

December 12, 2022

Village Board
Village of Fairport
31 South Main Street
Fairport, NY 14450

**Re: Liftbridge Lane East
Public Hearing Comments**

9106LE

Dear Board Members:

For the Trustees' benefit, we offer the following information regarding comments received at the Public Information Meeting for Liftbridge Lane East, conducted by the Trustees on November 16, 2022.

We have reviewed the notes of the meeting and have organized them into general topics to streamline the summary and response information. The comments are edited for brevity.

1. Project Need / Traffic Study / Accident History

Comments were raised as to the need for the project such as the improvements will not attract more people, Fairport does not need to attract more people or become a destination, was any traffic data or accident information reviewed to identify a need for the project.

Response: The Village of Fairport Comprehensive Plan Goal 12.0 identifies a goal to provide multi-modal transportation and infrastructure that supports land uses and meet resident needs; and goes on to state the Village should become an equally bicycle friendly Village that attracts families through safe connections. Village residents identified the ability to bike and walk to recreation sites, shopping, restaurants, etc. (57% of respondents), second only to attracting new businesses to the business district (60%). With such strong support for multi-modal transportation, the Village took the opportunity to commit to an Active Transportation Plan for Liftbridge Lane East.

Liftbridge Lane East is a prime candidate for an Active Transportation Plan given its mixed-use make-up of commercial, residential, civic, and public uses. A street with such a mix of uses supports a transportation plan beyond a standard Village street. Given the dynamics of the street, including being the designated NYS Canal bike route, and the goals of the Village Comprehensive Plan, the Village pursued an Active Transportation Plan.

An Active Transportation Plan is not solely based upon empirical traffic or accident data; it is a Plan centered on multi-modal transportation to provide facilities for cyclists, pedestrians, and scooters/rollers equivalent to those allocated to the vehicle. The goal of an Active Transportation Plan is to reduce vehicle miles/reduce emissions, bridging the last-mile gap in transportation, and improving individual and public health.

Based upon all of the above, Liftbridge Lane East is an excellent candidate for an Active Transportation Street Plan. The proposed improvements will connect with the Active Transportation

Plan instituted for Liftbridge Lane West and complete the east-west multi-modal transportation plan through the center of the Village.

Documented benefits of such a plan are as follows (resources: MCDOT, GTC, NYSDOT):

- Reduces prevailing traffic speeds of through traffic.*
- Provides safety features such as protected bike lanes.*
- Provides opportunities for community gateway beautification through landscaping and lighting.*
- Provides connections of walking and bicycling networks, resulting in an increase in economic mobility and transportation equity.*
- Improves neighborhood livability.*

2. Elimination of On-street Parking

Comments were raised about the loss of on-street parking as a result of the project. Concerns included economic impact upon the LBE businesses, loss of traffic calming, exacerbating an already poor level of parking availability.

Response: The Village considered several options of LBE as part of this process, with parking being one of the primary areas of focus as part of the Active Transportation Plan. The project design is one to balance the transportation goals of the Village and public with the needs of the existing businesses and residents of the street.

Several options were considered, including ones that provided some on-street parking. However, maintaining the current on-street parking allocation cannot support the Active Transportation Plan. The options considered have been provided to the Village.

The project proposes a mix of on-street parking and off-street parking. The Village has taken efforts to limit the impact of the removal of on-street parking. An exhibit has been provided that summarizes the re-configuration of the parking. On-street parking will be provided east of Parker Street, new on-street parking on Water Street, and the expansion of the Village parking lot at the Fairport electric facility at LBE and Water Street.

The results of the parking re-configuration include relocating seven (7) on-street parking spaces west of Water Street (Donnelly's & TK's Pizza frontage) to seven (7) new spaces on Water Street, maintaining ± 19 on-street parking spaces east of Parker Street, which will also continue to serve those residents at the end of the street, and expanding the municipal lot of FMC by an additional 20 spaces. The result of this re-configuration is only a net loss of ± 7 spaces from the LBE corridor.

3. Bike Lanes on Northside and Intersections (@ Main Street & @ Parker Street)

Comments were raised as to why the bike lane was located on the northside in lieu of on the southside or splitting the bike lane to match traffic flow direction; counterintuitive to have cyclists go against traffic; the intersection with Main Street is confusing and dangerous; how do cyclists continue east at Parker Street, why can't cyclists stay on the Canal path; should simply use painted lines.

The designated bike route for the Canal path is Liftbridge Lane East & West per the NYS Canal Authority. It is their policy to re-route cyclists or have them dismount and walk on those sections of the Canal path that pass through docking/marina areas of the Canal. Also, the west end stairs of the

Canal path at the tunnel, under the Main Street bridge, make it impractical for cyclists to remain on the Canal path through Main Street.

We have provided the Village the several options considered for the re-construction of LBE. Each option provides the lane configurations, dimensions, and pros & cons of the various options. We will review these with you at the December 12th work session. These include an alternate that simply paints lines or sharrows on the pavement; however, this option does not meet the goals of an Active Transportation Plan nor are sharrows a proven means to provide protection to encourage use by cyclists. An option is also included to have the bike lane on the south side of LBE, which does provide a protected lane. One item to consider with this option is that it would prevent any alternate use of the bike lane space for other outdoor uses. This option would also have cyclists make two crossings at Main Street to connect with Liftbridge Lane West.

Logic suggests the new bike lane should align with the new bike lane on LBW. Protection to cyclists is provided with a "bike box" at Main Street and the median is designed to facilitate turning radii for emergency vehicles, FMC vehicles, and delivery trucks. It is acknowledged the Main Street intersection with LBE and LBW should be improved as part of the Main Street improvement project. In essence, this intersection will become a focal commercial/resident/visitor intersection within the Village and should deserve special treatment with the Main Street plan.

It is proposed for the median and protected bike lane to end at Parker Street. This intersection is an all-way stop signed controlled and will allow cyclists and pedestrians to alter their travel paths for LBE east of Parker Street.

The provision of a protected two-way bike lane is a documented preferred method for multi-modal transportation. The protected bike lane provides protection for the cyclists who would appear to be going against the flow of traffic. In essence, the protected bike lane is its own travel corridor.

The above is provided for the Trustees' consideration. We look forward to reviewing this information with you and also the design option exhibits at your December 12th work session, with the goal to assist you in finalizing your decision on the Active Transportation Plan for Liftbridge Lane East.

Sincerely,
BME ASSOCIATES



Peter G. Vars, P.E.

PGV:blr

c: Bryan White; Village of Fairport
Jason Kaluza; Village of Fairport
Paul Feeley; Village of Fairport