

Trustee comments in Blue

August 11, 2020

TO: Village of Pittsford Board of Trustees
FROM: Village of Pittsford Planning Board

The following pages contain (1) a suggested replacement for the Spanish version of GTC's Commitment to the Public, (2) suggested additions to the ATP 2020 Supplement regarding the LWRP consistency review and (3) suggested changes and additions to the ATP 2019 document, pages 75-93.

First page after cover

The Spanish translation is significantly different from the English original and should be corrected. While the English text says, every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. The Spanish text essentially says that there will be no discrimination based on the protected classes in the event that a program receives federal assistance.

Also add the comma missing in the Spanish translation.

The text below may be used to address both issues:

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivos de raza, color de piel, origen nacional, edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades independientemente de si reciben o no asistencia financiera federal.

No change. None of us is fluent in Spanish, so do not have an opinion on this. This is GTC's commitment to the public (not ours), so we don't think it's appropriate to change it.

ATP page 11 Existing Policies: The LWRP was not mentioned in the original ATP document. The 2020 Supplement includes the LWRP as follows.

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

The Town and Village adopted the Local Waterfront Revitalization Program 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 underscore active transportation priorities. Improving safety, infrastructure and access for pedestrians and bicyclists is woven throughout the policy guidance and recommendations of the LWRP.

Suggested changes to the 2020 Supplement

The last sentence of the paragraph above is changed to:

The LWRP policies include active transportation requirements that are not referenced in the January 2019 Active transportation plan, or the 2020 Supplement to the plan.

Change. Agree to add [see addition to Supplement below].

In addition, the following paragraph is added:

LWRP review must be performed whenever a proposed action is located, in whole or in part, within the Town's and Village's waterfront areas, i.e the nationally landmarked Erie Canal. “..the plan (LWRP) suggests some important community enhancement projects. 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...”(LWRP introduction, p. 2). Further, LWRP policies align with active transportation priorities 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 addressed in the January 2019 Active Transportation Plan.

Change (with some modification). Agree to change, with the addition of some sort of phrase that explains that all water transportation issues should refer to the LWRP. [See addition to supplement below.] We disagree that access and connectivity to the waterfront areas are not addressed by the ATP. They are addressed, but from the perspective of trail and street infrastructure. The ATP was not a deep study of the canal area, nor was it a Village-only study. It was a joint Town/Village broad study. We do agree that we would like more emphasis on

making our connections to the canal safer for those not using a car and have added those to the supplement.

Added to Supplement:

~~... The LWRP policies underscore active transportation priorities. Improving safety, infrastructure and access for pedestrians and bicyclists is woven throughout the policy guidance and recommendations of the LWRP. The LWRP policies include active transportation requirements that are not referenced in the January 2019 Active Transportation Plan.~~

An LWRP review must be performed whenever a proposed action is located, in whole or in part, within the Town's and Village's waterfront areas, i.e the nationally landmarked Erie Canal. "...the plan (LWRP) suggests some important community enhancement projects. 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..."(LWRP introduction, p. 2). Further, LWRP policies align with active transportation priorities 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 addressed in the January 2019 Active Transportation Plan. The scope of the Active Transportation Plan study examined improved access and connectivity to the Erie Canalway Trail with respect to trail and street infrastructure. An analysis of waterfront areas and recreational use of the canal waterway itself was not within the scope of study.

Comments and Suggested Changes to the 2019 Active Transportation Plan

p. 51 Sidewalk Gaps Add: Permeable pavement should be used to mitigate environmental impact of increased surface runoff and to decrease formation of dangerous black ice during cold weather.

No change. Outside scope of study

pp. 75 - 84: Replace the word “consider” in all cases, and make it clear that the ATP is indeed a PLAN including specific recommendations, and not a preliminary call for further study.

No change.

We believe “consider” is the appropriate term. When design changes and traffic calming measures are implemented or new projects arise, it can impact a recommendation. “Consider” is the appropriate term.

p. 75 Pedestrian crossings: Add stop lights at each end of Schoen Place (Schoen Place & N. Main; Schoen Place & State St.) This is recommended in the LWRP and would improve bicycle and pedestrian safety and connectivity to the Erie Canal.

Change. We agree. As stated in the LWRP comment document, Mayor Corby said it was suggested and discussed, but did not end up in the final draft. The light at State and Schoen Place is in the Supplement, so will add N. Main and Schoen to that recommendation.

Added to Supplement:

Pg. 75

Under 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.”

p. 76 Add to Recommendations: Replace or move larger electrical boxes from “head height” at Sutherland & Jefferson and Jefferson & S.Main, which impair pedestrian and bicyclist visibility at these heavily trafficked intersections.

