

Compiled Transportation Comments

Problematic Intersections & "Pressure Points"

The town needs to look at problem intersections, but also at the bigger transportation perspective.

Pittsford Plaza growth has been great for the town, but has also caused more traffic along Monroe Ave.

Additional development along Monroe Avenue could create traffic problems along the Monroe Avenue Corridor. Areas of concern include Veramark, the Pittsford Colony property, and Pittsford Plaza. New development should not decrease the level of service along Monroe Avenue, at key intersections, and along other roads.

The benefits of additional development and revitalization of Monroe Avenue/Pittsford Plaza exceed the costs of additional traffic.

The town needs to make the connection between land use and transportation.

Woodland Road (left turn only out to Monroe) is difficult to get out of.

Traffic impacts for new development in the town needs to be assessed.

Drivers at French Road and Monroe have to sit through up to 3 light changes to make a left onto westbound Monroe. Left turn arrows on both sides of Monroe are needed for turning movements.

Concerns about safety at the so-called "Crash Corner" of Jefferson and Main Streets.

The town should look at providing roundabouts at some intersections, including at the intersection of Jefferson Road and South Street.

East Street and Knickerbocker Road intersections at Jefferson Road/96 should be realigned to create right angled intersections. The double back effect at Knickerbocker is a remnant from when a railroad track was in the way. It's long gone now...

The town should take a proactive role in transportation planning and not rely on other organizations, such as NYSDOT, whose solutions often involve bigger intersections and wider streets that are out of character with the town. New developments should be required to identify traffic impacts, and it is better to review collective impacts of development than looking at each project in isolation. The new rear exit road from Nazareth onto French Road and expansions to Pittsford Plaza have resulted in large traffic impacts to adjacent streets such as Monroe Ave, Clover St and French Rd.

The town needs a better partnership with other local towns (especially Brighton) in estimating the traffic impact (especially on Monroe Avenue) of future developments. Other roadways (Jefferson Road, etc.) in Pittsford are also a concern.

The plan needs to address traffic management. Pressure points include: Jefferson&Sutherland; village; Main St & Monroe. Timing of traffic signals could help.

Provide a left turn arrow at busy intersections (Jefferson & Main, French & Clover, French & Monroe, Mitchell & Jefferson).

Traffic flow/timing of lights need to be improved.

Investigate highway by-pass around town/village.

Widen some roads to 3 lanes (Jefferson and Main, for example).

There is a "bottleneck" in the area of the Canal Bridge and railroad tracks along Monroe Avenue that constrains traffic.

Provide a bridge over Monroe Avenue for the Railroad.

Problematic Intersections & "Pressure Points" - cont.

Sutherland & Monroe is a problem intersection.

Mitchell/Route 31/Route 96 is a problem intersection.

The Main & Stone intersection should be improved, as recommended in the '95 comprehensive plan.

The railroad crossing at Monroe should be upgraded.

Traffic backups on Monroe Avenue should be addressed.

The timing of traffic signals along Monroe Ave, from Veremark to the village, should be improved.

The Monroe Ave. train trestle needs to be repainted. Trains should be slowed down at this location.

The village should look into incorporating one-way streets in some areas, particularly in Schoen Place. Perhaps the railbed could be utilized as a one way street as well.

The Town should look at '77 county transportation plan for potential transportation related projects.

Reliance on cul-de sac's have limited the ability of the town to create a system of parallel roads, so traffic is forced onto the main roads in the town, creating congestion.

If bottlenecks are not addressed, traffic will continue to be pushed off the primary roads that should be carrying the traffic and onto residential streets that should not.

Jefferson Road eastbound at Sutherland, where there is no left turn lane. Long backups here even when traffic is not heavy. At least provide a shoulder for through traffic to keep moving and not get stuck waiting for a left turning vehicle.

South Main Street and Jefferson –no left turn lanes. There is almost enough width and vehicles can get by left turning vehicles at times, but it's tight and unpredictable. This intersection has substantial backups during the peak hours.

Waits have amounted to as much as 10 minutes at the intersection where Route 64 meets Mendon Center Road and Stone Road (Milepost). When will this intersection be fixed?

