

Monroe County

Countywide Active Transportation Implementation Plan

Safer Streets for Walking, Biking, and Mobility Device Users in Monroe County

About the Project

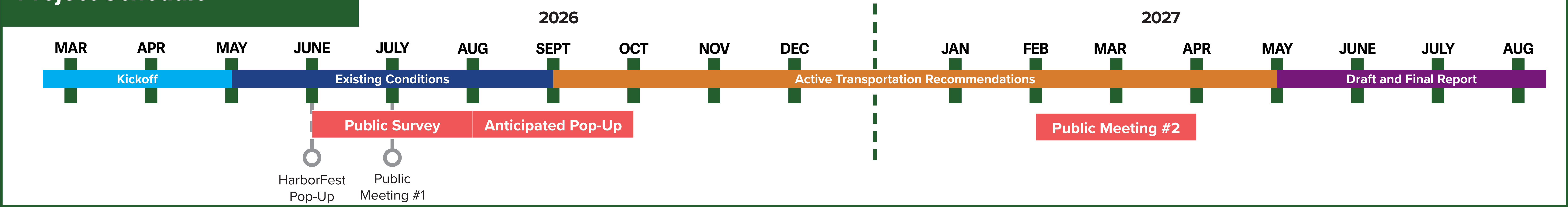
Monroe County is developing a **Countywide Active Transportation Implementation Plan (CATIP)** to advance safer, more connected walking, bicycling, and multimodal transportation options across the County.

Building on the Countywide Active Transportation Plan (CATP) completed in 2023, this effort focuses on identifying active transportation improvement opportunities within the County’s jurisdiction. The CATIP will translate the CATP’s vision into implementable actions, including specific County infrastructure improvements, supportive policies, and prioritized investments. These recommendations will be designed for integration into future capital programs and roadway maintenance projects.

Project Goals

- **Enhance safety for active transportation users:** Identify feasible strategies and infrastructure improvements that support safer, more reliable travel on County-owned facilities for people who walk, bike, and use mobility devices.
- **Expand multimodal transportation options:** Support walking, bicycling, using mobility devices, and connections to transit so residents have more options for how they travel.
- **Prioritize implementable projects:** Develop a list of County roads, that will be in order of priority, for infrastructure improvements that can be integrated into future roadway and capital improvement projects.
- **Support transportation access:** Ensure that transportation investments address the active transportation needs of communities across Monroe County.
- **Strengthen regional connectivity:** Improve active transportation connections between municipalities, neighborhoods, schools, parks, and employment centers.

Project Schedule



Learn More by
Scanning the code!



Want to help shape the future of the CATIP?
Take the survey online or request a paper copy!



English



Español

Monroe County

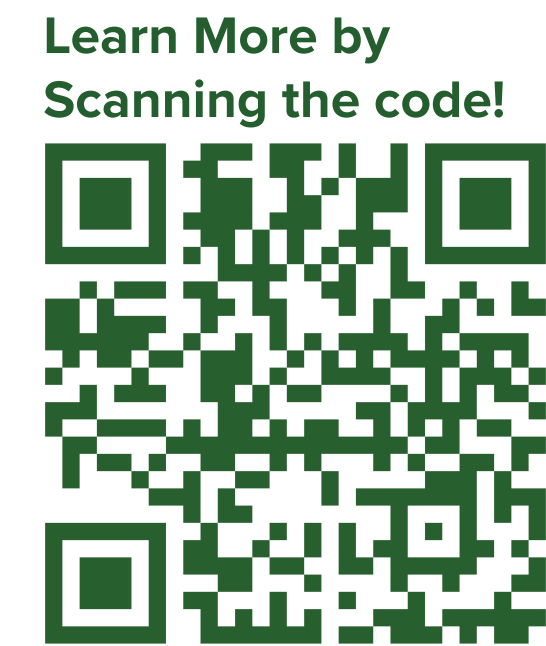
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County-Owned Roadways Included in the CATP Proposed Network