Change. This did not come up in the study, survey or public input sessions. It’s a good one. Let’s add.

Added to Supplement:

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. 78 Add #13: Change the signaling at four-corners (Main St & State Street) to leave a dedicated time to cross the street where all lights are red. Adding a dedicated all-stop time at this intersection will create gaps in traffic that will make crosswalks usable on State St, Monroe Ave, and Main St. Traffic studies have shown that gaps in traffic are insufficient on Monroe Ave in the Village (see 2008 traffic study). Increasing gaps in traffic will make Sutherland Street and Washington Ave crosswalks safer. Traffic gaps will also allow vehicles to exit driveways of houses on Monroe Ave.

Some Change. More study is needed regarding the queuing during rush hour before we recommend specific signal timing. We asked about an all-stop before. Once we have more pedestrian traffic, we can ask for one. We aren’t there yet. In the meantime, an excellent interim step is to ask for leading pedestrian intervals and automatic walk signals. Both were discussed with NYSDOT in recent meetings.

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.”

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.

Change. Yes. Let’s add.

Added to 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.”

p.79 C. Typo: correct “herein” with “here in”

Change.

Added to Supplement:

p.79

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

p.79: Wider sidewalks on the Bridge are needed. On the N. Main Street bridge, 8ft wide sidewalks are suggested. Design bridges to be mixed use for pedestrians and bicycles. Expanded sidewalks are critical to improve the connection between the Canal and the Central Business District. There is no provision to safely cross this bridge with a bicycle. Dog walkers, strollers, and pedestrians make frequent use of the sidewalk and there is insufficient room for multiple users. The presence of a railing and curb also necessitate a wider sidewalk. The center lane can be eliminated to create space needed for wider sidewalks.

Change (with some rewording)

Added to 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 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. 80 Eliminate the center lane on the North Main Street bridge; increase the width of bridge sidewalks. Accommodate bicycles on the bridge and ensure bicycle lane width approaching the bridge comply with NACTO/AASHTO bike lane standards. (Bridge improvements are a critical necessity).

Change. There isn't a turning lane on the N. Main Street bridge. Do you mean the painted median? It does look like it's incorrectly reflected on the map.

Added to Supplement:

Pg. 79

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

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

Pg. 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.

Pg. 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

through the N. Main corridor, complying with NACTO and AASHTO standards.

p. 81 Remove recommendation for back-in parking at the Spiegel Community Center, which has adequate parking in the rear of the building.

Change. Moot point with the new Spiegel Center remodel

Added to Supplement:

Pg. 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 Remove parking spots at Lincoln & S.Main St. to remedy impaired visibility at this intersection. It is very difficult and potentially dangerous for cars to turn onto S. Main St. from Lincoln Avenue; pedestrian safety also at risk due to sight obstructions.

Change (with some rewording).

Added to Supplement:

Pg. 81

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

p. 81 Bicycle Network Recommendations.

Bike lanes must be made safe. Bicyclists will continue to use sidewalks until substantial and safe bike lanes are created. Main streets are high volume and have high observed vehicle speeds. Buffered 6ft wide bike lanes are appropriate which would require reconfiguring the streets. NACTO guidelines calls for buffered bike lanes on streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic. Likewise, main roads in the Town of Pittsford should use buffered bike lanes instead of shoulders. (For example, on: Route 31, Route 64, Route 65, Route 96, Route 252, Mendon Center Rd, etc. Improved bike lanes would allow better connectivity to parks, universities, Pittsford Plaza, Erie Canal.

Change. Added the following to the introductory paragraph under Bicycle Network Recommendations:

Added to Supplement:

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

p. 81 Develop a Parking Master Plan to rationalize parking in the Village business district and to improve bike lanes.

Change (with rewording). There was a discussion between the mayor and board member Marshall regarding the parking master plan: 1.) Will it have strategies for creating bike lanes? 2.) Is there a benefit to adding something about parking in ATP? Corby: Update Parking Master Plan to be in compliance with ATP and Comp Plan.

Added to Supplement:

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. 84. (Bicycle Boulevards): notes and recommendations to improve the bicycle boulevard system

1. Connect the bicycle boulevards on Lincoln and Locust. Remove parking spots on Main Street to make room for bicycle lanes to connect these bike boulevards.

Already addressed with added language to supplement

2. Connect the bicycle boulevards on South Street with the Canal. A wide sidewalk permitting mixed use travel is a possible solution. This wide mixed use sidewalk should cross the Canal Bridge.

