

**VILLAGE OF PITTSFORD**  
**PLANNING AND ZONING BOARD OF APPEALS**  
**Regular Meeting: July 20, 2020 at 6:30 PM**

**PRESENT:**

Chairperson: Justin Vlietstra  
Members: Jo Anne Shannon  
Justin Leitgeb  
David Marshall  
Susan Lhota

Recording Sec: Linda Habeeb

Chairperson Vlietstra made the following announcements:

Pursuant to Governor Cuomo's recent Executive Orders and due to the Coronavirus pandemic, the Village Hall is closed. The Planning Board tonight is meeting via video conference. There is a notice posted on the Village website that contains a link for the public to join in such a meeting should they be interested in observing our discussions or participating.

**Motion:** Member Vlietstra made a motion, seconded by Member Shannon, to open the meeting at 6:30 pm.

**Vote:** Shannon – yes; Vlietstra – yes; Leitgeb – yes; Lhota – yes; Marshall – yes. *Motion carried.*

**ACTIVE TRANSPORTATION PLAN (ATP)**

Member Vlietstra stated that the topic for this meeting is a continuation of the Board's review of the Active Transportation Plan. He explained that he attended a Trustees meeting this week, and they formally adopted a resolution to refer the Active Transportation Plan to the Planning Board, and it includes SEQR documents and the Coastal Assessment Form. The Board agreed to schedule the public hearing for the ATP referral for the August 17, 2020 PZBA regular meeting.

Member Vlietstra stated that one concern with the bike lanes on the roads is that they don't appear to be safe for family travel, and the reason is that they are not large enough. He stated that at the last meeting, board members expressed concern about the safety of bike lanes and riding on sidewalks, and the commentary was that they found it best to ride down the middle of the driving lane. Member Marshall commented that the only way that bike lanes are going to be safe is if they are so prevalent that they're used. The network of transportation has to be compelling to get off the sidewalks, and that means it has to be very pervasive across most of the streets, or, at least, the main thoroughfares, and really well marked. However, this can be done in ways that don't require excessive signage. Member Vlietstra suggested the addition of wayfinding signs, directing visitors to the library, restaurants, historic places, etc.

Member Lhota stated that the LWRP suggested having a parking master plan. If you sacrifice some parking, then there will be more space for a bike boulevard. A lot of space is given to cars on Main Street, so if we find some alternative parking configurations, maybe some of those parking spots could be removed and converted to a bike lane, and that would be a very wide and valuable way to commute.

Member Vlietstra stated that the Village's main roads are all state highways, and they're all heavily trafficked, and guidance says, as your vehicle speed goes up, the vehicle volume goes up, you want larger bike lanes. So, the ATP committee worked on bicycle boulevards, as an alternative. They're looking for low-volume streets through the village and encouraging bicyclists on those, but a concern is that they're not all connected together, and it's just a few different sections. One of the goals of the ATP is to ride a bike to school. He stated that if there is a network of bicycle boulevards that are not connected, there isn't any path that's been created to get a bicyclist from the Village to a school, except possibly Sutherland Street. Member Shannon commented that the plan said that the purpose of the bike boulevards is to avoid the major intersections. Member Vlietstra said it would be desirable to find a way of connecting the streets and the canal.

Member Marshall stated that when the Board gets into the LWRP, one of the things they'll talk about is connectivity to the waterways. It would be a good idea to have in the plan something that tries to draw people to Schoen Place and the canal, a little easier than what currently exists. It is difficult to get to the north side with any of these bike lanes. A suggestion would be to have some defined trails like the Blue Trail or the Green Trail, to have a little specificity to the roadway.

Member Vlietstra noted that there's been some discussion about narrowing the drive aisles of the roads to make the shoulders wider. A buffered bike lane usually has a striped 1- or 2-foot area separating it from the traffic and the bike lane has a wider width. There might be a six-foot bike lane with a two-foot striped off area, to at least visually separate it from the road. That would be safer. He referred to the National Association of City Transportation Officials that is referred to in the ATP. These bike lanes are typically recommended to be 6-foot wide. If there is a railing or a curb, there would need to be a larger bike lane.

Member Marshall commented about creating more curbs where the street sweepers can go and clean the new shoulders where bicycles are going to be traveling, because village roads might have challenges with leaf and debris that go off into the shoulder, but don't get necessarily get swept or cleaned. It was mentioned in the Plan that people have complained about debris on the side of the road, and road bikers, in particular, do not like narrow roads.

Member Vlietstra commented that instead of relying on shoulders, particularly on the roads with fast cars, having an actual buffered bike lane, where it's a substantial bike lane to protect the biker from traffic, would be beneficial. Member Marshall commented that in the Village there are these little boulevards disconnected from the main roads that people are coming in on. Bikers coming in from outside the Village from any distance are likely to stay on South Main, go to North Main, and cross over. Member Vlietstra stated that there are different levels of treatment once you reach the Village. One of the guidelines when selecting appropriate markings and lane designs for bicycles is to figure out who the end user is. We should be designing them in the Village for families with children.

Member Vlietstra stated he overheard comments at a recent Trustee Meeting that the DOT is looking at the sidewalks going across the bridge, but they're looking at it from a DOT concern, not from a pedestrian safety or bicycle safety concern. They're looking at it to determine how to make it easier to maintain the railings. It sounded like they're designing a sidewalk for railing maintenance rather than designing the sidewalks for pedestrians or bicyclists. The North Main Street bridge sidewalks really need widening, and it's exacerbated because people walk both directions on the eastern side of it, commonly. The Western side of the bridge is less used because the eastern side is facing Schoen Place.

People are walking from Schoen place to the Village center and they need to cross the bridge. We want that connection from the Main Street to the Canal. People are walking their dogs across that bridge and pushing strollers. Then you have people trying to ride their bicycle across because the Bridge has no bicycle lanes. Sidewalks are too narrow, and you can't pass anyone. Adding something to the ATPs document that speaks to those two bridges near Schoen Place, it would be a very positive change.

Member Marshall added the point that the Village is considering a wider disparity of housing options. One idea is that this is an opportunity to encourage students, potentially graduate students, to live in the Village, and one way to do this is to make it easier for them to get to school. It's a great community to commute to, if you're in Nazareth or St. John Fisher, and the Village may have a wider spread of housing options in the future.

**Motion:** Member Vlietstra made a motion, seconded by Member Shannon, to set a workshop meeting for Monday July 27, 2020 at 6:00 pm.

**Vote:** Shannon – yes; Vlietstra – yes; Leitgeb – yes; Lhota – yes; Marshall – yes. *Motion carried.*

**Motion:** Member Vlietstra made a motion, seconded by Member Shannon, to adjourn the meeting at 8:30 pm.

**Vote:** Shannon – yes; Vlietstra – yes; Leitgeb – yes; Lhota – yes; Marshall – yes. *Motion carried.*

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Linda Habeeb, Recording Secretary

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