

Calkins Road Improvement Project – 10/30/2024 Public Open House Comments & Responses

- 1. Comment:** I believe forcing residents to walk, ride bikes, or electric wheel chairs on the paved shoulder with just a white painted line dividing them from traffic is dangerous. Reducing the travel lanes to 10' reduces safe options for drivers turning into driveways and side streets, and hinders the traffic trying to get around them. Why not leave the travel lanes at 12'? This keeps the same "footprint" of space. Speeders will continue to speed. Make the situation safer and more efficient; it will probably save money too.

Response: The project is unfortunately unable to incorporate a concrete sidewalk into the design. Without a dedicated sidewalk, Monroe County believes the existing configuration better accommodates active transportation users vs. the 8' shoulder section which was displayed at the open house. We will be revising our plans to match the existing configuration.

- Mainline roadway width (between the gutters) will be 24' (to match existing).
- Storm sewers will be replaced; with catch basin locations being revised slightly to improve overall drainage and also to avoid conflicts with driveway aprons.
- Concrete gutters and asphalt area behind the gutters will be re-installed at the existing locations..
- The existing travel lanes were striped at 11' wide (between the double yellow striping and the white edge stripe). The "footprint" of the asphalt will not change, but the proposed lanes will be 10' wide (measured from the double yellow to the white edge line) in an effort to reduce speeds and improve overall safety.

- 2. Comment:** Reducing the lanes down to 10' will not stop speeders, it will just make the road more dangerous. There is no need to reduce the lane size or move all of the lightpoles and mailboxes down. The curb is also dangerous for bicyclists or mobility scooters that might need to get out of the way of traffic. The drainage system does need to be replaced, but the road itself doesn't need to change. A lot of cars use this road, so it needs space to accommodate all of that traffic.

Response: The industry consensus, based on numerous studies over the years, is that reduced travel lane width increases overall safety and also reduces speeds. As noted in comment #1, the rest of the roadway will remain the same as the existing configuration.

- 3. Comment:** Every day I hear firetrucks and ambulances. The ability to move out of the way for these vehicles is essential. The existing 12' lanes suffice, but 10' may be pushing it.

Response: As noted in comment #1, the project design has been revised in order to match the existing configuration, however the white edge line will be shifted to narrow the travel lane width by 1'.

- 4. Comment:** I would like the largest driveway opening possible to allow me plenty of room to back my large camper into my driveway without having to jump over the curb.

Response: The plan is being revised to re-install gutter at the same location as the existing. There will be no effect on the driveway opening now.

- 5. Comment:** Although there is not a proper driveway, I do use the property and need an apron to access the property.

Response: This driveway opening at this particular location was missed during the initial project survey, but will be added to provide access to the property. As stated in comment #1, concrete gutter is being installed so there will be no issues with access.

6. **Comment:** The proposed plans will negatively impact those of us who live on Calkins Road and anyone who uses our road. First, the proposed plans will now cause people to walk off the curb, closer to traffic, and in winter, that will travel along the curb. Second, the traffic will travel closer to those going in opposite directions with less room to go around parked delivery trucks. Third, the current shoulders have been safe for children and others to walk safely. Shortening the width of the shoulders will increase the probability of injury to pedestrians. Increased congestion due to the delivery trucks and emergency vehicles (firetrucks, police, cars, and ambulances that use Calkins Road regularly). Finally, the proposed plans will be much more costly than restoring the current spatial relationships (after improving the draining system).

Response: As stated in previous responses, the plan is being revised to match the existing configuration.

7. **Comment:** You frequently reference studies that demonstrate a positive outcome (slowing traffic down) when lanes are narrowed. Please provide the names of the studies and how they may be accessed.

