

[Village Board comments in blue]

Pittsford Village Planning Board ATP Considerations per LWRP

August 24, 2020

Concerns:

LWRP Policy 1.1:

LWRP Section III, page 3:

“The town and village will identify potential conflict areas where vehicular and pedestrian interaction occurs and upgrade pedestrian movements to an equal or greater priority than vehicle movements. Traffic calming mechanisms will be incorporated into the existing street network to reduce the potential for vehicular and pedestrian conflict. Such mechanisms include curb bump-outs, paving textural changes, signage, pedestrian crosswalks, incorporation of stop signs and lights where appropriate and beneficial, and the incorporation of pedestrian friendly streetscape elements to further separate vehicles and pedestrians.”

Recommendation: Amend ATP as appropriate to implement crosswalks that are visually and/or texturally different from the roadway to enhance pedestrian safety and calm traffic.

No change. The Village Board believes this recommendation does not need to be added, as the ATP recommendations already mention visual and textural design considerations:

Recommendations for Pedestrian Intersection Crossing Treatments

pg. 61: High-Visibility Crosswalks

Crosswalks that have a high level of visibility help pedestrians feel more comfortable and improve safety for both pedestrians. The installation of highly visible crosswalks increases the likelihood that drivers will see pedestrians crossing. Examples of high-visibility crosswalks include those with a ladder design, continental design, or diagonal markings. Additionally, crosswalks become more visible as their width increases.

pg. 62: lists “Tactile yield cues” under “Other Treatments”

pg. 63: “Textured/Color Contrasted Paving

Textured or color contrasted pavement gives drivers tactile and audible cues within a traffic-calmed area. If the colors and textures of shoulders, crosswalks, or bicycle facilities contrast with those along the roadway, it will keep drivers alert and in vehicle traffic lanes. Using different textures and colors in paving will also remind drivers that they are in a traffic-restricted or traffic-calmed zone. Textured and color contrasting surfaces are often used in conjunction with one or more other traffic-calming devices.”

pg. 63: lists “Transverse Pavement Markings” under “Other Treatments”

pg.96 underscores that “Pedestrian crossings should go beyond standard application and be enhanced for full awareness by drivers.”

LWRP Section III, page 3-4:

“Where appropriate the town and village should incorporate bike lanes along its streets, or off-road bicycle and pedestrian paths to link residential areas with village and town activity centers, recreational amenities, the canal, and trail networks.”

Recommendation: Amend ATP purpose and goals to include “improve access to the Canal”. Currently the ATP includes goals for improving access to schools, connecting the Village to Pittsford plaza, traffic calming, etc. Goals are mentioned in the ATP in multiple sections, including page 4, page 37, page 38 [goals reference to pages 37&38 are incorrect]. The ATP does not address connectivity to the Erie Canal and this is a substantial improvement that is needed. Village connectivity to the Erie Canal needs to improve, and Town residential neighborhoods near the Canal need improved access.

Change. The Village Board agrees that “improve access to the Erie Canal” should be added to the *goals*. The ATP covers improved access and connectivity to the Erie Canalway *Trail*, which is how you access the canal if you are traveling by foot and car. It should be noted that the ATP was not a study of the canal, beyond the trail and street infrastructure.

Per the PB’s suggestion, the following was added to the 2020 Supplement:

Pg. 3

Add the following [in bold text] to the Village Vision:

“... 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.

Pg. 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”

Examples:

- For the Village the bridges over the Canal need to be designed for pedestrians and bicyclists.
- Connect bicycle boulevards to canal.
 - There are no suggested bike boulevards adjacent to the canal; they all connect to main roads to access the canal. This was discussed with members of the PB during our September 16 for clarification. A bike boulevard and bike route are not synonymous. A bike boulevard is a low-speed and low-traffic route optimized for cycling.
- Better bike lanes to/from canal along major routes

- We currently do not have *any* bike lanes in the village or to the canal. There is a bike boulevard on Schoen Place. The Active Transportation does recommend improved bicycling infrastructure. Additional language was added per this LWRP review to underscore the need for improved bike infrastructure through the heart of the village.

- **The following was added to the Supplement:**

P. 81 Intro to Bicycle Network Recommendations:

Separated and buffered bicycling infrastructure on arterial roads and high-volume roads should be considered, in accordance with NACTO and AASHTO standards.

