

# VILLAGE OF PITTSFORD

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*Village Hall ca 1855 (remodeled 1937)*

## **Village of Pittsford Board of Trustees Meeting October 13, 2020 6:30 PM**

### **Tentative Agenda**

#### **Board Member - Conflict of Interest Disclosure**

#### **Department Reports**

1. Building Inspector Report
2. DPW Report
3. Village Attorney
4. Treasurer's / Village Clerk Report
5. Minutes

#### **Meeting Items**

1. Public Hearing 7:15 PM Special Permit Application – 5 South Main Street
2. Response to Planning Board on LWRP Considerations for Active Transportation Plan
3. Set Public Hearing for Active Transportation Plan
4. Update on NYSDOT pedestrian improvements
5. Resident Comments from Village Board Speed Forum Meeting
6. State Street Bridge Closing

#### **Member Items**

Next Scheduled Meeting – October 27, 2020

\*Subject to Change Without Notice

# Village Board Meeting

Meeting Items  
Agenda Item 1

Public Hearing 7:15 PM Special Permit Application  
– 5 South Main Street

**NOTICE OF PUBLIC HEARING  
VILLAGE OF PITTSFORD**

Please take notice that a Public Hearing will be held before the Village of Pittsford Board of Trustees, at a meeting on Tuesday, October 13, 2020 at 7:00 PM at the Village Hall, 21 North Main Street, Pittsford, NY, to consider an application for a modification of the Special Permit for a restaurant in the building located at 5 South Main Street, Pittsford, NY, which location is in a B1A – Special Historic Business District, pursuant to Chapter 210-74 A (2), Special Permit Uses in B-1, B-1A, B-2, B-4 and M-1 Districts. If the meeting is unable to be held due to the Coronavirus pandemic it will be held on Tuesday, October 13, 2020 at 7:15 PM per video conferencing link identified.

Pursuant to Governor Cuomo’s recent Executive Orders 202.1 and due to the Coronavirus pandemic, the Village Hall will be closed to the public during the public hearing. The Members of the Board of Trustees will be present at Village Hall or participating from their respective homes for this public hearing. If a Board member is participating from home, that home will be closed to the public as well for the reasons stated above. The Public Hearing will be made available for the public to view and hear thru video conferencing link. The public will be able to participate in the public hearing via comments submitted through the video conferencing link identified on the Village website and Facebook page.

Village of Pittsford  
Board of Trustees  
Dorothea M. Ciccarelli, Secretary

# APPLICATION TO THE BOARD OF TRUSTEES

## SPECIAL PERMIT

VILLAGE OF PITTSFORD  
SEP 7 7:20 AM 10:08

### VILLAGE OF PITTSFORD

21 NORTH MAIN STREET PITTSFORD, N.Y. 14534

Date: - 9/2/2020

Fee: \$250.00

Property Address: 55 Main St

Tax Account Number: 164-06-1-15 Zoning District: \_\_\_\_\_

\* Owner's Address: \_\_\_\_\_ Telephone: \_\_\_\_\_

Applicant: Tim Farnello Telephone: 585-217-1721

Applicant's Address: 10 Hillary Lane Penfield NY 14526

Applicant is:  Owner  Lessee/Tenant  Agent  Other

If Other, Explain:

1. Provide a description of the activity that is planned for this location:

Mexican restaurant

Special Permit Application Form, Version 2, enacted 6/24/2020

2. Describe how the proposed activity will affect existing parking:

Parking will not be affected

3. Describe how trash/refuse will be handled for the proposed activity:

we will continue to share refuse space with bluffton  
Tecuilavria (9.5. Main St)

4. Proposed Hours of Operation: M-S 4 - 10pm sunday 7am-1pm


**Owner's Statement:** I am the owner of the above property and I have read and approve this application. If the applicant is other than the owner, I authorize the applicant to proceed as agent.

Applicant's Name-Printed: Tim Parrinello

\* Signature: 

\* Date: 9/2/2020

**Applicant's Statement:** I hereby certify that the information submitted is, to the best of my knowledge, true and correct.

Signature: 

Date: 9/2/2020

**NOTE:** If any additional information is required by the Board, during the meeting, it is the responsibility of the applicant to provide such information, prior to the deadline of the subsequent meeting, or it will not be heard.

**SEQUENCE:**

1. This application will place you on the next available Board of Trustee meeting agenda.
2. The application will be forwarded to the Planning Board and that Board will provide formal recommendations back to the Board of Trustees.
3. The applicant will be notified by the Village Clerk as to the date that the application will be placed on the Board of Trustee's meeting agenda for final disposition. The date is dependent upon providing the required notification for a Public Hearing.
4. The \$250.00 fee will be required with the filing of this application.
5. The applicant is encouraged to attach any additional information (drawings, layouts, seating plans, etc.) that will supplement this application.

