

## GENESEE TRANSPORTATION COUNCIL

### RESOLUTION

#### **Resolution 21-20    Accepting the Gananda Parkway Pedestrian & Bicycle Active Transportation Plan as evidence of completion of UPWP Task 8778**

#### **WHEREAS,**

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 8778, Gananda Parkway Pedestrian & Bicycle Active Transportation Plan, for the purpose of identifying and creating consensus around a set of transportation infrastructure projects and associated strategies that enhance quality of life and economic development while improving public health by making walking and bicycling safe, viable modes of travel in the study area;
2. Said Task included reviewing and assessing infrastructure elements that negatively impact safety and constrain mobility and connectivity for bicycling and walking the study area; investigating programmatic initiatives to improve safety for pedestrians, bicyclists, and vehicles in coordination with the Gananda Central School District, law enforcement agencies, and other organizations; and identifying the opportunities for coordinated and cohesive land use, street design, regulatory policies, and strategies to support current and anticipated future community needs;
3. Said Task has been completed and has resulted in the *Gananda Parkway Pedestrian & Bicycle Active Transportation Plan*; and
4. Said Study has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

#### **NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby accepts the *Gananda Parkway Pedestrian & Bicycle Active Transportation Plan* as evidence of completion of UPWP Task 8778; and
2. That this resolution takes effect immediately.

#### **CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 10, 2021.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council

# Gananda Parkway Pedestrian & Bicycle Active Transportation Plan



# Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

## Introduction

The Gananda community comprises part of the Towns of Macedon and Walworth and is primarily centered along the Gananda Parkway. The original vision for Gananda was ambitious and representative of the movement towards master planned communities that began in response to post-World War II suburbanization. While this original vision was never realized, the infrastructure foundation was set for what was intended to be a community of 90,000 residents with a regional shopping center, three smaller shopping and office centers, and 250 acres of industrial uses. This included right-of-way to expand the current Gananda Parkway from one lane in each direction to two in each direction if necessary.

Today, the Gananda community is generally considered to be the approximately 6,000 individuals residing within the boundaries of the Gananda Central School District. Housing in the ATP area consists of subdivisions of single-family detached homes, townhomes, the Evergreen Hills Apartments, and the Gardens Senior Apartments on Canandaigua Road. The study area extends along Gananda Parkway from Penfield Road/Route 441 to the west, to Wiedrick Road and the Gananda Central School District (GCSD) to the east and encompasses feeder streets and collector roads along the route.

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

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



# Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

## Needs Assessment

### *Summary of Key Considerations*

Gananda Parkway runs east-west through the project area and is owned, maintained, and operated by Wayne County. It is classified as a collector. Within the Plan Area, Gananda Parkway consists of one 12-foot wide travel lanes in each direction with shoulder widths approximately eight-feet wide on each side of the road. There are no sidewalks or pedestrian facilities along the road. The Annual Average Daily Traffic from 2015 was approximately 5,570 vehicles per day from Route 441 to Macedon Town Line. The AADT in 2016 on the segment from Macedon Town Line to Eddy Road was approximately 1,500 vehicles per day. Along Gananda Parkway, the posted speed limit is 55 miles per hour (mph) from its western terminus at Route 441 to just west of Research Forest where the speed limit is reduced to 50 mph until its eastern terminus at Eddy Road. The observed 85th percentile speed was 58 mph in the eastbound direction and 60 mph in the westbound direction just east of Route 441 and 46 mph in both directions near Canandaigua Road.

Gananda Parkway hosts approximately 16 percent truck traffic from Route 441 to the Macedon Town Line and approximately 14 percent truck traffic from the Macedon town line to Eddy Road. Trucks travel predominantly during the weekday morning peak hour (8:00am to 9:00am ) and the evening peak hour (between 4:00pm and 5:00pm) with an approximately 50/50 directional distribution.

### *Transportation Needs*

In order for plan recommendations to best maximize transportation's contribution to safety and livability in the Gananda Community, they must be based on alignment (location) and design (arrangement of physical elements). These need to complement each other to identify safe, efficient, and attractive options for those users that desire to walk or bicycle. From the outset, sustainability considerations must be integrated from physical, financial, and environmental standpoints.

The results of the inventory of existing and planned conditions that combined data with community input resulted in the identification of three primary needs that should be addressed by the recommendations of the ATP. These needs included 1) Improve Safety for Pedestrians & Bicyclists; 2) Improve Safety for Vehicles; 3) Improve the Overall Quality of Life for Community Members.