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 are critical to improving the connection between the Erie Canal and the Central Business District, particularly for the most vulnerable user of our 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 are critical to improving the connection between the Erie Canal, our business districts, neighborhoods and the surrounding communities.”

- Additional access points to the canal – development along south side of the canal (near Sutherland high school, Bob Ford Field) **No change**
 - The ATP was not a study of canal waterway access. It was a study of improving connectivity and safety of existing roadway and trail infrastructure. A new canal trail on the south side between Monroe and Clover was not identified as a priority during the scope of the work. Perhaps this should be identified for future updates.

- A multi-use trail in the utility corridor was identified on pg. 71 of the recommendations, which would get peds/cyclists to Kings Bend Park.

See ATP pg. 71 #1 for canal access improvements in the Town.

No change. This does not refer to Village, so beyond the scope of the Village LWRP review.

See Bob Ford field recommendations, LWRP section IV page 22.

No change. The Bob Ford Field recommendations focus on improving boat access, while protecting and respecting the residential setting. Currently, pedestrians and cyclists can safely access the fields from our village infrastructure. The PB members at Sep 16 meeting said it was referring to improving boat launch access. The Village Board does not believe this is a needed addition.

LWRP Section III, page 5:

“Appropriate alternative modes of transportation such as buses, trolleys, water shuttle and taxi, among others, should be identified and implemented to reduce the number of automobile trips and to accommodate high peaks of pedestrian movement. Park and-ride lots, bus shelters, and other commuter services should be planned into the construction and rebuilding of larger commercial areas. As the traffic increases, the use of alternative modes of transportation will be essential as part of a regional solution to the transit problems facing the greater Pittsford area.”

Recommendation: The ATP should address improvements to allow for “high peaks of pedestrian movement”, particularly at the Erie Canal bridges. These need significant improvement to accommodate heavy pedestrian and bicyclist travel.

No change. Improvements to the Erie Canal Trailway and Schoen Place offered in the ATP will help during non-peak and peak pedestrian/bike movement. The board does not believe we need to designate between non-peak and peak.

Note: This recommendation is supported by multiple citations in the LWRP. Improving access to the Canal is vitally important; the three bridges in Pittsford Village inadequately support bicyclists and pedestrians and improvements are needed. For instance, wider sidewalks and bike lanes are needed on all bridges. The Monroe Ave. Bridge and N. Main street bridge have unnecessary center lane striping that can be removed to create space for wider sidewalks and/or bike lanes. The State St. Bridge lacks center lanes and has 7-8ft wide sidewalks but has no bike lanes.

Change. The Village Board agrees to put more emphasis on the need for safe infrastructure on our bridges. The current state of our bridges is unsafe for those outside a vehicle:

- N. Main Street bridge sidewalks are extremely narrow. You cannot safely pass another person walking without bumping shoulders.
- The Monroe Ave bridge has the barriers on the wrong side, which actually pose a hazard for pedestrians and serve as an obstacle for those in wheelchairs or with strollers.

- The State Street bridge sidewalks are currently the minimum width we would like to see (we are working with DOT to assure that they will not shrink that sidewalk width during the rehabilitation project).

The ATP clearly identifies these bridges (which are also where non-motorized users connect from our streets to the canal & trail) as trouble-spots and offers various design considerations to explore. It identifies strategies to allow us to explore re-allocation of space on our bridges to better accommodate everyone. **Pg. 93:** “Re-allocate roadway and public realm space.” and “Keep travel lanes and lane widths to a minimum” apply to finding more space for sidewalks and bike lanes. And **pg.96** underscores that “Pedestrian crossings should go beyond standard application and be enhanced for full awareness by drivers.”

The ATP supports any advocacy we would undertake for changes to our bridges. The board also agrees with the PB’s recommendation to underscore the need to redesign our bridges with pedestrians/cyclists in mind. Given that we have the State Street rehabilitation project and other resurfacing projects coming up that offer an opportunity for changes, it would help amplify how important our bridges are for canalway trail/canal connectivity and for basic connectivity to the surrounding streets.

The following was added to the Supplement:

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 are critical to improving the connection between the Erie Canal and the Central Business District, particularly for the most vulnerable user of our 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 are critical to improving the connection between the Erie Canal, our business districts, neighborhoods and the surrounding communities.”

