

**ACTIVE TRANSPORTATION PLAN TOWN and VILLAGE of PITTSFORD
2020 Supplement
to be included in the final proposed Plan**

Pursuant to deliberations of the joint Town-Village Active Transportation Plan Citizens’ Steering Committee and Village Planning Board LWRP Consistency Review since release of the most recent draft of the Plan

p. 3
Add the following [in bold text] to the *Village Vision*:
“...we acknowledge that the accommodations and comfort experienced by bicyclists in the Village is not on the same level as the pedestrian experience our residents and visitors enjoy. **We also acknowledge that pedestrian safety is severely compromised by traffic speed and street design that currently prioritizes drivers over pedestrians.** It is our vision to aggressively pursue enhancements within and adjacent to the Village that create a sense-of-place, **improve access to the canalway trail** and an unparalleled level of service for walkers and bicyclists.

p. 4
Add “**the Erie Canal**” to *Community Transportation Goals #1*:
“Create a bicycle and pedestrian transportation network that connects neighborhoods, commercial areas, **the Erie Canal** and community uses located in the Town and Villages of Pittsford and East Rochester”

p. 7
Town of Pittsford 2019 Comprehensive Plan

The Town of Pittsford adopted its updated Comprehensive Plan in October 2019. The plan recognizes that “Congestion, traffic speeds, roadway character, and pedestrian/bicycle safety present particular concerns. Currently the Town and Village are preparing an Active Transportation Plan, to include detailed recommendations, policies, and actions to improve conditions for pedestrians and cyclists.”

The focus on the need for active transportation priorities are interwoven in many of the goals identified in the 2019 plan’s Vision & Policy Framework:

- **Community Character:** the second *Future Land Use* action item is “Carry out recommendations stated in the Active Transportation Plan.” The second policy recommendation for *Commercial & Mixed-Use Development* is “Ensure that new commercial and mixed-use development contributes to the Town’s physical character

through high-quality design that incorporates safe pedestrian and bicycle access.” Action items focus describe pedestrian amenities and infrastructure and human-scale design standards that create a sense of place. Action items for the *Monroe Ave Corridor* refer to the Active Transportation Plan and the need to improve walkability, provide safe pedestrian and bike infrastructure, and implement human-scale design. The Town and Village of Pittsford’s *Local Waterfront Revitalization Program* (LWRP) is highlighted, as is the *Open Spaces* policy “continue to promote the Town’s trail system and expand it to establish a comprehensive network.”

- **Mobility:** “Maintain and improve a balanced and efficient transportation system that provides choices, supports the Town’s future land use plan, protects neighborhoods from adverse transportation effects and reinforces livability”
 - Policies include reviewing pertinent provisions of the Active Transportation Plan and evaluating impacts on sidewalks, bikeway and trails with any proposed roadway changes and development. Action items include implementing a Complete Streets policy, developing a bicycle plan, conducting periodic walkability and bikability audits, continuing to assess traffic behaviors and implementing traffic calming measures near schools, pursuing additional Safe Routes to School funding for sidewalk gaps, improving pedestrian safety and enforcement, implementing the Active Transportation Plan recommendations and consider expanding transportation alternatives.
- **Healthy Living:** “Increase the use of parks and open space, and promote healthy living through an interconnected network of parks, trails, and open spaces...”
 - The Sidewalks and Trails policy is to “Make Pittsford’s network of trails and sidewalks as contiguous as possible throughout the Town, with connections to parks, open spaces, commercial sites, the Village of Pittsford and inter-jurisdictional trail systems and adjacent communities.” The action items include carrying out the recommendation of the Active Transportation Plan, working with landowners to improve trail connections, and continuing the Town’s sidewalk expansion program. The Recreation policy includes “Increase access to public recreational facilities via safe routes for bicycling and walking,” with action items to identify the need for bike facilities, carry out recommendations of the Active Transportation Plan, and improving access and amenities along the Erie Canal.

