

## Doug Finch, Town Manager

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**From:** McElligott, Timothy G <Timothy.McElligott@ontariocountyny.gov>  
**Sent:** Wednesday, February 24, 2021 3:15 PM  
**To:** 'dfinch@townofcanandaigua.org'  
**Cc:** Day, Christopher D; Wright, Bill C  
**Subject:** RE: follow up from CR16 study

Hi Doug,

We've provided responses to your questions below in blue.

Best Regards,

Tim

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**From:** Doug Finch, Town Manager [mailto:dfinch@townofcanandaigua.org]  
**Sent:** Tuesday, February 23, 2021 8:28 AM  
**To:** McElligott, Timothy G  
**Cc:** 'Town Canandaigua'; Sarah Reynolds  
**Subject:** follow up from CR16 study

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Tim,

I wanted to touch base with you on a few items relating to the County Road 16 study completed in 2018, and also some questions. We are preparing for another meeting with residents primarily along CR16 and I just wanted to follow up on some things:

- If the Town Board of the Town of Canandaigua wishes to pursue no parking along CR16 one side or the other or both in certain segments, I know in the past I have been told they would need to petition the Ontario County Board of Supervisor to request that change, is that still the case?;

Not to my knowledge. We've provided the following information (as an FAQ on our webpage) to the constituency:

### How Do I Get A No Parking Zone Established?

- The County has no power to establish no parking zones on any road. Individuals wishing to have a "No Parking" zone established on a Town or County highway should go to their Town Board. Section 1660(a)18., of the New York State Vehicle and Traffic Law gives Town Boards the power to establish these zones on Town and County Highways. Once a Town Board designates a no parking zone on a portion of a Town or County road and the proper signs are erected by the Town Highway Department, the no parking requirement can be enforced. The Town needs State approval for no parking zones on State Highways.

- In terms of the prioritization recommendations on pages 46-49 of the CR16 pedestrian and bicycle study has any action been taken on any of those items?;

Yes. “Increased Maintenance Schedule” - We complete routine/yearly work to address pavement shoulder erosion, uneven paving, pavement striping, pavement sweeping, patching and cutting back vegetation.

Other priorities are under review and may be added to the CR 16 Preventive Maintenance (PM) project scheduled for 2022 between NY 21 to Wyffels Road. The current CR 16 PM project scope will make isolated pavement repairs and complete a heater scarification of the pavement surface which will be overlaid by a micro-surfacing material.

We’ve begun implementing a drainage improvement project (within the same limits) this past fall and will continue until completed. We do not recommend employing “green infrastructure practices” at County cross culverts. The culverts capacities must be the priority to mitigate flooding. Because CR 16 is a linear system with a narrow right-of-way, opportunities for stormwater management are limited. One suggestion, not incorporated into the study, would be for the Town of Canandaigua to require installation of additional stormwater management improvements for re-development applications, such as bio retention areas and plantings in riparian areas west of CR 16, as describe in Section 6.13 of the study. Because the Town has land use control, this could be an incremental approach taken to provide the desired stormwater quality improvements along CR 16, and have the property owners be active participants in making the improvements. This approach could also offset the property owners preference to “pipe” roadside ditches (to create additional lawn and parking areas along CR 16).

At this time, County will not construct intersection/shoulder widening and heavy-duty pervious asphalt pavement. The pavement reconstruction needed to complete said improvements is beyond the scope of the planned PM project. County will revisit these priorities from the study in the future, when a major rehabilitation or reconstruction project is planned for CR 16.

You’ll need to speak directly to the County Sheriff about the feasibility of increased law enforcement along CR 16.

- The plan recommends things like additional signage for bicycles and pedestrians, is anything in the works?;

We'll be reviewing this information and may implement some of the recommendations as part of the CR 16 PM project scheduled for 2022.

- The plan also recommends road crossing improvements, such as high visibility crosswalks, is anything in the works?;

We'll review the pedestrian crash history along the CR 16 corridor and we may implement some of the recommendations as part of the CR 16 PM project scheduled for 2022.

Please consider that mid-block crosswalks can have the unintended consequence of increasing pedestrian sense of security when crossing the road, which can lead to them using less caution, ultimately decreasing safety. The Federal Highway Administration (FHWA) has published a study titled "Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled (mid-block) Locations" (FHWA publication HRT-04-100) which indicates that there are no significant differences in pedestrian crash rates for most marked and unmarked crosswalk sites. We understand that this approach may be counterintuitive but what we've found is that it is always better to have a vigilant pedestrian crossing the road than a pedestrian assuming a driver (who is more distracted than ever & normally does not have to stop at random mid-block locations) will actually stop their 2-ton vehicle in response to some paint in the road and warning signs adjacent to a crossing site.

Also, we (Town & County) would need to discuss the feasibility of raised crosswalks because of the challenges they would present during winter plowing operations along CR 16.

- The plan calls for improvements at the intersections with Foster, Seneca Point Rd, Wells Curtice Rd, and Butler Rd; is anything in the works?;

We'll be reviewing this information and may implement some of the recommendations as part of the CR 16 PM project scheduled for 2022. It is very unlikely that we'll construct rumble strips because of the negative impacts to adjoining properties due to noise created (day & night) from vehicles driving over a set of rumble strips.

**Douglas E. Finch, Town Manager**

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