LWRP Section III, page 6:

Policy 1.5

Improve canal corridor amenities

Canal corridor amenities shall be maintained and improved. For example, a significant public visioning process has been conducted as an integral part of this planning effort and has incorporated publicly supported recommendations regarding canal corridor amenity improvements. These recommendations included improvements which will be made in the Lock 32 Area, Lock 62 Area, NYSDOT/NYS Canal Corporation Property Area, Western Section, North Main Street and the Depot Area, Schoen Place and Environs, and the Eastern Section. Specific recommended improvements, opportunities and planning principles for these areas are included in LWRP Section IV.

Recommendation: The ATP needs to address improvements to the canal corridor amenities as specified in the LWRP. ATP plans should include access for canoes, non-motorized boaters. Evaluate potential Ice-skate amenities, and access in the winter.

No change. The Village Board does not believe this recommendation is needed. The purpose of an Active Transportation Plan is to establish strategies to provide safer and more convenient options for biking, walking and public transit. Its focus is on street infrastructure and the trails that connect to those streets, so that conflicts with vehicles will be reduced and those streets and trails will offer a safer, more connected transportation network for those not in vehicles.

LWRP Section III, page 27:

“A critical component of this LWRP is to provide public access to, and recreational use of the canal, public lands, and public resources in the canal corridor. The canal area opportunities and proposals described in the Inventory and Analysis, illustrate Pittsford’s commitment to improving access along the corridor and throughout the community.

Policy 2: not applicable: **Preserve historic resources of the coastal area**

- No concern on archaeological impacts and preservation. Widening roads and sidewalks slightly or constructing new sidewalks is not of concern.

Policy 3: **Enhance visual quality and protect outstanding scenic resources**

3.1: item 2a: Intrusive artificial light sources may be a concern. Ensure that any lighting installed is dark sky compliant, has a color between 2700 and 3000 Kelvin and is otherwise consistent with Village Code.

No change. Village board believes lighting is already covered in Village Code. The ATP did not focus on the specifics of the type of lighting, simply where lighting would be helpful to make it safer for peds/cyclists.

Policy 4: not applicable: **Minimize loss of life, structures, and natural resources from flooding and erosion.**

Policy 5: Protect and improve water resources

“The state and local goal of the LWRP is to take advantage of the canal as an amenity. A primary focus of the LWRP is improvements to the properties, facilities, and structures within the canal corridor.” LWRP Section III, page 15

- Will any pavement expansion increase runoff into the canal? Will this water be filtered? Can our stormwater system be improved?
 - **No change.** Beyond scope of focus of the study
- Consult engineer to determine whether sidewalk expansion will impact stormwater.
 - **No change.** Beyond scope of focus of the study
- Sidewalks: prefer pervious or permeable pavement when practical
 - **No change.** Beyond scope of focus of the study.
- Follow best practices for integration of audible pedestrian signals with the village environment.
 - **Change.**
 - The Village Board recommends walk signals that automatically illuminate (instead of the current requirement that that button is pushed). We have suggested this many times to NYSDOT and each time have been told that it isn't possible. Trustee Stetzer disagrees and will continue to advocate for automatic walk signals at all lighted intersections in the Village.
 - In recent meetings, NYSDOT recommends that leading pedestrian indicators (which give pedestrians a head-start before vehicle signals turn green) be put in place at the 4 corners.
 - **The following was added to Supplement:**
 - 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.”

- The Village Board believes the pavement and stormwater recommendations are beyond the scope of the study. The focus of this plan is to improve safety for pedestrians, cyclists and transit users. It did not examine environmental impacts, beyond those that are related to increasing active transportation over automobiles. The board will keep abreast of environmental impacts as new materials become available. As for the last bullet, the ATP covers improving ped signals. We recommend adding another statement to underscore having walk signals automatically appear. It was discussed several times during input sessions and did not make it to the final draft.

Policy 6: not applicable: **Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.**

- More pedestrian transportation is beneficial to the environment.

Policy 7: not applicable: **Protect and improve air quality in the waterfront area.**

- More pedestrian transportation is beneficial to the environment.

