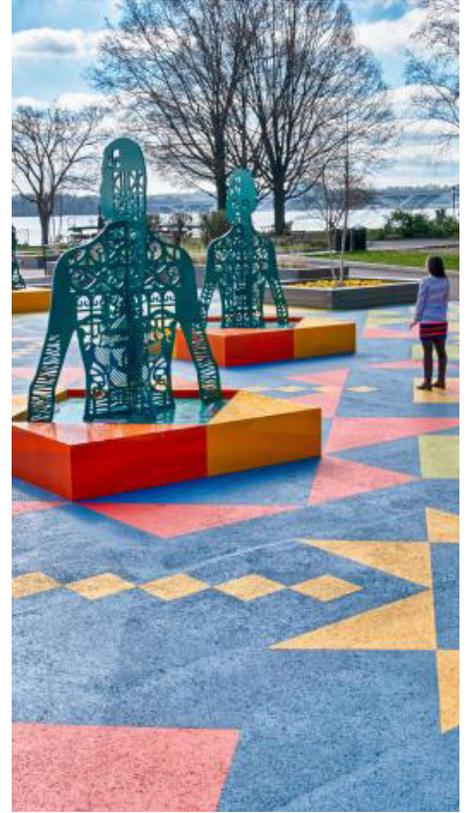


## EXAMPLES OF ARTISTIC PAVEMENT



# PUBLIC ART OPPORTUNITIES

## EXAMPLES OF LARGE-SCALE PUBLIC ART / SCULPTURES



## EXAMPLES OF PEDESTRIAN-SCALE PUBLIC ART / SCULPTURES



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## SECTION IV

# IMPLEMENTATION STRATEGY

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To effectively realize the recommended improvements along the Canandaigua Waterfront corridor, a comprehensive implementation strategy was created. This section provides the City of Canandaigua, Town of Canandaigua and key project partners with a clear set of actions to implement the preferred transportation concepts and placemaking recommendations. The implementation strategy also includes estimated costs for design and construction, anticipated timeline, and responsible parties. A list of funding sources at the local, state and federal level are also provided.

## SHORT-TERM ACTIVITIES

*Short-term activities are actions the City, Town and supporting partners can begin immediately to further the implementation of recommendations in this report. The City and Town should continue to collaborate on progressing active transportation projects to enhance regional connectivity.*

### FINAL DESIGN AND ENGINEERING

Recommended treatments in this report must be further evaluated and refined through final design. Detailed construction documents must also be developed in order to implement the proposed concepts. Subsequent analyses, such as a thorough traffic impacts analysis and drainage study may be required to fully understand the impacts of proposed transportation improvements. This phase will require coordination between the City of Canandaigua, Town of Canandaigua, and the NYS DOT on state-owned roads and lands, such as the Routes 5 and 20 intersection.

The recommended treatment options in this report have been advanced through the preliminary design phase to determine feasibility at the planning level. The City and Town should actively seek funding sources and prepare grant applications to secure monies to complete final design and engineering of the preferred transportation concepts. Funding would help provide a better understanding and evaluation of permitting and engineering needs to successfully construct recommended design. A list of potential funding sources to be considered is provided in this section.

*Priority actions for the City and Town of Canandaigua to implement in the short-term are listed in the table below.*

	DESCRIPTION	POTENTIAL FUNDING SOURCE	NOTES
SHORT TERM PRIORITIES	Seek and acquire funding through the Transportation Alternatives 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	
	Continue open public engagement to determine a preferred treatment concept for Lakeshore Drive from Booth Street to Muar Street.	Local funding	N/A

## IMPLEMENTATION MATRIX

The implementation matrix provides a breakdown of recommended improvements within this plan. Each improvement includes the estimated cost for design and construction, potential funding sources, and party(ies) responsible for implementation.