Village of Pittsford 2019 Comprehensive Plan

The Village of Pittsford adopted an updated Comprehensive Plan in November 2019. The 2019 Comprehensive Plan identifies a *Network of Walkable, Connected Neighborhoods & Streets* as part of the Village vision with the following policy statement:

“The Village’s traditional development pattern, historic architecture, neighborhoods, tree-lined streets, combined with our sidewalk network, access to transit and the Erie Canal Path are the foundation of our inviting, active streetscapes. However, we acknowledge that the walkability and bike-ability of our community could be improved through increased pedestrian, bicyclist, and transit access. The density and frequency of vehicular traffic traversing the Village is a daily challenge for all modes of travel. To address these issues we will aggressively pursue transportation enhancements and traffic-calming measures within and adjacent to the Village, creating a unique sense-of-place and high level of service for non-motorists. It will be our policy to ensure future public and private investments continue to shift the emphasis from facilitating the movement of motor vehicles through the Village to increasing active transportation options for all regardless of their age, ability, or mode of travel.”

Five *objectives* are identified to help realize that vision:

- A. Create a viable transportation network throughout the Village with regional connectivity utilizing all modes of transportation.
- B. Foster a community culture that renders commuting by foot, bicycle, or transit a viable option.
- C. Implement traffic-calming measures that signal to motorists that Village streets are shared with pedestrians and bicyclists.
- D. Establish an attractive, comprehensive wayfinding system that informs and directs all modes of travel.
- E. Promote the role of the Erie Canal as a connection to the regional transportation network

Action items include carrying out the recommendations of the Active Transportation Plan, developing a Bike Master Plan, enforcing the Village’s Complete Streets Policy, reimagining parking, improving pedestrian infrastructure and lighting, road restriping, and establishing a wayfinding system.

The 2019 Village Comprehensive Plan recognizes that the Village adheres to *Traditional Neighborhood Design Principles*, which intersect with the priority of active transportation. Those principles are: Protection of Natural Resources, Multi-modal Transportation, Mixed-Use Development, Walkability, Streetscapes, Diversity of Housing Stock, Contextual Design, Public Green Space, and Historic Preservation. Improvements in pedestrian and bike infrastructure, traffic calming, and carrying out the recommendations of the Active Transportation Plan are among the items identified in the *Community Enhancement Strategy*.

p. 11

- Under “Village crosswalk flag initiative”: type-o near the end of the paragraph. Should be Village of “Pittsford” with lowercase “i.”

p. 11

Add **Local Waterfront Revitalization Program** to *Existing Policies*

The Town and Village adopted the Local Waterfront Revitalization Program (LWRP) in 2005. Overlay districts were adopted as part of their respective zoning codes to ensure that appropriate consistency review is conducted for all projects and actions occurring within the Town and Village LWRP jurisdictions. The LWRP policies include active transportation requirements that are not specifically referenced in the January 2019 Active Transportation Plan, yet are supported by the intent and recommendations of the plan.

An LWRP review must be performed whenever a proposed action is located, in whole or in part, within the Town and Village nationally landmarked Erie Canal waterfront areas. The LWRP suggests important community enhancement projects that prioritize improving safety, infrastructure and access for pedestrians and bicyclists. Page 2 of the LWRP introduction: “The projects include improvements to the canal trail system, potential open space and recreational opportunities, as well as addressing key community infrastructure needs such as traffic safety improvements...” The LWRP policies align with active transportation priorities and the Active Transportation Plan by promoting traffic calming measures, increased bicycle and pedestrian connectivity to waterfront areas and by describing measures to encourage the use of human powered watercraft.