Policy 8: not applicable: **Minimize environmental degradation in the coastal area from solid waste and hazardous substances.**

Policy 9: significant concern: **Provide for public access to, and recreational use of, canal waters, public lands, and public resources of the waterfront area.**

Policy 9.1

Promote appropriate physical public access and recreation throughout the coastal area

“Appropriate physical public access and recreational opportunities will be provided throughout the waterfront area at a scale and design appropriate to the setting. All public access will be provided in accordance with the federal, Americans with Disabilities Act (ADA)” LWRP section III, page 27

Recommendations:

- **The ATP does not address connectivity to the Erie Canal and this is a substantial improvement that is needed. Village connectivity to the Erie Canal needs to improve, and Town residential neighborhoods near the canal need improved access to the Canal. I.e., the Sutherland neighborhood and the North side of Monroe Avenue do not have adequate connections for bicyclists or pedestrians to the Erie Canal.**
 - The ATP was not a study of canal access. It was a study of improving connectivity and safety of existing roadway and trail infrastructure in the entire Town.
 - Additions were added to supplement to underscore the need to improve infrastructure on Village bridges and main roads to provide safe byways for peds and cyclists.
- Increase width of bicycle lanes to ensure that bicyclists of all skill levels are able to safely use them. High traffic roads should have buffered bicycle lanes that are 6-8 feet wide or a dedicated mixed-use path, depending on traffic speed. As access to the canal is primarily by way of bridges, special attention should be paid to ensure their safety for pedestrians and bicyclists. This is of particular importance in terms of access to the canal path, as it is a heavily-used bicycle path. Eight-foot wide sidewalks should be the goal on village bridges, along with a buffered bicycle lane as space allows. Refer to LWRP policies and AASHTO guidelines.

(Discussed earlier in this document) The Village Board agrees to put more emphasis on the need for safe infrastructure on our bridges. The current state of our bridges is unsafe for those outside a vehicle:

- N. Main Street bridge sidewalks are extremely narrow. You cannot safely pass another person walking without bumping shoulders.
- The Monroe Ave bridge has the barriers on the wrong side, which actually pose a hazard for pedestrians and serve as an obstacle for those in wheelchairs or with strollers.

- The State Street bridge sidewalks are currently the minimum width we would like to see (we are working with DOT to assure that they will not shrink that sidewalk width during the rehabilitation project).

The ATP clearly identifies these bridges (which are also where non-motorized users connect from our streets to the canal & trail) as trouble-spots and offers various design considerations to explore. It identifies strategies to allow us to explore re-allocation of space on our bridges to better accommodate everyone. **Pg. 93:** “Re-allocate roadway and public realm space.” and “Keep travel lanes and lane widths to a minimum” apply to finding more space for sidewalks and bike lanes. And **pg.96** underscores that “Pedestrian crossings should go beyond standard application and be enhanced for full awareness by drivers.”

The ATP supports any advocacy we would undertake for changes to our bridges. The board also agrees with the PB’s recommendation to underscore the need to redesign our bridges with pedestrians/cyclists in mind. Given that we have the State Street rehabilitation project and other resurfacing projects coming up that offer an opportunity for changes, it would help amplify how important our bridges are for canalway trail/canal connectivity and for basic connectivity to the surrounding streets.

See additions to Supplement that were already addressed above in recommendations for LWRP Section III, page 5.

- Connect Nazareth to Pittsford plaza via Auburn trail
 - Town/College recommendation; outside Village’s purview
- Connect disconnected adjacent neighborhoods to the Erie Canal path
 - The ATP was not a study of the canalway; the Village board agrees that disconnected neighborhoods having access to the trail would be great, and no disconnected areas were identified in the Village. Board asked PB to clarify this suggestion at Sep 16 meeting. PB member Dave M. said the recommendation is to add strong language about accessing the canal as a family; most ped/cycling traffic in the Village is northbound. Again, this refers to the need to underscore the state of bridge and main road connectivity to canal. The Village Board agrees with the PB’s recommendation to underscore the need to redesign our bridges and main roads with pedestrians/cyclists in mind. Language on bridges and arterials roads added to Supplement.
- Amend ATP purpose and goals to include “improve access to the Canal”. Currently the ATP includes goals for improving access to schools, connecting the Village to Pittsford Plaza, traffic calming, etc. Goals are mentioned in the ATP in multiple sections, including pg 4, page 37, page 38.
 - (Discussed earlier in doc) The Village Board agrees that “improve access to the Erie Canal” should be added to the *goals*. The ATP covers improved access and connectivity to the Erie Canalway Trail, which is how you access the canal if you are traveling by foot and car. It should be noted that the ATP was not a study of the canal, beyond the trail and street infrastructure.
 - **The following was added to Supplement to address:**
Pg. 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.

