

**ACTIVE TRANSPORTATION PLAN
TOWN and VILLAGE of PITTSFORD**

**2019 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**

Acknowledgements

- Include “Brooke Fossey – Resident” in the acknowledgements.

Pg. 8

- Add a short statement that the Village Comprehensive Plan is currently being updated.

Pg. 11

- Under “Village crosswalk flag initiative”: type-o near the end of the paragraph. Should be Village of “Pittsford” with a lowercase “i.”

Pg. 13

- Add a short statement that the Village of Pittsford’s Zoning Code is currently being updated.

Pg. 23

- Type-o: should be “incorporate” not “incorporates”
The most successful cities and communities typically have high quality active transportation networks that **incorporate** transit...

Pg. 23

- Mention that RTS will be rolling out a new system as part of Reimagine RTS
 - Routes will change in 2020. The number 47 Monroe Ave bus from the City to the Village will continue as a fixed route, but the end point will change (no longer S. Main St; instead it will go to St. John Fisher College Park & Ride). The rest of Pittsford will be in the Eastview Community Mobility Zone. The connection hub will be at the Park & Ride at 31F. From there, riders will disembark the 40-foot bus and take an RTS flex bus within that zone. See the map here: <https://reimagine.myrts.com/cmz/>
 - **mention that routes are changing as part of Reimagine together with a map showing the same.**
 - Include text: “Bus stop improvements should be made to each bus stop where possible, including benches and trash receptacles.”

Pg. 42:

- Issue #4: Says the traffic light at Sutherland & Monroe is an issue. Stating it this way could imply that such a light exists at this intersection. There is none. Final draft of the Plan should state that the intersection is a problem, particularly because of the line of sight. It should mention that a light was requested from the State Department of Transportation and was denied.

Pg. 44

- These are comments from the public input sessions. The Plan should also mention that that the State Street Bridge needs a light underneath it, for safety on the portion of the Canal Trail that runs underneath it. This was one of the previous public comments, but seems to have been inadvertently omitted.

Pg. 46

- Sidewalk Gaps: With the new East Avenue Sidewalk, we no longer have a gap between East Ave and Rt. 96. The Plan should mention that this issue has been mitigated by the East Avenue Sidewalk and has transformed the ability to use that road.

Pg. 50

- Update the map to show the new East Avenue Sidewalk

Pg. 51

- Again, the first bullet under sidewalk gaps needs to be updated now that the East Ave Sidewalk is in.

Pg. 52

- Correctly reflect sidewalk gap correction along East Ave to Rt. 96 now that the East Ave sidewalk has been built

Pg. 53

- The bullet about the missing trail connection is confusing: “Trail connection along Monroe Avenue between the Village and Pittsford Plaza (north side of road).” There is a multi-use trail on the north side of Monroe that runs all the way to Pittsford Plaza. There is none on the south side of Monroe from the Village to Pittsford Plaza.

Pg 53 and throughout:

- Global replace “Saint” in “Saint John Fisher College”. Replace with “St.” as that is what the school uses.

Pg. 56 map

- The colors for “Erie Canalway Trail Auburn” and “Planned Trails” look identical on the screen. For clarity, the color on one of them should be changed

Pg 67 and/or 72

- Right now, there is no safe connection from the Village to new YMCA. Connections to the YMCA need to be articulated in both narrative and the maps.

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.

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 to Clover (already in draft Plan)
 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, west from the YMCA to the Henrietta line.
 6. Construct a safe crosswalk at the traffic light at Cloverwood and the YMCA entrance off Jefferson Road.
- Add graphics depicting each of the above.
 - Pg 73 Add in a new color to the graphic denoting the WPRC.
 - Provide photo of conceptual traffic circle – specifically small/tight one with pedestrian refuges
 - Apply for grant funding for the complete West Pittsford Recreational Connection project through NPS, Wellness Programs and NYS Ped Safety program.

Pg. 68

- Correct map to reflect completion of East Ave sidewalk project

Pg. 69

- Last paragraph on page, bullet 1: The north side of Monroe already has a multi-use trail; the south side has no sidewalk or trail

Pg 72

- East Ave Road diet west to the Brighton town line has already occurred

Pg. 75

- Add language on the trends about biking and walking being the future of villages and town centers like ours.

Pg. 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.

Pg. 77

- Add item “4.1. 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.”

Pg. 78

- Add item “12. Discuss with NYSDOT the potential installation of a traffic signal at the intersection of State Street and Schoen Place. This traffic control signal 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 highly used intersection for drivers, bicyclists, and pedestrians, and has a high incidence of traffic collisions due to difficult sight-lines.”

Pg. 81

- Need to cite national trends regarding the “evolving science of traffic calming.”
- 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.” (Include recommendations if available at this time.)
- Add another bullet: “The Village has undertaken a Traffic Calming assessment of Maple Street to address speeding on this neighborhood street.”
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Pg. 81-82

- Suggested bike lane language: 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.”

- Before the Bike Boulevards, 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.“

Pg. 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 be comprised 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.”

Pg. 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.

Other changes to the most recent draft of the Active Transportation Plan:

- Include the **Pedestrian Safety Improvement Plan** for the Village in this Plan.
- Include the Village’s **South Street** and **Maple Street** traffic calming recommendations .
- **Include the Village’s mark-ups to the large printed map, illustrating “micro-gateways” on all the approaches to the Village, and other specific improvements.**
- Complete the **Appendix**. Add in Stantec drawing by way of an amendment to the Appendix.