A. All uses labelled with "SP" in the use tables of Chapter 210 may be permitted upon application to and with the approval of the Village Board of Trustees:

- 1) **Public Hearing:** Any use for which a special permit is required shall be considered at a public hearing held by the Village Board of Trustees.
- 2) **Decisions:** The Village Board of Trustees may approve with or without modifications or conditions or deny an application for a special permit.
- 3) **Standards for a Special Permit Application Review:** No special permit shall be granted unless and until the applicant has demonstrated to the satisfaction of the Village Board of trustees that:
  - a) Access to the site and the size of the site are adequate for the proposed use.
  - b) The proposed use will not adversely affect the orderly pattern of development in the area.
  - c) The nature, duration and intensity of the operations which are involved in or conducted in connection with the proposed use will be in harmony with nearby uses and will not alter the essential character of the neighborhood nor be detrimental to the residents thereof.
  - d) The proposed use will not create a hazard to health, safety or the general welfare.
  - e) The proposed use will not be detrimental to the flow of traffic in the vicinity.
  - f) The proposed use will not place an excessive burden on public improvements, facilities, services or utilities.
  - g) The proposed site is located more than 100 feet from any residentially zoned and/or used property or is situated so that it may be demonstrated that existing or proposed features of the site will mitigate any potential adverse effect on the residential property.
  - h) The proposed use will not create noise, late-night activity, or extended hours operation, odors, noise from mechanical equipment or other conditions that may be detrimental to either the quality of life of nearby residents and businesses or to the general welfare of nearby residential neighborhoods.

C. Expiration of a Special Permit:

- 1) A special permit shall authorize only one specific use.

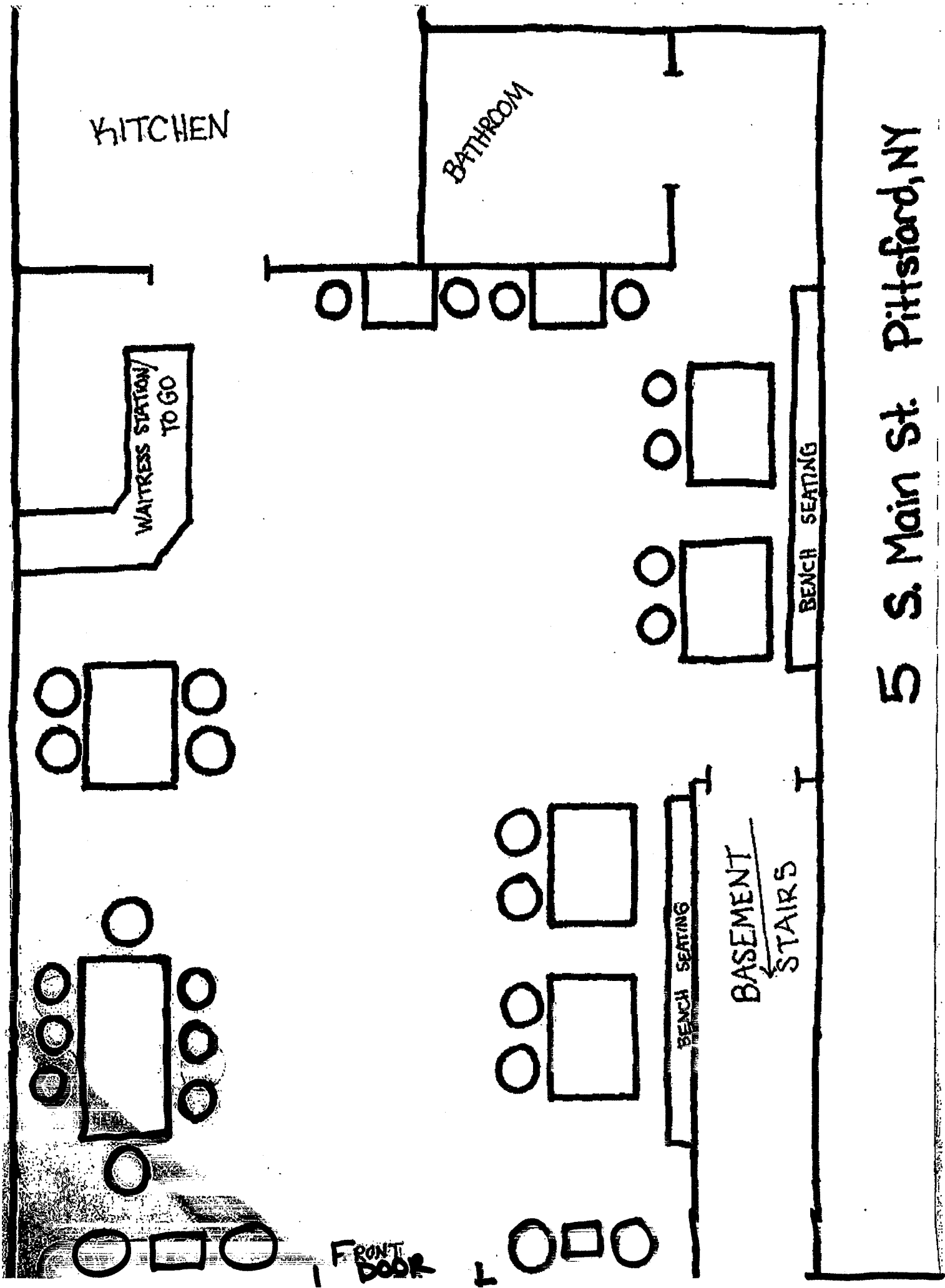
Said permit shall expire if:

