

August 11, 2020

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

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

First page after cover

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

Also add the comma missing in the Spanish translation (indicated in brackets).

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.

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.

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.

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.

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.

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.

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.

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.

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”

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.

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).

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

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.

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.

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

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.
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.
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.
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).
5. Add a Safe bicycle lane to Nazareth College and St. John Fisher along N Main St.
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).
7. Ensure that bicycle lanes and boulevards are a safe system to get families to the Erie Canal Path.
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.
9. Provide signage for bicycle riders to park their cars on South St. instead of Schoen Place.

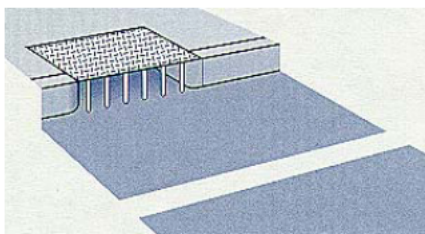
p. 85: Major roads need buffered bike lanes. NACTO guidelines calls for buffered bike lanes on streets with high travel speeds, high travel volumes, and/or high amounts of truck traffic.

p. 86:

1. Improve connections to schools. A stated goal of the ATP is to improve access to schools yet this connectivity iOS lacking.
2. Per LWRP policies, make connections to the Erie Canal Path to improve access in adjacent neighborhoods.

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.
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.
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.
7. Add markings to main roads to clearly support bicycle users and indicate it is a shared route.
8. Connect bike boulevards together.
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.

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



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.

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.

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.

p. 89: Ensure Village Parking Code reflects the Off-Street parking guidelines. The citation to 210-78 is incorrect.

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

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

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

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

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.

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