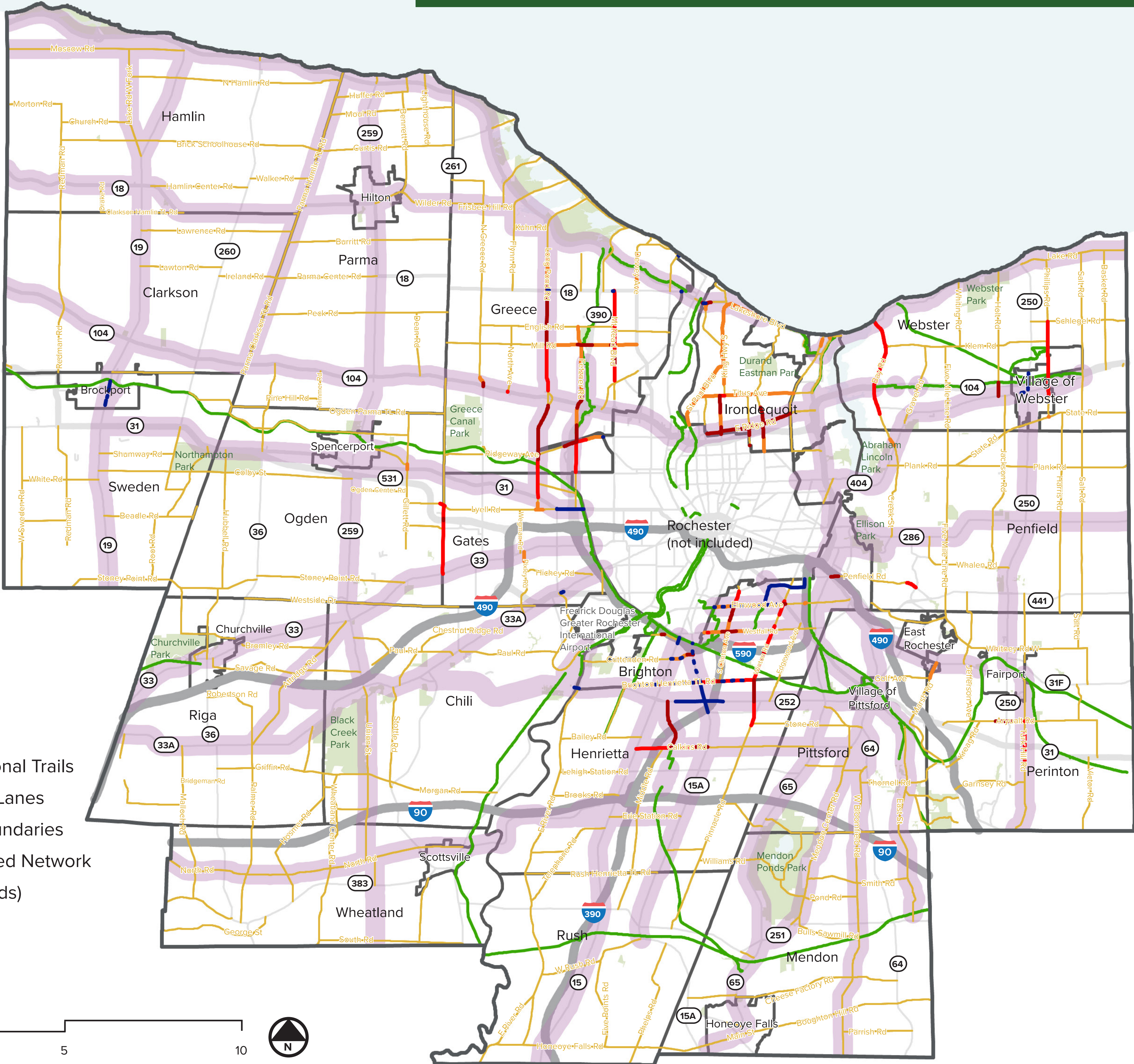
Key Takeaways - Existing and Proposed Network

- Portions of the proposed network have been completed in Brighton (Elmwood Avenue), Henrietta (E Henrietta Road), and Gates (Luell Road)
- Most County roadways are two-lane roadways. Roadways with more than two lanes are located in urban/suburban environments (e.g. Brighton, Greece, Henrietta, Irondequoit, and Webster).
- Most bicycle lanes on Monroe County-owned roadways consist of on-street shared lanes or on-street bicycle lanes. These types of facilities are placed on roadways with a posted speed limit of less than 40 mph.



Legend

- Existing Regional Trails
 - Existing Bike Lanes
 - Municipal Boundaries
 - CATP Proposed Network
- Lanes (County Roads)
- 1-2 Lanes
 - 3 Lanes
 - 4 Lanes
 - 5+ Lanes
- 0 Miles 5 10



Average Annual Daily Traffic (AADT)

Public Meeting #1 | July 16, 2026 | Board 3/8

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Key Takeaways

- Most County-owned roadways are 35 mph - primarily located in urban and suburban communities with higher and dense populations.
- Roadways increase to 45 mph in more rural areas.
- Roadways increase to 55 mph in most rural parts of County (e.g. Sweden).

Where do posted speed limits on Monroe County-owned roadways feel too high for safe and comfortable walking and biking? Place a red dot on the map and/or leave us a comment below.

 Speeds feel too high for walking and biking



Learn More by Scanning the code!