- Connecting South to Canal: A bike boulevard is not synonymous with bike route. The bicycle boulevard on South does connect, via State Street. We already added statements about protected infrastructure on arterials in previous comments, per the PB’s recommendations.
- Mixing peds & cyclists on purpose on a sidewalk across the canal: It is never recommended that you place pedestrians and cyclists on a sidewalk together in a walkable environment like ours. It would be better to have separate infrastructure for cyclists and pedestrians. The idea of a super wide

area separated from traffic is good, but the spaces for pedestrians & spaces for cyclists within that area should be separate and not mingle.

3. Connect the Sutherland St. bike boulevard to the Erie Canal path on Monroe Ave. The Monroe Ave. bridge needs provisions for bicyclists to safely cross it. The Bike Boulevard does connect to Monroe Ave (per the September joint meeting, the definition of a bike boulevard was clarified. Monroe cannot be a bike boulevard). Safe infrastructure on main roads addressed by adding the following in the supplement, as previously stated:

Pg. 81

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

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.”

4. Connect the Sutherland St. bike boulevard to a safe path on Jefferson Rd. This could be a wide mixed-use sidewalk that goes all the way to the Henrietta line. (A sidewalk on Jefferson Rd is in the addendum).

No change. A sidewalk or multiuse trail is identified for Jefferson road.

5. Add a Safe bicycle lane to Nazareth College and St. John Fisher along N Main St.

Already addressed by the addition of the following to supplement:

Pg. 81

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

6. Color code the bicycle boulevards so riders can easily follow them and communicate this marking system with other riders (just like hiking trails in parks).

Change. Wayfinding is already addressed by the ATP. It doesn't hurt to underscore something special and specific for our village connections. We combined it with the later suggestion of signs that promote cycling and **added to supplement:**

Pg. 87

“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

7 . Ensure that bicycle lanes and boulevards are a safe system to get families to the Erie Canal Path.

Already addressed through additions to supplement, regarding bike infrastructure on arterials and bridges. Also, language such as “most vulnerable users” and “particularly young bicyclists” was added to underscore that children/families are at risk.

8. Add a sign at the entrance to the Village/Town to indicate it is a Bicycle Friendly Town/Village. Educate drivers that bicyclists are entitled to use 3ft of the lane.

Some change. Great idea about the bicycle friendly Village/Town! 3 foot law has not yet passed in NYS. Educating drivers regarding bicycle law is good. Bicyclists by law can take the full lane, when no bike lane is present.

Added to Supplement:

Pg. 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”

9. Provide signage for bicycle riders to park their cars on South St. instead of Schoen Place.

No change. Do you mean recreational riders?

p. 85: Major roads need buffered bike lanes. NACTO guidelines calls for buffered bike lanes on streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic.

Change. pg. 65 lists “buffered bicycle lanes” and “separated bicycle lanes” in the recommendations. p.81 mentioned the main arterials in the Village and the need to calm traffic to make it safer for bicyclists, but added another sentence to underscore:

Added to Supplement:

Pg. 81

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

p. 86:

1. Improve connections to schools. A stated goal of the ATP is to improve access to schools yet this connectivity is lacking.

Sidewalk and trail gaps have been identified by Town and recommendations given to better connect schools to neighborhoods. Is this for the Town? The Village sidewalk gaps have also been identified.

2. Per LWRP policies, make connections to the Erie Canal Path to improve access in adjacent neighborhoods.

This is a Town recommendation. Village connections have already been addressed.

3. A path from Pittsford Plaza to the Village and a path from Pittsford Plaza to Nazareth College is needed. There are gaps in the shoulder and sidewalks along Monroe Avenue and French Road has neither sidewalks nor bike lanes. Bike lanes along East Avenue between St. John Fisher and the Village are needed.

There already is a trail from Pittsford Plaza to the Village. Town recommendations address sidewalk gap on on Monroe and issues with French Road. These are Town recommendations, so please recommend them as part of joint adoption.

4. This map is tailored to fearless riders, not family riders and conflicts with the stated goals of the ATP and recommendations on page 64 that Bicycle Infrastructure should accommodate as many types of users as possible.

Change. We do not know why buffered bike lanes weren't identified for specific roads as part of this study, other than that they are expensive and require special attention for winter maintenance (plow equipment, new DPW routes, etc.) They are identified in the general recommendations, but we **added some statements in the Supplement** to underscore the need for consideration in "Bicycle Network Recommendations:"

Pg. 81: "Separated and buffered bicycling infrastructure on arterial roads and other high volume roads should be considered, in accordance with NACTO and AASHTO standards."

Pg. 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.