Promoting access and connectivity to the waterfront areas is a key component of the LWRP that is not examined thoroughly by the January 2019 Active Transportation Plan. The scope of the Active Transportation Plan study included improved access and connectivity to the Erie Canalway Trail, Schoen Place and other canal destinations with respect to trail and street infrastructure. An analysis of waterfront areas, non-motorized watercraft and recreational use of the canal waterway itself were not within the scope of study and the LWRP should be referenced for those matters.

p. 12

The Town of Pittsford is currently undergoing a *Zoning Code* update.

p. 13

Village of Pittsford Zoning Code

Since the January 2019 Active Transportation Plan draft was finalized, the Village of Pittsford adopted a new zoning code. The reference to *Chapter 210 - Zoning* should refer to the large number of pedestrian and bicycling-related provisions in the **2019 adopted Zoning Code**. Some of the key requirements are as follows:

- 210-21.3 *Business District purpose statements* include the objective “continue to improve the streetscape and pedestrian experience within the Village center.”
- 210-23.6: *Tavern Overlay District operational restrictions* list consideration of possible unsafe conditions for pedestrians and bicyclists.

- 210-24 : *Additional Use Regulations* include pedestrian accommodations and access throughout considerations for restaurants, ponds, accessory uses & structures, temporary storage units, and outdoor assembly, sales, display, and storage areas.
- 210-25: *Parking Loading & Access Management*
 - 210-25.1: *Purpose & Intent*: “The standards contained herein are designed to provide proper circulation, reduce hazards to pedestrians... Provide safe traveling conditions for motorists, pedestrians, and bicyclists; Ensure safe, well-planned multimodal access can be made to all nonresidential and residential properties within the Village while minimizing potential vehicular and pedestrian conflicts...”
 - 210-25.2: *General requirements* that consider pedestrian walk profile, walkway lighting, safety, and bicycle and pedestrian accommodations.
 - 210-25.3: *Access management* that accounts for pedestrian safety, access, lighting and conflict reduction
- 210-34 *Site plan review considerations* that include “... Adequacy and arrangement of pedestrian and bicyclist access and circulation, including separation from vehicular traffic and connections ...”
- 210-35.4 *Special use permit considerations* that include pedestrian hazard potential
- 210-39.4 (G): *Temporary use permit considerations*. The ZBA shall consider whether the proposed temporary use or occupancy shall... “Not adversely impact pedestrian safety.”
- 210-41.1: *Definitions* defines Pedestrian-Oriented as “Refers to a pedestrian-friendly design policy providing clear, comfortable pedestrian access to residential and nonresidential areas as well as providing for the construction of buildings, sites, and amenities to be human-scaled, purposefully engaging and accommodating pedestrians.”
- 210 Attachment 1 - Addendum, Article VA, *R-5 Residential District*: identifies the intent to “Encourage the development of new pedestrian-oriented residential neighborhoods...”

p. 14

Second paragraph, change “Architectural Review Board” to “Historic Preservation Board.”

p. 23

Type-o: should be “incorporate” not “incorporates”

The most successful cities and communities typically have high quality active transportation networks that incorporate transit...

p. 23

Add to second paragraph: “Where possible, improvements should be made to bus stops -- including shelters, benches and trash receptacles.

New RTS System

RTS will be rolling out its new Reimagine RTS system, which changes service in Pittsford. The planned launch of the new system, originally scheduled for June 2020, has been postponed due to the Covid-19 pandemic. The Monroe Ave bus route (currently #47) will become Route 11L and will terminate at the St. John Fisher Connection Hub. At that connection hub, transit riders can connect with an on demand service within The Pittsford/Eastview On Demand Zone, other bus routes and an anticipated bike share service.

p. 35

Remove phrase "All BLOS data is provided in the appendices."

p. 42

Issue #4: Incorrectly states there is a traffic light at Sutherland & Monroe. There is no traffic light at Sutherland & Monroe. The ATP lists consideration of a traffic light in the recommendations section and map on pages 75 & 76 in the Active Transportation Plan. This is a dangerous intersection for pedestrians, cyclists and drivers. The speed of the road makes it difficult for drivers to turn left from Sutherland to Monroe and left from Monroe onto Sutherland, so drivers do not notice pedestrians waiting inches from the traffic lane. Previous Village studies have recommended a light at this location and it has yet to meet the warrants, in spite of the proximity to Sutherland High School and RTS bus stops.