Pg. 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”

- Add restroom facilities to accommodate recreational use of the canal area
 - Beyond the scope of the study. This isn’t ped/bike safety focused. It is a fantastic suggestion and is already included in the Community Enhancement Strategies in the Village Comprehensive Plan.

Policy 9.2

Connect important open space assets

“Proposed projects within the LWRP boundary will preserve and improve connections to important open space assets. A comprehensive trail system exists in the town and village, including the Erie Canal Towpath, Auburn Rail Trail, Lock 62 Trail, among others. The Erie Canal Towpath in the Pittsford area is the most heavily traveled trail section in the region and state. Connecting the trail system to the historic village, surrounding neighborhoods, parks as well as significant open space areas has wide public support and is an important community goal. The trail system will be expanded to provide these connections.”

“Waterfront trail systems will run along the water’s edge to the maximum extent practicable. Trails will be designed to accommodate appropriate forms of nonmotorized transportation in a safe and attractive manner. As public investments are made in the coastal area, the trail will be improved as necessary and appropriate to accommodate the variety of users.”

LWRP Section III, page 28

Recommendation: See recommendations listed under 9.1 as many are consistent with this policy.

Policy 9.3

Provide public visual access to coastal lands and waters or open spaces at all sites where physically practical

“Public visual access to coastal lands and waters or to open spaces at all sites shall be provided and/or enhanced where physically practical.”

LWRP Section III, page 29

Recommendation: this supports the linear park recommendation in the ATP and Village comprehensive plan at the Library lot.

The Village Board agrees. It is beyond the scope of the study, but referring to Comp Plan is best.

The following was added to the Supplement:

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.”

Policy 10: Protect water-dependent uses, promote siting of new water- dependent uses in suitable locations and support efficient canal operation.

Policy 10.2 is applicable.

Recommendations:

- Amend the ATP to consider human powered water transportation. Boat launch for canoes & kayaks. Boat tie-ups at Schoen Place so tourists can get to restaurants.
- Ice skating along canal is mentioned in the LWRP
- Provide waterway docking or launch facilities that are accessible to important open space and recreational areas throughout the coastal area.
 - Boat launches, Bob Ford Field, King’s Bend park - “park and paddle”
 - Boat tie ups for canoes: existing at kings bend park, lock 32. Can’t get a boat into the canal at kings bend park.
 - Improve access including docking at the Port of Pittsford and Schoen Place for human-powered, low freeboard watercraft.
 - Add floating dock at end of wood dock behind library for access for paddleboards and other small craft.
- Change policy and add signage to accommodate space for human-powered watercraft.
- Encourage canoe rentals
- Add a storage facility for canoes/kayak/sailboats - consider storage facility them at canal path barns at Schoen Place, store your own boat or make a coop with friends.

All recommendations above are beyond the scope of the study. The purpose of an Active Transportation Plan is to establish strategies to provide safer and more convenient options for biking, walking and public transit. Its focus is on street infrastructure and the trails that connect to those streets, so that conflicts with vehicles will be reduced and those streets and trails will offer a safer, more connected transportation network for those not in vehicles.

Policy 11: not applicable: **Promote sustainable use of living marine resources in coastal waters.**

Policy 12: not applicable: **Protect existing agricultural lands in the coastal area.**

Policy 13: not applicable: **Promote appropriate use and development of energy and mineral resources**

Other recommendations:

LWRP Section IV, pages 23, 24 had many ideas that need to be addressed:

