

Executive Summary

The Active Transportation Plan is a coordinated and strategic effort to develop a safe, accessible and appealing network of bicycle/pedestrian facilities throughout the City of Canandaigua. The Plan details programs and projects fulfilling the recommendations stated in the City of Canandaigua Comprehensive Plan-2002 Revision, sections;

- 5.2.3-11 – Develop a system of bike paths and pedestrian trails
- 5.4.3-2 - Develop a citywide network of bicycle trails and pedestrian pathways that link neighborhoods to activity centers in the city, as well as a regional system that links to other communities.
- 5.5.3-3 - Pursue grants and other state and federal aid
- 5.5.3-5 - Develop niche markets for arts, antiques, and healthcare
- 5.5.3-7 - Expand the tourism *shoulder* season
- 5.5.5-9 - Consider higher and better uses for vacant and underutilized properties that could provide appropriate economic development, contribute to the improved character of the community and the surrounding properties.
- 5.9.3-1 – Encourage regional planning for issues that span municipal Boundaries

Implementation of this Plan's recommendations will result in Canandaigua being recognized as a leader in providing healthy, safe, accessible transportation and recreational alternatives for all its residents and visitors. Canandaigua will become both a haven and magnet for outdoor enthusiasts, a uniquely desirable place to live, work and conduct business.

The Plan builds on existing assets in the City, including a vibrant, engaged, diverse pedestrian and bicycle community. The Plan addresses the challenges that pedestrians and bicyclists face such as connectivity, access, safety and maintenance. Implementation will improve pedestrian and bicycle conditions on all roads, including heavily trafficked commercial arterial roads, while addressing issues such as education and awareness, driver behavior, and maintenance of facilities. It also provides a prioritized blueprint for the emerging multi-use greenway transportation network. Funding options and sources will also be addressed.

Goals

The primary goal of this Plan is to enhance the quality of life for all residents by creating continuous linear pedestrian and bicycle connections throughout the City of Canandaigua thereby providing safe, accessible and sustainable multi-use facilities for the full range of users. Additional goals are outlined below:

A recent CDC study found that community-based physical activity interventions, such as new multi-purpose paths and trails, are "money well spent"², meaning they are more cost-effective than traditional preventive strategies in reducing new cases of many chronic diseases and improving quality of life. Interventions like enhanced access to multi-use paths reduce new cases of disease by:^{* 1}

5-15 cases per 100,000 people
for Colon Cancer

15-58 cases per 100,000 for
Breast Cancer

59-207 cases per 100,000 for
Type 2 Diabetes

140-476 cases per 100,000 for
Heart Disease

*2000 US Census – Ontario County
population 100,224

- Provide residents and visitors with viable mode of transportation choice for travel within the City.
- Plan must be compatible with existing locally planned projects and regional trails initiatives.
- Identify and prioritize improvements based on current usage and functional connectivity.
- Better utilize the existing pavement width by retrofitting existing facilities.
- Identify and initiate City, County, Regional, and private-sector funding opportunities.
- Identify existing educational, encouragement and enforcement efforts throughout the City and recommend partnerships to expand the promotion of the benefits of walking and bicycling, safety, the proper use of facilities, and awareness of rules for “Share the Road.”
- Propose bicycle/pedestrian friendly statutes, policies, and maintenance procedures to continually improve the infrastructure using the “Complete Streets” concept.
- Identify and recommend actions to reverse inequities in status and treatment of pedestrians and bicyclists in the areas of legal status, facility design and maintenance, enforcement, education and encouragement.
- Identify, prioritize, and evaluate recommended projects according to the Six E’s (Equality, Engineering, Education, Encouragement, Enforcement, and Evaluation)
- Identify opportunities for vigorous and active partnerships with residents, property owners, business and social organizations to develop an incentive and marketing plan catering to the outdoor enthusiast, healthcare and wine and culinary niche markets.
- Identify opportunities to enhance public transit facilities and policies to better serve the Active Transportation System.

Planning Process

The planning process included extensive research by the Canandaigua Walkers & Cyclists, agency consultation and public participation including; public information meetings, resident survey, and consultation with stakeholders. Community input and participation are the foundation for the needs, goals, and recommendations stated in this document.

Planning Approach and Criteria

The planning approach established the following performance criteria for the system: accessibility, directness, continuity, route attractiveness, low conflict, cost, ease of implementation and maintenance. It also calls for identifying and defining projected users, inventorying existing facilities and infrastructure, identifying the systems desired corridors, evaluating and selecting specific routes alternatives, selecting appropriate design treatments, estimating implementation and maintenance costs, prioritizing selected routes and treatments, and evaluating plan against desired performance criteria. All recommended on-road and off-road facility improvements comply with The American Association of State Highway & Transportation Officials’ (AASHTO) 1999 *Guide for the Development of Bicycle Facilities*.