p. 44

Add to Issues: There is no lighting under the State Street Bridge to illuminate the trail and for safety. (This was identified in several public discussions, but not captured)

p. 46

Sidewalk Gaps: The East Avenue Sidewalk Project is now complete. There is a sidewalk along the west side of East Avenue from the Village boundary to the Brighton Town line.

p. 47

Remove phrase: "A breakdown of the scoring system can be found in the appendices."

p. 50

Map should reflect new sidewalk along west side of East Avenue.

p. 51

Sidewalk Gaps: The East Avenue Sidewalk Project is now complete. There is a sidewalk along the west side of East Avenue from the Village boundary to the Brighton Town line.

p. 52

Map should reflect new sidewalk along west side of East Avenue.

p. 53 and throughout:

Global replace "Saint" in "Saint John Fisher College". Replace with "St."

p. 71

The final draft articulates the lack of sidewalk and trail connections to the new YMCA, which has opened since the final draft plan. The group has discussed the following priorities which should be included in the Plan:

Concept Plan: **West Pittsford Recreational Connection (WPRC) Project**

This plan would address pedestrian and bicycle safety issues in phases.

1. Create safe bicycle and pedestrian access from Lock 32 along the Erie Canal Heritage Trail to the YMCA via Clover St.
2. Implement a multi-use trail along Jefferson Rd from the village up to King's Bend Park connecting to the existing segment of sidewalk and continuing up to Clover St. and the YMCA.
3. Construct sidewalks along Tobey Road.
4. Work with NYSDOT to develop a roundabout at the Jefferson-Clover intersection with a pedestrian/bike refuge and shorter crosswalks. The refuge elements can be done incrementally and need not wait for the roundabout effort.
5. Construct a sidewalk along Jefferson to the Henrietta line.
6. Construct a safe crosswalk at the traffic light at Cloverwood and the YMCA entrance off Jefferson Road.

p. 68

Correct map to reflect completion of East Ave sidewalk project along west side

p. 72

Item #6: The East Avenue lane reduction project west to the Brighton town line has been completed.

p. 75

Recommended Pedestrian Improvements, 2(A) State Street at Schoen Place

Add the following sentence at end of paragraph: "As recommended by the LWRP and previous pedestrian safety studies, a traffic light should be considered for this location. It would improve safety for not only pedestrians and cyclists, but drivers."

p. 76 map

Add an orange 11 icon (Discuss with NYSDOT the potential installation of a traffic signal) to the following map locations:

- N. Main Street and Schoen Place
- State Street and Schoen Place

p. 76 map

Add a "4" at the intersection of State St and Boughton Ave to correspond with recommendation that is needed on page 77 for ADA curb ramps on both sides of the intersection.

Add lines to indicate the consideration of bicycle lanes through the four corners in connection with the elimination of right-turn lanes.

Add a grey 5 icon to map at Jefferson Rd & Sutherland St and Jefferson Rd & S. Main, with the following comment: Replace or move larger electrical boxes from “head height”, as they impair pedestrian and bicyclist visibility at these high volume intersections.”

p. 77

Add item “4.I. State St at Boughton Ave. This intersection has an existing highly-used crosswalk, but does not have curb ramps on either side. Install ADA curb ramps on both sides of this crosswalk.”

p. 78 Signalization

Add item “12. Discuss with NYSDOT the potential installation of a traffic signal at each end of Schoen Place: State Street & Schoen Place and N. Main Street & Schoen Place. These traffic control signals would be most effective when paired with a marked crosswalk, as recommended in item 2A, curb ramps, pedestrian signal heads, and stop bars for vehicles. These are highly used intersections for drivers, bicyclists, and pedestrians, and have a high incidence of traffic collisions due to difficult sight-lines.”