	Project	Phasing	Costs*	Funding Source*	Responsible Party	Notes
RECOMMENDED TREATMENTS AND IMPROVEMENTS	<b>CHARACTER AREA 1: SOUTH MAIN STREET</b>					
	Foster Street to Green Street (Cycle Track)	Design and Construction (Including contingencies)	\$950,000	Local funding, TAP/CMAQ, New York Main Street	City of Canandaigua, NYS DOT	Conceptual design completed as part of this study. Will require coordination with NYS DOT. Cost includes S. Main Street bike facility transition.
	<b>CHARACTER AREA 2: ROUTES 5 AND 20 INTERSECTION</b>					
	Short-term Improvements: Enhanced Crossings	Design and Construction (including contingencies)	\$2,000,000	Local funding, TAP/CMAQ, CHIPS, BUILD, STP	City of Canandaigua, NYS DOT	Cost does not include utility relocations, right-of-way acquisition, environmental mitigation.
	Long-term Improvements: Underpass	Design and Construction (including contingencies)	\$8,000,000		City of Canandaigua, NYS DOT, NYS Parks	Conceptual design completed as part of this study. Final engineering and permitting needed. Will require coordination with NYSDOT and NYS Parks.
	<b>CHARACTER AREA 3: SOUTHERN TRANSITION</b>					
	Lakeshore Drive / City Pier Intersection Roundabout	Design and Construction (including contingencies)	\$3,100,000	Local funding, TAP/CMAQ, HSIP, CHIPS	City of Canandaigua	Cost does not include utility relocations, right-of-way acquisition, environmental mitigation.
	City Pier Improvements	Design and Construction (including contingencies)	Concept 1: \$2,100,000 Concept 2: \$1,800,000	Local funding, TAP/CMAQ, ESD (Smart Growth Community Fund), Private	City of Canandaigua	Selection of preferred improvements is necessary to progress to final design.
	Canal Greenway	Design and Construction (including contingencies)	\$1,200,000	Local funding, TAP/CMAQ, RTP, GIGP, Private, ESD	City of Canandaigua	Conceptual design completed as part of this study.

# IMPLEMENTATION MATRIX

	Project	Phasing	Costs*	Funding Source*	Responsible Party	Notes
RECOMMENDED TREATMENTS AND IMPROVEMENTS	<b>CHARACTER AREA 4: LAKESHORE DRIVE + WATERFRONT</b>					
	One-Way Travel Lane and Two-Way Cycle Track	Design and Construction (including contingencies)	\$1,500,000	Local funding, TAP/CMAQ, RTP, BUILD, GIGP	City of Canandaigua	Selection of preferred improvements is necessary to progress to final design.
	Two-Way Travel Lanes and Multi-Use Boardwalk	Design and Construction (including contingencies)	\$1,100,000			
	Two-Way Travel Lanes and Two-Way Cycle Track (Recommended Option)	Design and Construction (including contingencies)	\$3,800,000			Conceptual design completed as part of this study.
	Pedestrian-Only Boulevard	Design and Construction (including contingencies)	\$5,800,000			May be potential concerns/ issues with transportation and emergency vehicle access, if this concept was selected.
	<b>CHARACTER AREA 5: RESIDENTIAL + HOSPITALITY</b>					
Lakeshore Drive Bridge to Route 364	Design and Construction (including contingencies)	\$1,300,000	Local funding, TAP/CMAQ, RTP	City of Canandaigua	Conceptual design completed as part of this study.	

## IMPLEMENTATION MATRIX

*The placemaking plan identified in this plan includes an estimated number of recommended amenity installations. The total number of amenities is to be finalized; therefore, the costs in this table represent unit costs for each amenity type.*

	Project	Unit	Unit Cost
STREETSCAPE AMENITIES	Bench	Each	\$4,000
	Bicycle Racks	Each (Two bike capacity)	\$2,000
	Trash Receptacles	Each	\$2,000
	Street Tree	Each	\$1,000
SIGNAGE + WAYFINDING	Gateway Sign	Each	\$12,000 - \$20,000
	Directional Map	Each	\$10,000 - \$12,000
	Informational Kiosk	Each	\$15,000 - \$20,000
	Directional Sign	Each	\$5,000
	Parking Sign	Each	\$2,500