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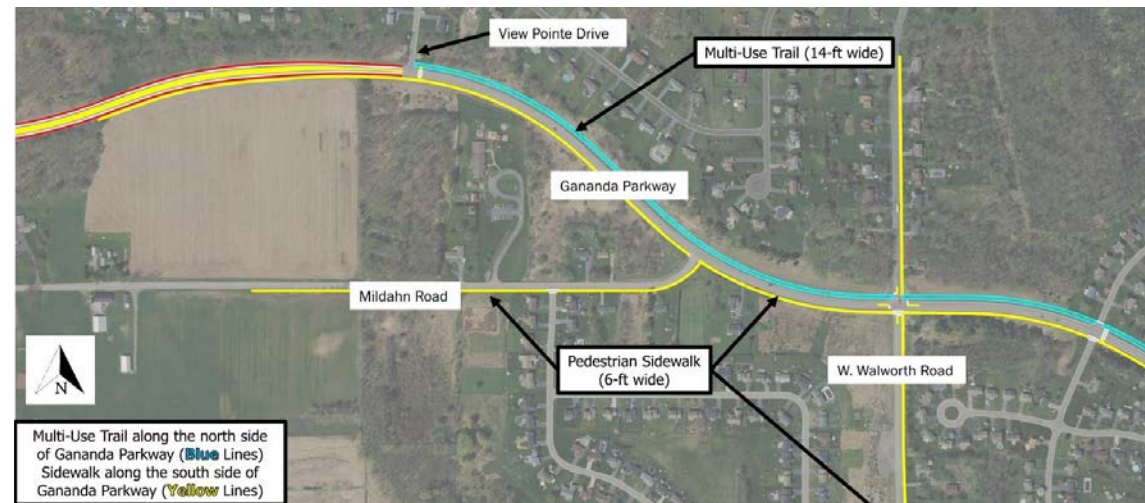
## Recommendations

### Overview

The recommendations of the plan address the identified needs by enhancing safety and accessibility for all users through dedicated facilities to support non-motorized connectivity, including between residential neighborhoods and the Gananda Central School Campus. The improvements represent a customized approach to selecting technically-sound design solutions unique to Gananda.

### Gananda Parkway

Originating at View Pointe Drive and continuing to the east, a new 14-foot multi-use trail is recommended along the north side of the Gananda Parkway to provide travel for pedestrians and bicyclists. A 10-foot offset from the edge of pavement is also recommended to provide further separation from the roadway. To provide accessibility from the residential neighborhoods to the south, a 6-foot pedestrian sidewalk is recommended along the south side of



Gananda Parkway, along the eastside of West Walworth Road and along a segment of Mildahn Road with pedestrian crosswalks across Mildahn Road and across West Walworth Road. Due to the number of crashes and the introduction of pedestrian facilities, modifications are recommended for the stop controlled intersection of West Walworth Road and Gananda Parkway. Two alternatives are presented as options for the plan: a 4-way stop control and a roundabout.

Continuing east from West Walworth Road, the same 14-foot multi-use trail with 10-foot offset is recommended along the north side of the Parkway. In the western end of this segment, the golf course pathway is adjacent to the roadway's right-of-way line and would

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## Recommendations

necessitate a barrier between the trail and the golf course. The sidewalk along the south side of Gananda Parkway would continue in this segment to provide access to the residents in the Eagles Roost Lane and Beaver Creek neighborhoods. In addition to provisions for crosswalks across side streets that intersect the Parkway, high visibility Parkway crossings are recommended at Eagles Roost Lane and Dewberry Lane. Advance pedestrian crossing warning signs are recommended on the eastbound and northbound approaches.

Similar to the previous segments presented, the multi-use trail would continue along the north side of the Gananda Parkway in the section between Hance and Canandaigua Roads. Across from Richardson Foods, the width of the right-of-way section along the north side of the Parkway is approximately 20-feet and maintaining a 10-foot offset for the multi-use path is not plausible. In this area, a barrier is recommended on both sides of the multi-use path. Continuing from Hance Road to the east, the sidewalk on the south side of the Parkway is recommended to extend to Evergreen Hills Drive. In conjunction with the recommended pedestrian and bicycle



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## Recommendations

improvements, modifications to the intersection of Canandaigua Road and Gananda Parkway are recommended. Two alternatives are presented as options for the intersection: a 3-phase traffic signal with left turn lanes, and a roundabout.

The multi-use trail (with offset) is recommended to continue along the north side of the Parkway to its terminus with Eddy Road. To provide a connection for the multi-use trail, an 8-foot wide sidewalk is recommended along the south side of Waterford Road. Geometric improvements are recommended for the intersection of Waterford Road and Gananda Parkway to accommodate a southbound left turn lane and an additional lane on the westbound approach. Due to the number of buses that enter and exit Waterford Road and the volume of traffic to and from the schools, turn lanes are recommended to improve the intersection operation during the morning and afternoon periods. To provide a connection from the trail to a park on the west side of the Parkway, a pedestrian crosswalk is recommended on the north leg of the intersection at Eddy Road. Across all segments, new and supplemental lighting is also recommended along the multi-use trail, along the sidewalk sections and at the intersections with pedestrian crosswalks.

