

Uptown Study Revisions for TB Consideration

List of Comments Addressed Since the Public Hearing Was Set (changes made to document dated 1.25.19. New document dated 3.11.19).

- **Page 12** – ‘...eight key areas’, **only three bulleted points appear**
- **Page 15** – Uptown Corridor Implications...in blue boxed text, last sentence ‘...sewer systems with respect’, **needs end to sentence**
- **Page 25** – Community Service, bullet #7, Canandaigua School District (adjacent to Blue Heron Park), **misleading**, consider using “**facility**” in description
- **Page 53** – Didn’t see the end of the sentence on this page.
- **Page 107** – Due to the high truck and **freight fright** traffic on this route, the recommended improvements will be subject to future study, review, and approval before advancing to design development and implementation.
- **Page 107** – last paragraph, I would propose the following change – “It should be noted that traffic recommendations specific to State Route 332 fall under the jurisdiction of the NYSDOT. ~~Due to the high truck and freight traffic on this route,~~ The recommended improvements will be subject to future study, review, and approval **to consider all safety elements and highway users** before advancing to design and development and implementation.” This is a better statement as the high truck and freight traffic is not the only consideration when designing a two-lane roundabout.
- **Page 112** – in the blue text box – third bullet states “Shared bicycle and sidewalk during the winter months.” This is a strategy NYSDOT does not recommend as this can cause safety concerns by sharing bike/ped use on sidewalks. But I do want to say that the blue text box that has potential strategies for the Town to ensure removal of snow and grooming of trees is a great addition!
- **Pages 114/115** – Our [NY DOT’s] Safety and Traffic engineer would like to stress again the concern of two-lane roundabouts. If you’re trying to make this area more bicycle and pedestrian friendly – two-lane roundabouts have not shown to make it any safer. We understand if the Town wants to keep this in (it is **their** study!), we just want to reiterate NYSDOT’s concerns with the two-lane roundabouts. Traffic studies have proven single-lane roundabouts to reduce crash reduction, but two-lane roundabouts have not been proven as successful.
- **Pages 156/157** – FYI -- these tables looked blurry for me when I downloaded.
- **Appendix A** – there seems to be an issue with some of the font on some of the pages in Appendix A. The spacing is off and some of them look completely garbled. Examples of this issue can be seen on page 8 and 9 plus many others.

Further comment awaiting TB approval (this change has not yet been made):

- **Page 117** – We [representatives from NY DOT] suggest this new page added about “Roundabouts in New York State” be removed from the report. Malta, NY does have a series of six roundabouts, but we don’t believe it to be the best example to place in this report. I understand the intent here is to show an example of something similar that exists in New York State, but there is nothing cited on this page that proves these roundabouts have improved safety to the area (ex. Traffic studies, reduction in crashes, etc.). Our Traffic and Safety Engineer also has not seen any studies or numbers to prove these improved safety for this area. Therefore, we would suggest removing this example altogether.