People may not mind sitting in traffic here and there, but let's not go so far as to become dysfunctional. The detrimental environmental impacts of long delays and congestion are significant.

"Conventional wisdom" regarding traffic management is not always right. Sometimes "solutions" cause more problems. For instance, enlargement of an intersection to solve a congestion problem may ultimately make the intersection more difficult to negotiate.

Concerned about increasing traffic coming into the Town of Pittsford from the new development southeast of town. Many people living in these areas drive up Route 64, turn right at Tobey Road and then onto Main Street and the village. One solution is a bypass route that comes out at Clover/Jefferson. The State is making improvements to that intersection and Pittsford should take advantage of that work. Another solution is widening of a road between Lusk Farm and Clover to accommodate extra traffic. There may also be a way to route traffic over Clover via a road placed further south so that traffic never gets to the corner of Route 64 and Tobey.

The town and village are working together to address concerns about signal timing in the village, particularly at Main and State Street. It appears that the New York State Department of Transportation recently altered the signal timing, which has led to traffic back-ups in the town/village.

The plan should do a better job describing traffic and transportation issues in the town. During rush hour, it can take approximately 30 minutes to go across the village from Nazareth to Reitz Parkway. Several intersections were specifically mentioned for improvements, including the intersection of Main St. and Jefferson Road and South Street at Locust Street in the village.

Many transportation issues are joint town-village issues.

Safety and Quality of Life

Drivers should be reminded not to block side roads, perhaps signage? A specific location mentioned was at Woodland and Monroe.

Use traffic cameras to capture speeders and other traffic offenders, including people that do not stop at crosswalks.

Traffic on Woodland is going too fast. Too many people are using the road as a speedway. Traffic calming measures should be investigated.

The village is great to walk around but can be dangerous.

Cars are not slowing down at crosswalks. There is a need for education and a change in driving culture to respect and defer to pedestrians.

Many crosswalk signs posted in the crosswalks are battered and do not inspire confidence in pedestrians.

Other areas have been successful in alerting drivers to pedestrian rights through both education and enforcement activities. These include Toronto, Portland OR, New Jersey and Massachusetts.

Perhaps the town could utilize undercover crosswalk cops to enforce pedestrians' legal rights in the crosswalk.

Drivers are speeding (50-60 MPH on a 35 Max MPH road) on roads with soft or no shoulder. A specific road mentioned was Stone Road.

The development of businesses between French Road and the village line along Monroe Avenue may cause similar traffic issues related to ingress and egress. Note many parts of Monroe Avenue in the Town of Brighton between Highland Avenue and 12 Corners.

The town should be aware of landscaping and aesthetics along its roads. Some of the good examples are the areas along Monroe Avenue near Pittsford Plaza, including Wegmans and Wendy's. On the north side of the road from Blockbuster to French Road, landscaping has not occurred.

Would it make sense to place the East Avenue/Fairport Road area on a "road diet" to provide additional areas for sidewalks and trails while preserving traffic flow?

Look into the concept of peak hour reversible lanes along some main roads in the town

Work with the School District to limit student vehicle use. Additionally, request that the school go to a "closed campus."

The town should remember that as traffic and congestion increases, people will find alternatives, potentially through existing neighborhoods.

Concern about the development of the Monoco Oil Property and its impact along Monroe Ave.

Signs should be placed at the Railroad gates reminding people not to stop past the white line so they are not stuck on or near the tracks when a train is approaching.

There is a lack of streetlighting on French Road.

The town needs to improve pedestrian safety, particularly at major intersections.

Utilize traffic calming measures.

Speed control and enforcement are needed on town roads.

The noise and aesthetics associated with 490 and the Thruway should be addressed.

There should be a standard 25 mph speed limit on town residential streets.

Jefferson Road going west out of the village is a problem area -- mainly excessive speeds.

Safety and Quality of Life- cont.

The safety of walkers and drivers in the village should be addressed.

Better signage and enforcement of speed limits is needed.

Provide more attractions and buggy rides.

Wheelchair accessibility in the town should be addressed.

The 30 mph speed limit on French is appropriate given the number of senior citizens, children and the driveways. However, an additional 30 mph sign needs to be placed just before or on the curve when heading east on French. The first speed sign, when heading east, is just before the hill leading up to the SSJ nursing home. There is not another sign until one passes Winding Rd.