### ***Waterford Road***

To provide a connection for the multi-use trail an 8-foot pedestrian sidewalk is recommended along the south side of Waterford Road. The width of the sidewalk is would reduce to 6 feet just east of the elementary school's drop off loop driveway. A high visibility midblock pedestrian crossing with advance signing is recommended at Fairway 5 to provide a connection form the neighborhood to the school and through the parking lot to the school's entrance. Additional improvements recommended include high visibility markings and advance signs for the midblock crossing at Vesper Ridge. The GCSD is encouraged to enhance the campus with additional connections to paths and trails and to provide bicycle racks for students and faculty to encourage biking to school.

### ***Canandaigua Road***

To provide a connection to the multi-use trail recommended on Gananda Parkway, an 8-foot pedestrian sidewalk is recommended along the east side of Canandaigua Road between the Gardens Senior Living Community and Gananda Parkway. A high visibility midblock pedestrian crossing with advance signing is recommended across Canandaigua Road on the existing golf course crossing and across Canandaigua Road just south of the bridge.

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## Recommendations

### ***Improve Safety***

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

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

### ***Streetscape Enhancements***

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

### ***Programmatic Alternatives***

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

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



# Gananda Parkway Pedestrian & Bicycle Active Transportation Plan

## Implementation

### Capital Costs

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

The costs for the recommendations of the plan include the base estimate and a 20 percent contingency. The contingency factor (based on the percent of the base estimate) is the minimum specified by NYSDOT at the Scoping phase per Engineering Instruction EI 20-014 – Conceptual and Preliminary Estimating Requirements and Preliminary Cost Estimating Tool Development (PCET) dated June 8, 2020.

<b>Recommendation</b>	<b>Estimated Cost</b>
Addition of striped median at West End of Gananda Parkway	\$570,180
Multi-use Trail – Gananda Parkway (View Pointe Drive to Eddy Road)	\$1,704,000
Gananda Parkway Sidewalk (New Development to Evergreen Hills Drive)	\$645,024
Pavement markings for trail and sidewalk installation	\$4,344
Hance Road realignment	\$216,240
Waterford Road sidewalk	\$92,280
Gananda Parkway / Waterford Road intersection improvements	\$384,240
West Walworth Road roundabout	\$960,000
Canandaigua Road roundabout	\$1,104,000
Canandaigua Road sidewalk	\$259,968
Canandaigua Road / Gananda Parkway intersection improvements	\$806,550
West Walworth Road flashing signal	\$48,000
Mildahn Road sidewalk (Gananda Parkway to New Development)	\$78,036
West Walworth Road sidewalk (North and south of Gananda Parkway)	\$151,080

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## Implementation

### ***Operating Costs***

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

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

### ***Federal Funding Programs***

Plan recommendations are eligible for funding programs apportioned by the Federal Highway Administration (FHWA).

*Transportation Alternatives Program (TAP)* – The TAP project categories that would apply to the recommendations of the plan include Safe Routes to School; Planning, Design and Construction of On-road and Off-road Facilities for Pedestrians, Bicyclists and Non-Motorized Transportation Users; Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs; and When integrated with another category above: Environmental storm water management activities.

*Congestion Mitigation and Air Quality Improvement Program (CMAQ)* – Wayne County was part of the Rochester Nonattainment Area that did not meet the 1997 NAAQS for ground-level ozone. Plan recommendations are eligible as, “pedestrian and bicycle facilities such as new, improved, or gap connecting bicycle commuter paths, and new, substantially improved or gap connecting sidewalks.”

*Surface Transportation Block Grant Program (STBG)* – The Gananda Parkway eligible for STBG funding as an Urban Major Collector. While the roads connecting to the Gananda Parkway are classified as Local roads and generally not eligible to receive STBG funds for

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reconstruction, rehabilitation, or preventive maintenance of the roadways themselves, STBGP funds can be programmed for recreational trails, pedestrian and bicycle projects, and safe routes to school projects.

Recommendations are eligible for two other FHWA programs: Highway Safety Improvement Program (HSIP) and Better Utilizing Investments to Leverage Development Transportation Discretionary Grant program (BUILD). To be awarded HSIP funds, projects must be able to demonstrate that they will enhance safety.

### ***State and Local Funding***

Other potential funding programs are made available through the Consolidated Funding Application (CFA) process administered by Empire State Development Corporation the Finger Lakes Regional Economic Development Council.

*Community Development Block Grant Program (CDBG)* – New York State makes CDBG funds from the United States Department of Housing and Urban Development available through the Governor’s Regional Economic Development Process, requiring a completed CFA. Sidewalks are an eligible use under the CDBG Public Facility program.

*Green Innovation Grant Program (GIGP)* – New York State makes GIGP funds through the NYS Environmental Facilities Corporation available through the Governor’s Regional Economic Development Process, requiring a completed CFA. Sidewalks are an eligible use under the GIGP provided they are constructed with permeable pavements.

*Environmental Protection Fund Grants Program for Parks, Preservation and Heritage (EPF)* – New York State makes EPF funds through the NYSOPRHP available through the Governor’s Regional Economic Development Process, requiring a completed CFA. Trails that connect, “already-protected state and local lands, historic sites, greenways, trails and waterways” are an eligible use under the EPF.

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