5. This map conflicts with bicycle commuting recommendations on p. 91 which call for some paths to be upgraded along major roads and this map does not.

6. Use buffered bike lanes instead of shoulders.

These can't be added to all streets and require further study. We added language to address consideration of protected/buffered infrastructure and to refer to NACTO and AASHTO standards.

7. Add markings to main roads to clearly support bicycle users and indicate it is a shared route.

These are standard. Do you mean special signs for the Village?

8. Connect bike boulevards together.

No change. They are connected to main roads. See definition of bike boulevard, as discussed in our joint meeting.

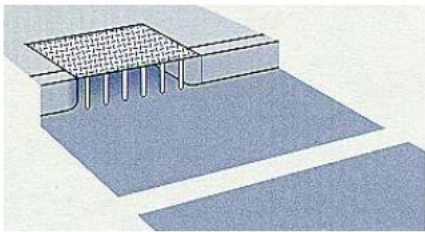
9. Replace shared lane markers with dedicated bike lanes. Shared lanes may be the only option for Washington Road, Mitchell Road, and French Road.

Replace Shared Lane Markings on main roads in the Village with dedicated Bike Boulevards. This is critical.

As discussed in the joint September meeting, a Bike Boulevard is a low-volume, low-traffic road that allows cyclists an alternate path to high speed/high-volume roads. By definition, main roads are not bike boulevards.

p. 87: Change drains in the road to in-curb drains to make more usable room on the sides of roads.

No change. outside purview of ATP; need to check with current DOT standards



Inlet flush in the curb face.

p. 87: All of the bridges over the canal need significant improvement to support bicyclists and pedestrians to improve access to the canal. This is mandated by the LWRP. Wide sidewalks (8ft wide) are suggested on the Main St Bridge and State Street bridge. Monroe Ave bridge needs safe bicycle lanes.

Change.

Added to Supplement:

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.”

p. 87: Mark the route to get to the canal path when heading to the Village from Wegman’s. The route along Woodland Road needs marking. There is no shoulder or sidewalk along Monroe Avenue leading up to the Canal bridge.

No change. Trail heads mentioned on pg. 66 Add to Town recommendations?

p. 87: Add signage along the Canal giving direction to places of interest: village business district, lodging, restaurants, library, restrooms. The Village Comprehensive Plan calls for this.

No change. Wayfinding mentioned in ATP and reference to Comp Plan included in Supplement, so do not need to add.

p. 89: Ensure Village Parking Code reflects the Off-Street parking guidelines. The citation to 210-78 is incorrect. -- **Bob working on update to this paragraph to reflect new parking code**

p. 90: There are also many curb cuts along state St and Main St in the Village. Can they be reduced?

No change. Minimizing unnecessary curb cuts already mentioned in ATP recommendations on pg 90. We should also evaluate as part of parking plan update.

This was **added to supplement** to address a recommendation above and applies here:

pg. 81: 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. 91: Bicycle Commuting recommendations conflict with page 86; road upgrades specified here conflict with the map on p. 86.

No change. We added statements on protected and separated infrastructure.

p. 91: Bicycle Commuting recommendations - we need to allow bicyclists to get from Nazareth and St. John Fisher to Pittsford Plaza and the Village.

No change. Improving bicycle connectivity between those areas and the Village is already addressed on that page:

“• Adding and improving bike lanes, sharrows, wide shoulders, bike boulevards, trails, and other bicycle network accommodations system improvements identified in this study;

• Enhancing major street crossings to improve the level of comfort for pedestrians and bicyclists;

• Upgrading specific corridors with the greatest potential for use by non-motorist commuters, such as Monroe Avenue;

• Ensuring bus shelters are connected to the public sidewalk system; and

• Requiring nonresidential and multifamily development projects to provide on-site bike parking or storage in a visible and convenient location.”

p. 91: Bicycle Commuting recommendations “need to be able to bicycle to Thornell Road middle school from the Village.”

No change. We are assuming this refers to Thornell Road Elementary School (not middle school). If this is a safe routes to school issue, there are no village residents in the Thornell Road Elementary School boundary. Pg. 71, #4 of the Town recommendations addresses improvements to Thornell Road.

p. 92: Specify the concerns of emergency services. This is not known to anyone other than 1-2 Trustees. This has been a significant issue and needs to be explained.

No change. We believe this adequately explains the balance between emergency response and traffic calming.

p. 93: The 3 E’s have not been done yet - there is no enforcement or engineering

No change. Enforcement is being done; some engineering is being done. This doesn’t say abandon this. It says to go above and beyond it. We have LOTS of work to do on all accounts.