According to a government survey, almost half (47%) of Americans 16 and older say they would like to see more bike paths, lanes, and trails in their community.³

Projected Users

Projected users have been identified as Bicyclist, Pedestrians, Hikers, Walkers, Runners, the Physically Challenged, and Senior Citizens. The bicyclists, as identified by both AASHTO and FHWA, are divided into 3 groups; A – Advanced or highly skilled riders, B – basic or new adult and teenage riders, C – Children, preteen riders usually monitored by adult.

Inventory of Existing Facilities and Infrastructure

All existing and potential facilities and infrastructure were inventoried and examined. The condition, location, and level of use were evaluated and a determination was made if they warrant incorporation into the proposed network. Also noted are the improvements needed to the existing portions of the network to bring the entire network up to uniform design and operations standards.

Systems Desired Corridors and Treatments

Proposed priority projects and corridors are identified on the included map and described in detail. The performance criteria; accessibility, directness, continuity, route attractiveness, low conflict, cost, and ease of implementation, were used to evaluate, prioritize, and select the appropriate design treatments.

General Facility and Improvement Cost Estimates

The Active Transportation Plan will provide general cost estimates for each prioritized recommendation of the Plan. The costs are based on Ontario Counties and the New York State Department of Transportation bid lists. The total costs do not take into consideration any City In-kind work, volunteer work, grants of any kind or private gifts.

Education, Enforcement and Encouragement

The Active Transportation System is designed to be accessed safely and conveniently by all segments of society. Like facilities for other transportation modes, this network of facilities must be used appropriately to be effective. Therefore, it is not acceptable for bicyclists, pedestrians or motorists to disregard traffic rules. Breaking these rules puts all facility users at risk and is inconsistent with the City's overarching goal of increasing safety. Enforcement of all traffic laws must be strictly enforced. Efforts must be made to educate and sensitize all facility users to the rules, creating a culture of respect among all users and welcomes all different types of facility users.

Only 15% of bike commuters say their employers provide bike facilities.⁴



The benefits of investments in cycle networks are estimated to be 4-5 times the costs, making such investments more beneficial to society than other transport alternatives.⁵



According to the resident survey

71% of respondents experienced interference from motor vehicle drivers as a pedestrian.*

66% of respondents experienced interference from a pedestrian or cyclist as a motor vehicle driver.*

*Residential Survey :

Question 18 and 20

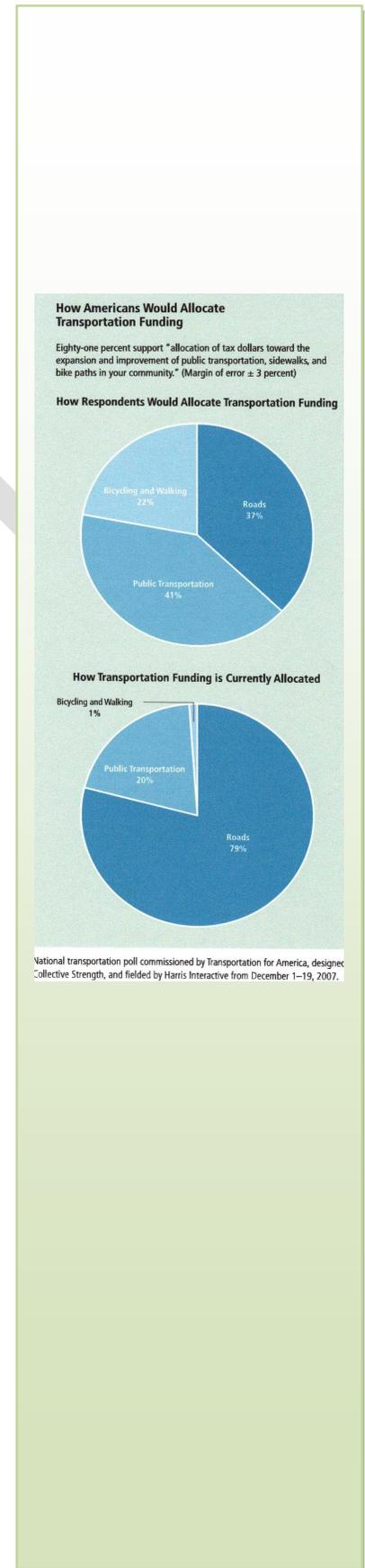
Partnerships with civic, education and business organizations are vital in encouraging a change in perception, habits, and life style. Coordinating with the PTO for Safe Routes to Schools, setting up a trail watch program through the Police dept., businesses providing bicycle racks, publishing city bicycle and walking tour maps through the Chamber of Commerce and including Active Transportation information in marketing material provided by the BID are all examples of encouragement programs. Through incentives and policy changes the City will promote and encourage the Active Transportation Plan's recommendations.