Add item “13. Place leading pedestrian interval signals at the following intersections:

- Main Street and State Street (the “Four Corners”)
- State Street and South Street
- Jefferson Road and S. Main Street
- Jefferson Road and Sutherland Street
- N. Main Street and Washington Road”

Add item “14. Reset all traffic signal controllers for automatic pedestrian recall, so that the walk signal will be activated automatically on every cycle.”

p.78

Replace recommendation #9 with “Improve pedestrian access to the Canal waterfront by reclaiming parking spaces adjacent to the Canal behind the Library and replacing them with a linear park, as recommended in the 2019 Village Comprehensive Plan. This also actualizes LWRP Policy 9.3 by providing public visual access to the Canal.”

p.79

Edit item numbers to reflect additions above. #12 under “Conceptual North Main Street Streetscape Plan” should now be #15.

p. 79

C. Typo: correct “herein” with “here in”

p. 79

Add the following after the second paragraph under *Conceptual North Main Street Streetscape Plan*:

“The N. Main Street Bridge receives heavy pedestrian and cyclist use, yet its current design prioritizes drivers. The unnecessarily wide lanes encourage high speed. The sidewalks on the bridge are inadequate for safe pedestrian use. The narrow sidewalk forces pedestrians into the heavily-trafficked road when passing others. Additionally, there is no infrastructure to allow bicyclists (particularly young bicyclists) to safely cross the bridge, so they too use the sidewalk. Wider pedestrian zones and safe bike infrastructure that comply with NACTO and AASHTO guidelines are critical to improving the connection between the Erie Canal and the Central Business District, particularly for the most vulnerable users of our roads.”

p. 79

Add: “H. Remove southbound right turn lane at N. Main and Monroe.”

Add: “I. Widen sidewalks on N. Main Street Bridge.”

p. 80

Add conceptual removal of southbound right turn lane at N. Main and Monroe to drawing.

Add conceptual wider sidewalks to N. Main Street Bridge to drawing.

p. 80

Eliminate the center painted median on the N. Main Street Bridge. This will complement other recommended lane width and turning lane reduction strategies to accommodate a wider sidewalk and safe bicycle infrastructure throughout the N. Main Street corridor, complying with NACTO and AASHTO standards.

p. 81

Remove recommendation #4 for back-in parking at Spiegel Community Center. With the remodel of the community center, there is now adequate parking behind the building and a few on-street parking spots that do not present a danger to pedestrians and cyclists on this low-volume street.

p. 81

Add: “4. Where bump-outs are not an option, remove parking spots that impair pedestrian and driver visibility (such as at Lincoln & S. Main St.)”

Add: “7. Update Village Radial Parking Plan to reflect recommendations from the Active Transportation Plan and 2019 Comprehensive Plan update. Evaluate possible new on-street parking on arterials, visual trouble spots at pedestrian crossings, potential space for cycling infrastructure and reduction of curb cuts.”

p. 81

Add language under item 3. “The Village has undertaken a Traffic Calming study on South St which will address speeding along the corridor and improve pedestrian and bicyclist safety through the corridor.”

Add another bullet: “The Village has undertaken a Traffic Calming assessment of Maple Street to address speeding on this neighborhood street.

p. 81

Replace first sentence under “Bicycle Network Recommendations” with:

“Pittsford has an established and growing segment of the population that bicycles for recreation and transportation -- both local residents and visitors who arrive to Pittsford as a destination along the Erie Canal Heritage Trail. This plan recommends a combination of bicycle lanes and bicycle boulevards, including signage and roadway markings, to improve the safety of cyclists and encourage more people to bike. Separated and buffered bicycling infrastructure on arterial roads and high-volume roads should be considered, in accordance with NACTO and AASHTO standards.