1. *Creation of a pedestrian friendly, safe crossing of Monroe Avenue which connects the Auburn Trail and the historic Lock 62 Trail. --outside scope of study and plan*
2. *Where feasible, creation of a trail on the south shore of the canal. --discussed earlier*
3. *Addition of a pedestrian bridge crossing the canal between the North Main and State Street bridges -- No longer applicable (see new Comp Plan)*
4. *Improvement of the North Main Street bridge. This should include; enlargement of the existing sidewalks or addition of a walkway outside the existing guard rail, and the addition of better lighting. -- We will address bridges in our comments*
5. *Creation of a better means to get across the canal, railroad tracks and Jefferson Road at Clover Street. Town; this is about the bypass -- the towpath used to bypass DOT facility; now obsolete*
- 6.
7. *Gaining a right-of-way in front of the DOT facility between Monroe and Clover (as detailed above) -- Town; outside of Village scope*
8. *Connection of the surrounding neighborhoods to the village center through creation of needed linking trails, a bridge across the canal at the flood gate or former Auburn rail trestle, and a pedestrian bridge across the east end of Jefferson Road. -- Town; outside of Village scope*
9. *Creation of a trolley and/or water taxi service to link outlying activity centers with the village center. This could be a multi-faceted project with water taxis being used both for transportation and for short leisure rides. -- already have two tour boats; trolleys was an option 20 years ago, but not so successful; dated due to the time to LWRP*

There are several non project-specific needs that should be considered as final plans are developed. These include:

1. *Better canal access points for car top boats -- outside scope of study and plan*
2. *Improved access to the community's economic development sites. -- ATP intends to do this through increasing walkability*
3. *Enhance streetscapes through the use of appropriate street trees, shrub and flower plantings, lighting, street furniture, curbing, sidewalks and other amenities in an architectural setting appropriate to the historic patterns. -- addressed through ATP*
4. *Support increased offerings to rent and lease boats in the community via private service providers. -- -outside scope of study and plan*
5. *Develop visitor services including public orientation kiosks, restrooms, etc. and consider creating a centrally-located Pittsford visitors center. -- -outside scope of study and plan; covered in Comp Plan*
6. *Develop winter recreational activities such as an outdoor ice skating facility. -- -outside scope of study and plan*

Other noteworthy LWRP sections:

- Section IV, pages 1-24 has many specific recommendations.

- Section IV, page 19: Stop lights at both ends of Schoen Place. -- Village board agrees this should be added this back in for consideration; Mayor Corby said was suggested in plan, but not added. A suggested light at Schoen Place and State was included in the Supplement, so adding N. Main and Schoen to that part of the supplement is best [See below]

Added to Supplement:

Pg. 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."

Pg. 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

Pg. 78 Signalization

Add item "12. Discuss with NYSDOT the potential installation of a traffic signal at ~~the intersection of State Street and Schoen Place~~ each end of Schoen Place: State Street & Schoen Place and N. Main Street & Schoen Place. ~~This~~ 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. ~~This is a~~ These are highly used intersections for drivers, bicyclists, and pedestrians, and ~~has~~ have a high incidence of traffic collisions due to difficult sight-lines."

- Section III, page 3: "The town and village will identify potential conflict areas where vehicular and pedestrian interaction occurs and upgrade pedestrian movements to an equal or greater priority than vehicle movements." -- that is the purpose of the ATP
- Section V, page 14: "Appropriate alternative modes of transportation such as buses, trolleys, water shuttle and taxi, among others, should be identified and implemented to reduce the number of automobile trips and to accommodate high peaks of pedestrian movement. Park-and -ride lots, bus shelters, and other commuter services should be planned into the construction and rebuilding of larger commercial areas. As the traffic increases, the use of alternative modes of transportation will be essential as part of a regional solution to the transit problems facing the greater Pittsford area." -- this is in line with ATP; the purpose is to make it safer for alternative modes of transportation.

At the closing of the LWRP discussion on September 16, members of the PB said the ATP does not go far enough to address the concerns of safely getting pedestrians and cyclists to and from the canal. They suggest more language to underscore safety through the four corners and bridges. As stated earlier, the ATP supports any advocacy we would undertake for changes to our bridges, main roads and troubled intersections. The board also agrees with the PB's recommendation to underscore the need to redesign our bridges with pedestrians/cyclists in mind. Given that we have the State Street rehabilitation project and other resurfacing projects coming up that offer an opportunity for changes, it would help amplify

how important our bridges are for canalway trail/canal connectivity and for basic connectivity to the surrounding streets. Those additions were added to the Supplement.