## FUNDING OPPORTUNITIES

*Funding opportunities to implement the proposed recommendations in this plan are presented in this section. The implementation of treatments will require a combination of local, state and federal dollars. Several of the state funding sources listed below are available through the New York State Consolidated Funding Application, which is typically released annually during the summer months. Additionally, the Genesee Transportation Council, as the metropolitan planning organization for the region, is responsible for the planning and investment decision-making for transportation improvements. On an annual basis, the Town and City should continue to collaborate on future grant applications, identify potential match funding in operating budgets, and continue a close working relationship with transportation agencies to ensure objectives in this plan are being progressed.*

### STATE AND FEDERAL SOURCES

PROGRAM	DESCRIPTION	USES	
Transportation Alternatives Program / Air Quality Improvement Program (TAP/CMAQ)	Funds from this source are used to support bicycle, pedestrian, multi-use path and non-motorized transportation-related projects. Projects must be related to surface transportation.	Construction of pedestrian and bicycle facilities, recreational trails, and safe routes to schools, as well as community improvements such as historic preservation and projects that reduce congestion and gas emissions.	This program is federally-funded and administered by the NYS DOT.
Green Innovation Grant Program (GIGP)	The Green Innovation Grant Program (GIGP) provides grants on a competitive basis to projects that improve water quality and implement green infrastructure in New York State. GIGP provides up to \$15 million to cover a minimum of 40% up to a maximum 90% of the total eligible project costs. A match from state or local funds is required.	GIGP funds a range of green infrastructure-focused installation projects, including the installation of permeable pavements and stormwater street trees.	This program is funded and overseen by the NYS Environmental Facilities Corporation (EFC).
New York Main Street Program (NYMS)	This program is administered through the Office of Community Renewal. New York Main Street provides funds to stimulate reinvestment in properties located within mixed-use commercial districts located in urban, small town and rural areas of NYS. NYMS is a comprehensive grant program that provides funding for local revitalization efforts and technical assistance to help communities build the capacity required to grow the downtown or neighborhood retail district.	Funds can be used to implement streetscape enhancements, such as planting trees; installing street furniture and trash receptacles; providing appropriate signs in accordance with a local signage plan.	This program may be able to be used to implement improvements in proximity to downtown Canandaigua on S. Main Street.
Environmental Protection Fund (EPF)	Funding for capital projects that protect the environment and enhance communities. Capital projects typically include large projects that purchase land or construct facilities.	Funds projects to restore historic sites, and create or enhance public parks, open space and trails, among others.	Applicants can apply for this program through the CFA.  Programs, such as the Local Waterfront Revitalization Program (LWRP) are funded through the EPF.

## FUNDING OPPORTUNITIES

### STATE AND FEDERAL SOURCES CONT...

PROGRAM	DESCRIPTION	USES	NOTES
Consolidated Local Street and Highway Improvement Program (CHIPS)	Funds support the construction and repair of highways, bridges and highway railroad crossings, and other facilities not in the State highway system.	Funds can be used for resurfacing, shoulder improvements, new drainage systems, sidewalk improvements, traffic calming installations, and bus shelters.	
Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	Projects that improve a hazardous road or address a highway safety problem. Funds can be used for the installation of vehicle-to-infrastructure communication equipment, hybrid beacons, roadway improvements providing separation between pedestrians and vehicles, including medians and pedestrian crossing islands.	
Recreational Trails Program (RTP)	Funds the development and maintenance of recreational trails for motorized and non-motorized uses.	Maintenance / restoration of existing trails, purchase / lease of trail construction equipment, acquisition of easements, construction of new trails, and assessment of conditions.	
Better Utilizing Investments to Leverage Development (BUILD)	Funds the planning and construction of capital investments in surface transportation infrastructure that have a significant local or regional impact.	Provides funding to invest in road, rail, transit and port projects meeting national objectives.	This program is administered by the U.S. DOT.
Surface Transportation Block Grant Program (STP)	Provides funding for projects to preserve and improve the conditions on highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	Funds can be used for transportation alternatives and recreational trail projects.	Funding is through the US DOT. Program is competitive at national level.

### LOCAL- AND PRIVATE-LEVEL FUNDING OPPORTUNITIES

Local and private funding opportunities may be more challenging to find and secure for pedestrian and bicycle infrastructure projects; however, sources may include:

- Local bonds or tax levies;
- Business or corporate sponsorship of pedestrian and bicycle improvements;
- Private funding sources from local organizations.



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