General Facility and Improvement Funding

In the Fast Lane blog, US Transportation Secretary Ray LaHood wrote, "Bicycling was one of the earliest beneficiaries of stimulus funding, with portions of the American Reinvestment and Recovery Act explicitly devoted to bicycling, and this department has been very active in getting that funding out the door. States must spend 3 percent of their allocation on the Transportation Enhancements program, which is a primary source of bicycle and pedestrian infrastructure funding. The remainder of the "highway" money also creates an opportunity to build complete streets. All of the highway funding is flexible, and bicycle and pedestrian projects are eligible. The 3 percent in Transportation Enhancements is a floor not a ceiling. 30 percent of a state's allocation is sub-allocated to urbanized areas, where commuting by bicycle is most likely.

3.1 billion is provided for the Energy Efficiency and Block Grant Program, which provides formula funding to cities, counties, and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure. \$1 billion is provided for the Community Development Block Grants program, which provides formula funding to cities and counties that meet certain criteria to undertake community improvement activities. One eligible use of funding is for bicycle and pedestrian infrastructure. So, a number of funding opportunities exist, but cycling advocates must get their cities and states to request funds for these purposes. Many states, counties, and municipalities have already done so..."

While most of the implementation cost of the recommended plan will be borne by federal grants, there are several alternative ways of funding the remainder of the cost. Private funding is available through organizations such as Bikes Belong or the Alliance for Biking & Walking. Other private funding avenues are private gifts and fund raising events. The City, through innovative and future planning can implement many of the recommendations at minimal cost. In many cases, on-road bicycle facilities can be created by narrowing existing travel lanes or creating designating driving lanes. Often, Active transportation facilities can be included at minimal cost as part of roadway repaving or reconstruction projects. If the City is undertaking a roadway



improvement project as part of its normal maintenance program, it may be advantageous to provide recommended bicycle or pedestrian facilities identified in this plan at that time. This would allow the City would improve or implement the recommended facilities at a substantial cost saving. The City would also see substantial savings through in-kind funding; utilizing City personnel and expertise in the construction of prioritized multi-use paths. The City must take advantage of these cost-saving implementation opportunities as they become available.

Individual and organized volunteer groups are also an important implementation resource. Through civic, school and business organizations the community's non-governmental resources can be utilized to implement various Active Transportation recommendations and thereby minimize costs.

With clear vision, resolve, creative thinking, innovative planning and dogged determination in investigating and coordinating all the funding alternatives the City of Canandaigua will have a model Active Transportation System at minimal cost to residents.

The adoption of this Plan is essential to the City obtaining implementation funding by putting forth a cohesive well constructed blueprint enabling those funding organizations an understanding of the City's goals, priorities and a way to evaluate the results of their capital investment.

Implementation

The Active Transportation System Plan identifies several factors that should be considered in pursuing the implementation of the recommendations contained in this document. Some of leading factors are(not in prioritized order) safety, maintenance, right of way availability, project importance to entire network, cost, availability of funds, whether projects stand-alone or can it be integrated with committed projects, and public need.

Implementing the recommendations of the Plan will take resolute determination, imagination, and cooperation and coordination between public and private organizations. In order to initiate continued, focused implementation, tracking and evaluation of this Plan, City Council should create a budget line in the City's budget for dedicated yearly funding. At the same time, they should create a mechanism that will insure the successful implementation of the adopted Plan. Mechanisms for consideration: 1. The Mayor would appoint a Green Initiative Advisory Board consisting of volunteer citizens commissioned to oversee research and initiate funding, implementation, tracking