- a) The use does not begin operation within one year of the date on which the approval for said permit was granted.
- b) The use, once begun, ceases operation, for any reason, for more than six (6) consecutive months.
- c) The operation of the use is transferred, by any means, to an individual or individuals, or to an entity other than the applicant to which the special permit was granted.

Expansion of a Special Permit Use: The nature, duration and intensity of the operations which are conducted in connection with a use for which a special permit has been granted shall not be increased or expanded without the approval of the Village Board of Trustees. Any expansion of a use for which a special permit shall be considered at a public hearing in the same manner as a new application for a special permit.

Special Permit Application Form, Version 2, enacted 6/24/2020

(e)  
RKR



5 S. Main St. Pittsford, NY

# Village Board Meeting

Meeting Items  
Agenda Item 2

Response to the Planning Board on LWRP  
Consideration for Active Transportation Plan



**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 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.

p. 7

## 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 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 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 Overly 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 incorporates 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 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.”

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



[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.

## Trustee comments in Blue

August 11, 2020

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

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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.

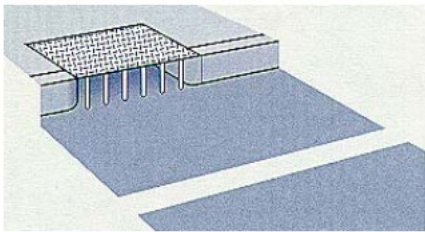
9. Replace shared lane markers with dedicated bike lanes. Shared lanes may be the only option for Washington Road, Mitchell Road, and French Road.

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.

# Village Board Meeting

Meeting Items  
Agenda Item 3

Set Public Hearing for Active Transportation Plan

# Village Board Meeting

Meeting Items  
Agenda Item 4

Update on NYSDOT Pedestrian Improvements

# Village Board Meeting

Meeting Items  
Agenda Item 5

Residents Comments from Village Board Speed  
Forum Meeting

1. BC: Work with Town on Establishing Transition Zones
2. Loren Martin: question about the changes to the crosswalks (these will be done during bridge reconstruction)
3. Carl Jones: help with speed trailers. Local resident.
4. Gabe and Emily Diaz: Execute on re-paving South, re-design South. Especially as the bridge construction re-routes the traffic.
5. Speed Cameras. See how viable.
6. Art: Space at Pontillo's. Will be removed during Bridge reconstruction.
7. Art: Publish info.
8. Lennarz: Increase enforcement.
9. McMorrow: Write tickets. (Main and Line)
10. Brooke: Keep us updated. DoT come and walk it on foot, allow street parking on South/State. Stop Light @ Schoen.
11. Galli: Speed sentry on Jefferson seems to improve.
12. Limbecks: Sidewalks aren't acceptable for service vehicles. Careful about putting cross walk at Durham and State. Median on State. Wants solid dates and answers. Will our timeline fit with DoT changes?
13. Jason Small: Wants to see more visibility of the police, not tucked away. Raise the crosswalks on State, etc.
14. Swagler-Reynolds: Please make permanent the speed sentry around Jefferson and Eastview Terrace.
15. Hawthorne, Reitz Parkway: Bikes on the sidewalks are an issue. Stencil on sidewalks about no bikes. Bob committed to end of the month.
16. Art: Document when the meetings with DoT occur and the State. Formal letters (seconded by John Limbeck) within two weeks. More sessions like this.
17. Dave Armini: Dir of health and safety @RIT. On campus, these have helped: Lower speed limit, speed feedback signs make permanent, raised crosswalks (particularly at South), active and passive lighted signs
18. Diaz: bring DoT to meet with residents. BC: plan another public meeting.
19. Brooke: deliver info on speeding and survival to DoT, over and over.
20. Email: David Lavine: Suggest speed humps, trees, bump outs. Particularly near Rand.
21. Email: Donna Fleming: French Rd. In Town. Sidewalks please, plus police. Forward letter to the town.
22. Caroline, Maple: Moved 20 mph signs on South.

# Village Board Meeting

Meeting Items  
Agenda Item 6

State Street Bridge Closing

Village Board Meeting

Department Reports

Village Attorney



Village Board Meeting

Department Reports

Building Inspector Report

# Village Board Meeting

## Department Reports

### DPW Report

Village Board Meeting

Department Report

Treasurers / Village Clerk Report

- Bill Pay

# Village Board Meeting

## Department Reports

## Minutes

- Village Board Regular Meeting 7/14/2020
- Village Board Regular Meeting 9/8/2020