Before the Bike Boulevard recommendations, add a new paragraph and heading:

“Bike Lanes/Remove Right Turns at Four Corners

The Four Corners is not only critical for vehicular traffic; it is critical to bicycle traffic too. It is imperative that our roads facilitate cyclists safely crossing from one side of the village to the other. To that end, remove right turn lanes in all directions at the Four Corners (right on red is already prohibited at this intersection). Restripe the road to add bike lanes through the Four Corners. Removing right turn lanes will reduce conflict opportunities for vehicles and pedestrians and improve overall safety of the intersection. The bike lanes will connect to and complement the proposed Bike Boulevards and the existing Schoen Place bicycle infrastructure. At other locations where the Village investigates eliminating right turns on red or eliminating right turn lanes (ex. State Street and South Street right turn lane), study the feasibility of adding bike lanes in those areas as well.”

p. 86

Buffered and separated bicycle infrastructure are included in the Active Transportation Plan general recommendations, yet not identified for any specific roads at the time of this study. Many roads included on this Bicycle Facilities Recommendation Map are high-volume, high-speed roadways. When resurfacing and reconstruction opportunities arise, it is recommended that NACTO and AASHTO standards be consulted for opportunities to consider separated or buffered bicycling infrastructure on arterial and other high-volume roads.

p. 87

Add the following:

“All bridges over the Erie Canal need significant improvement to safely support bicyclists and pedestrians and to improve access to the canal, which is required by the LWRP. The current design prioritizes drivers and encourages high speed, which puts our most vulnerable road users at risk. Wider sidewalks on the N. Main Street Bridge and Monroe Avenue Bridge are needed to allow for safe and heavy pedestrian use. The current width of the State Street Bridge sidewalk should be maintained or widened. There is currently no infrastructure to allow bicyclists (particularly young bicyclists) to safely cross the bridges, so they too use the sidewalk. Wider pedestrian zones and safe bike infrastructure that comply with NACTO and AASHTO guidelines are critical to improving the connection between the Erie Canal, our business districts, neighborhoods and the surrounding communities.”

p. 87

Add the following:

“Signage

Adding signage that promotes bicycling, makes it more convenient to find routes, and signals to drivers to expect and respect that cyclists of all ages will be sharing the road can help change the culture.

- Signs at gateways that promote “This is a Bike Friendly Village/Town”
- Additional wayfinding for bike boulevards and trail connections”

p. 90

Add to the plan under Policy Recommendations: “Create a *Citizen Traffic Safety Advisory Board* for the Town and the Village. Initially this board would consist of some members of the ATP committee to pass along institutional knowledge as other residents are added to the board. The board would have quarterly or semi-annual meetings with NYSDOT to keep communication lines open. This advisory board will advise the PB and ZBA.”

p. 92

The plan mentions that a proposed complete streets policy for the Town of Pittsford was completed and is included in the Appendix. A proposed policy is not available at this time and is not included in the Appendix. The Town administration supports complete streets principles, which have informed Town-oriented proposals in this plan and in other Town initiatives.

p. 94

After the sentence: “This Plan recommends lowering the Village speed limit to 25 MPH which means that the transition areas highlighted on the graphic should feature design treatments that reflect this change.” Insert the following sentences: “The establishment of micro-gateways at all approaches to the Village would help brand the Village and notify drivers that they are entering a high-density residential area with many people on foot or bike. Micro-gateways could involve a physical structure, median, narrowed lanes, and/or signage denoting ‘Welcome to the Village of Pittsford’. The approaches to each micro-gateway should feature a speed transition zone whereby the speed is stepped down from 40 or 45 MPH to 35 MPH or less for a portion of road in advance of the Village boundary.”

Add a star or graphic at the Village boundary line at each major arterial approach (i.e. State St at Village line, Jefferson at Village line, etc.) to show locations of 'micro-gateways' on the map.

Acknowledgements

Add "Brooke Fossey – Resident" in the Steering Committee acknowledgements

Appendix:

The January 2019 final draft mentions several items are included in the Appendix. An Appendix needs to be added.

The following items comprise Appendix:

- Village of Pittsford Complete Streets Policy Resolution
- Pedestrian Safety Improvement Plan Conceptual Drawings
- Town of Pittsford Zoning Map
- Village of Pittsford Zoning Map