Response: There are numerous studies which support the point that narrowing of vehicle lanes has a positive relationship with reduced speeds and increased overall safety. A few of them are noted below:

- National Association of City Transportation Officials (NACTO):
<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>
- Johns Hopkins Bloomberg School of Public Health:
<https://publichealth.jhu.edu/2023/narrower-lanes-safer-streets>
- Federal highway authority (FHWA):
<https://www.fhwa.dot.gov/publications/research/safety/15030/006.cfm>

8. **Comment:** 10' lanes are too narrow for the amount of traffic Calkins Road handles. Even with 8' shoulders, there is a safety concern for emergencies vehicles, mail men, and garbage trucks.

What will you do about sump pump discharge lines that are behind the curb?

Put the road back the way you found it. You don't live along Calkins Road and don't have to live with your decisions as we do in the neighborhood do.

Response: 10' travel width is an acceptable width and is present on many roads around the entire country. There are many studies which show improved safety and reduced travel speeds after reducing lane widths (without any reduction in the roadway capacity (ability to handle traffic volumes)).

Existing sump pump lines which discharge into the County storm sewer system will typically be re-connected into the new storm sewer system (provided that the property owner sign a permit with Monroe County confirming they have a check valve/backflow preventer on their sump pump. There will be no fee for the permit.

9. **Comment:** There should be a crosswalk with accompanying pedestrians signals installed from north to south at Farnsworth. There are many students living north of Calkins who would like to be able to cross Calkins safely to get to Winslow or Sperry schools).

There is no reason the County can't change its policies to accommodate pedestrians. Motorists are capable of "learning" to expect other traffic patterns.

Response: A crosswalk on Calkins Road at Farnsworth does not meet the established Monroe County policy. We are unable to modify any of our policies; consistency is a core principal of transportation safety – installing traffic control devices which are not warranted will negatively affect driver expectations at other locations.

10. **Comment:** Lack of handicap accessibility. Right now I feel safe driving my mobility scooter on the raised shoulder. Putting the shoulder on the road, I am not safe – cars will not see me, walkers, or students walking to school.

How about a crosswalk at Farnsworth or just patrolling the street occasionally to stop speeders? Concerned about Amazon trucks, post trucks, or garbage trucks blocking road, and not enough room for fire trucks/ambulances to get by. 10' wide road is not very wide.

Response: The plan is being revised and the gutters and “raised shoulder” are being reinstalled. Refer to comment #9 regarding Farnsworth crosswalk.

11. **Comment:** I was part of a group of folks working with the aging alliance that participated in a “walk audit” of Calkins from E Henrietta to Pinnacle. One of our observations was the lack of crosswalks. Consideration for needing crosswalks with appropriate signage would benefit both vehicles and pedestrian safety.

Response: Signalized cross-walks across Calkins Road exist at both ends of the project (one at E Henrietta Road and one at Pinnacle Road). As noted in comment #9, a crosswalk at Farnsworth does not meet established County policy.

12. **Comment:** Please consider pedestrian and cyclist safety as a top priority. Consult with *Reconnect Rochester* if not already involved – they are an invaluable resource for Monroe County.

Response: Reconnect Rochester is involved and we continue to work with them and the entire community on implementing “Complete Streets” which are safe and accessible for all users.

13. **Comment:** At the open house, I was very dubious of the shoulder being safe for biking. When I told my husband it would be like Bailey Road, he said he enjoys biking on that road, and 8ft shoulders are great. So I'm not worried about that any more.

Response: Glad to hear about that feedback on Bailey Road. Bailey Road also has a concrete sidewalk in addition to the wide asphalt shoulders. We were unfortunately not able to incorporate a sidewalk into this project and therefore we are revising our plan to maintain the existing gutters and overall configuration.

14. **Comment:** I hope in the future, we can do a better job of preserving bike space all the way to the intersection, instead of ending the shoulder/bike lane to make room for turning cars.

Response: NYSDOT owns/maintains the intersection at E Henrietta (NY-15) and Calkins Road. They have a separate project which will be under construction in 2025. We have already reached out to them and requested they re-stripe travel lanes to add shoulder space which would transition into the asphalt area behind the concrete gutters.