Bicycle and Pedestrian Infrastructure Examples

- Pedestrian Infrastructure**
 - Sidewalks and walkways
 - Marked crosswalks and enhancements
 - Street furniture/walking environment
 - Pedestrian overpass/underpasses
 - Curb ramps
 - Transit stop treatments
 - Roadway lighting improvements
- Bicycling Infrastructure**
 - **On-Street Facilities**
 - Bike lanes
 - "Bicycle boulevards"
 - Wide outside lanes
 - Signed shared roadways
 - Paved shoulders
 - **Off-Street Facilities**
 - Cycle-tracks, separate bike paths
 - Shared-use paths, trails
 - **Signs and Markings**
 - Share lane markings, "Sharrows"
 - Advanced stop lines, "Bike Boxes"
 - Bicycle signal heads
 - Colored bike lanes
 - Bike route signs
 - **Bicycle Parking**
 - Bike racks, bicycle lockers
 - Long term parking, "Bike stations"
- Bike Sharing Programs**

and evaluation of the adopted Active Transportation Plan and all other Green Initiatives; 2. City Council could appoint an outside non-profit organization (Canandaigua Walkers & Cyclists) under the leadership of City staff, to research and initiate funding, implementation, tracking and evaluation of the adopted Plan. This mechanism would allow the City oversight yet let the organization raise funds for and participate in projects and initiatives (mentioned in initiatives) outside of Council's authority but complimentary to the adopted Plan.

Conclusion

The Active Transportation Plan is a coordinated and strategic effort to develop a safe, accessible, and appealing network of pedestrian/bicycle facilities throughout Canandaigua, New York. This Plan encourages the provision of bicycle and multi-use facilities for the full range of users and so current and future greenway trail development efforts are strongly supported. Every opportunity to enhance the relationship between greenways and on-road pedestrian/bicycle facilities should be pursued.

Great strides have been made in making the City of Canandaigua walkable, bump outs have been constructed, crosswalks have been added and signed, in-pavement crossing lights have been installed, but the City must stay vigilant in its efforts. Installing sidewalks on both side of all city streets, ensuring smooth sidewalk surfaces, improving intersection safety and enforcement of pedestrian traffic laws have been identified as areas for improvement. With its small size, destination points evenly distributed, and an active population it is critical that the City remain pro-active in its efforts to protect and accommodate pedestrians in all sections of the City.

The City should provide support and facilities to make bicycling an efficient, safe and convenient mode of transportation for all Canandaigua residents. In order for bicycling to be a fully viable form of transportation, other programs and facilities are needed to complement the bicycle network. This includes a cooperative effort between the City and other community organizations to provide educational, encouragement and enforcement opportunities for bicyclist, and the general public, adequate bicycling parking and public availability of bicycles. A critical step in providing convenient and safe options for bicycle transportation lies in having a strategic plan that is supported by design guidelines, ordinances, and other regulations necessary to guide community design, road construction and maintenance. The policies recommended in the Plan will help integrate accommodations for bicycle and pedestrian transportation into everyday activities in the City of Canandaigua.

Active Transportation enhances the City of Canandaigua's:

Safety

Economy

Environment

Neighborhoods

Health

Quality of Life

Recreation

Transportation

Public transit is an important piece to viable Active Transportation System. Through public transportation users are able to reach neighboring communities and distant destinations safely, conveniently, and at low cost. The City, by forging and supporting a strong alliance with the counties bus system, CATS, can provide long distance transportation to both pedestrians and cyclists. This will enhance the desirability of the system to potential users; residents, commuters, visitors. Inclusion of the CATS system in the Active Transportation System also has the capability of decreasing traffic, air pollution, and relieving the parking space problems within the City. Ontario County is now conducting one of its periodic studies to help improve the public transportation system, The City must play an active role at this time in order to make sure the needs of Canandaigua's residents and visitors are being and will be met.

By building on the City's significant local assets and pursuing ongoing collaborative efforts among all the stakeholders (residents, City Council, BID, Downtown Merchants Assoc., Ontario Pathways, Ontario County, Genesee Transportation Council, Canandaigua Schools and PTO and the Canandaigua Police Dept.) the City can, over time, develop a network of bicycle and multi-use trail facilities that are functional and connected. This collaborative effort will also provide residents and visitors an environment of sensitivity toward and awareness of all modes of transportation in the City. It will provide residents and visitors the option of bicycling and walking as a practical, safe and convenient mode of transportation and recreation throughout the City and beyond. The network will also provide the merchant's economic opportunities and employers a recruiting tool to attract and retain employees. Lastly, the network and its supporting elements will enhance the City of Canandaigua as the "Chosen Spot" for quality of living and visiting.

Plan Evaluation

Criteria	Addressed
City Comprehensive Plan	yes
Accessibility	yes
Directness	yes
Continuity	yes
Attractiveness	yes
Low Conflict	yes
Cost	yes
Implementation	yes
Maintenance	yes

The Six E's	Addressed
Equality	yes
Engineering	yes
Enforcement	yes
Education	yes
Encouragement	yes
Evaluation	yes