Cars speed up to climb the initial incline near the apartments and then do not slow down. The new speed sign does not need a separate pole. It could be placed on the pole with one of the existing "caution curve" arrow signs. The sign just before Dr. Collins "box" house would be a logical choice because it is not in anyone's front yard.

People are currently walking and bicycling along many important town roads, even though some of these roads do not have adequate room for walkers and bikers.

Awkward design of turning lanes can pose safety problems for users, particularly bicyclists. A specific example of this is the intersection of Tobey at Clover, where three lanes merge into two. A clearer indication of turning lanes, potentially with yellow reflective paint, could help to clarify rules governing turning movements .

Every effort should be made to reduce the noise "pollution" in town from the roadways, such as French Road. Noisy road surfaces make it too loud to sleep with the windows open. Because Pittsford is surrounded by expressways/thruway and has little control over those road surfaces, every effort should be made to quiet the roadways the town does control. Noise is one "pollutant" that has steadily increased over the past 15 years and negatively impacts the community.

Within the last two months traffic has increased in the village at almost all times of day and with it has come a hostile and unsafe atmosphere. Massachusetts, specifically the Boston area is notorious for horrific traffic and horrific drivers but in the historic village of Concord the streets are as mannerly as can be with cars honked at by other motorist for failing to yield to pedestrians -it's a whole other driving world there & we need some of that!! Until you have this squarely in hand and under control I don't think there is any use in bothering to pursue extensions to the sidewalk system -you must first make it safe!

In areas such as along Monroe Avenue near Pittsford Plaza and in the village, pedestrian improvements should be a higher priority. Large parking lots are difficult to cross for pedestrians.

In some areas, particularly in the village, parking spaces are too close to intersections.

Nice work by the way in redoing the cement gutters along suburban streets instead of tarring and chipping over the old work. I recall citing the tarring and chipping of these gutters as being just plain ugly quite a while ago and the practice seemed to cease.

Along Boughton Avenue in the village, parking on both sides of the street makes it hazardous. However, the parked cars also slow down automobile traffic, which in turn may make conditions safer for pedestrians and residents of the street.

Motorists in downtown Pittsford are gradually modifying their habits to be more respectful of pedestrians, since pedestrian yield signs, among other things, were deployed some years ago. Other design improvements could help with pedestrian safety, such as more uniform, consistently designed crosswalks.

Public Transportation

RTS should provide public transit between the Marketplace Mall/RIT area and the Village.

There should be an internal circulator within the town connecting the village, apartment complexes, the Nazareth and St. John Fisher campuses and Pittsford Plaza. This could serve a mixture of users, including students, seniors, and other residents of the town.

The Elderberry Express shuttle service for seniors should be evaluated and potentially enhanced.

The plan should address public transportation.

Shorter/smaller RTS buses should be utilized in the town.

Reinstitute trolley service in village, possibly to Rochester.

Bus shelters should also be provided on the Pittsford Plaza side of Monroe Avenue.

French Road is a narrow road and it should not be accommodating RTS buses. There used to be a weight limit sign on French Road -- thinks it was 4 ton. When neighbors agreed to allow the re-zoning/variance for the Sisters of St. Joseph to build their nursing home, they never agreed to having RTS bus service to the nursing home. If French Road is going to be used as a regular RTS bus route, residents have the right to know about it in advance and be given time to sell their properties.

Bus service is needed along Jefferson, between the village and Marketplace Mall.

Parking

There needs to be an education program to let people know about where parking is in the village. There is no parking shortage in the village, people just need to realize that they a village is not like a shopping plaza -- that you can't always expect to pull right up to the store.

Parking space requirements for retail businesses should be revisited to ensure they adequately accommodate the parking needs of the town's increasing population, density, and number of non-Pittsford shoppers.

There is a parking shortage in the village which could be solved with a parking garage and/or ramp.

Provide structured/underground parking in the Village of Pittsford (similar to Fairport).

Utilize Monoco Oil site for remote parking lot for village/town and business employees, serviced by a shuttle.

Provide incentives for town & village staff and business employees to carpool.

Raise awareness of parking facilities amongst town residents.