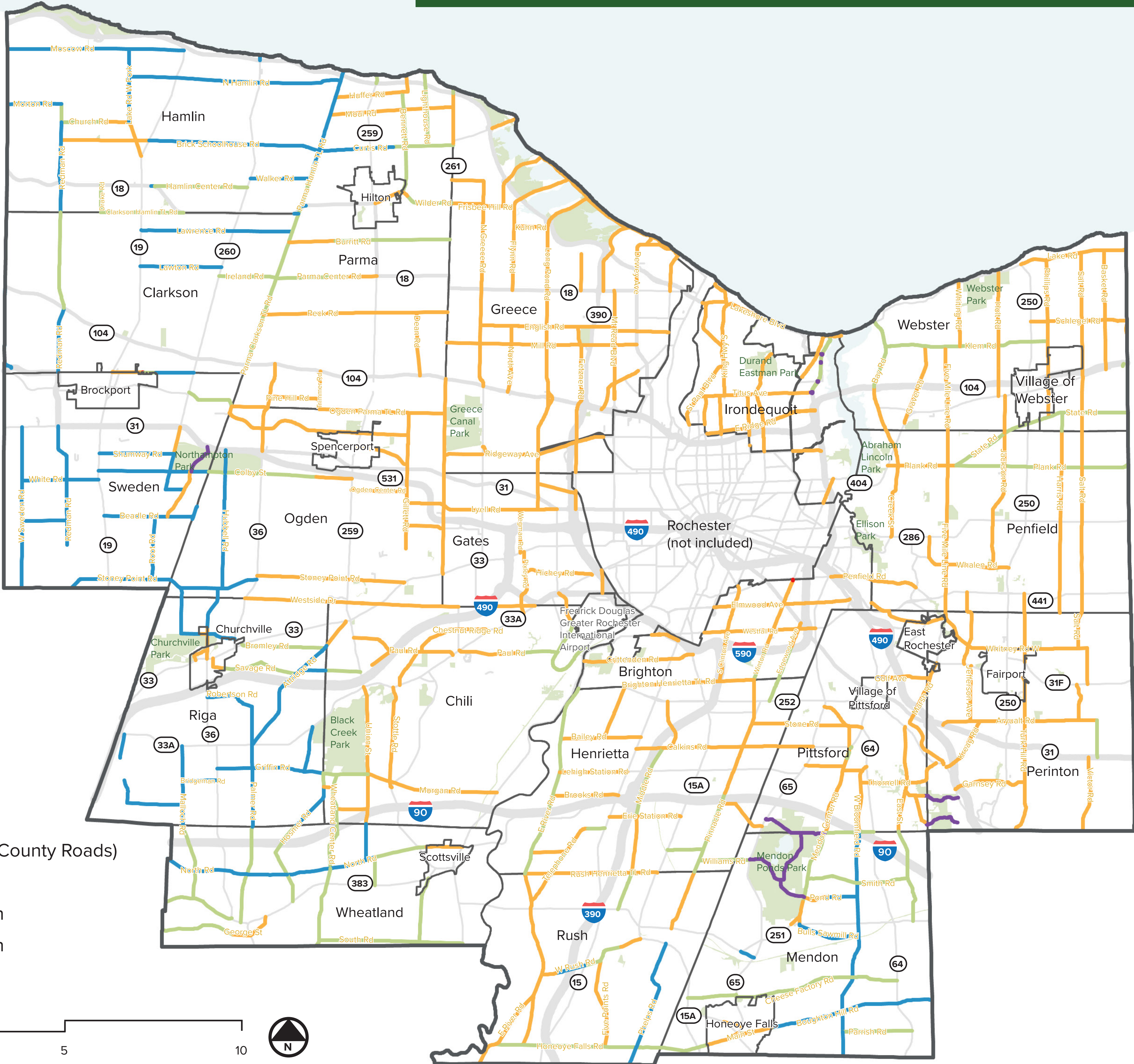


Posted Speeds

Legend

Posted Speed (County Roads)

- < 30 mph
- 30-35 mph
- 40-45 mph
- 55 mph



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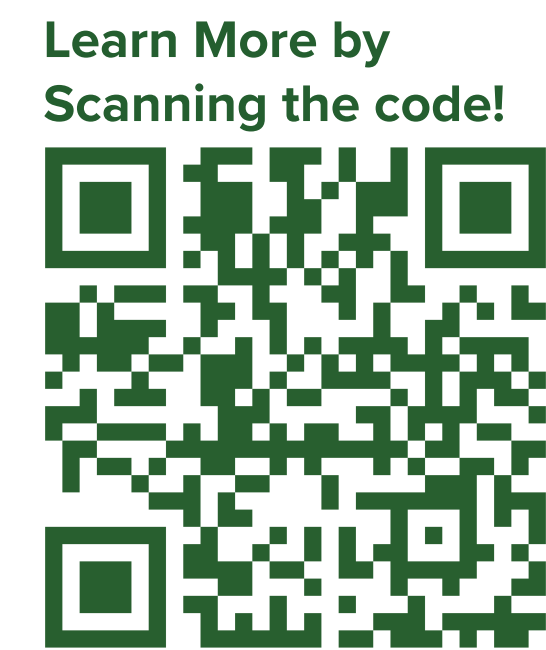
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Existing Sidewalk, Bicycle, and Transit Network

Key Takeaways

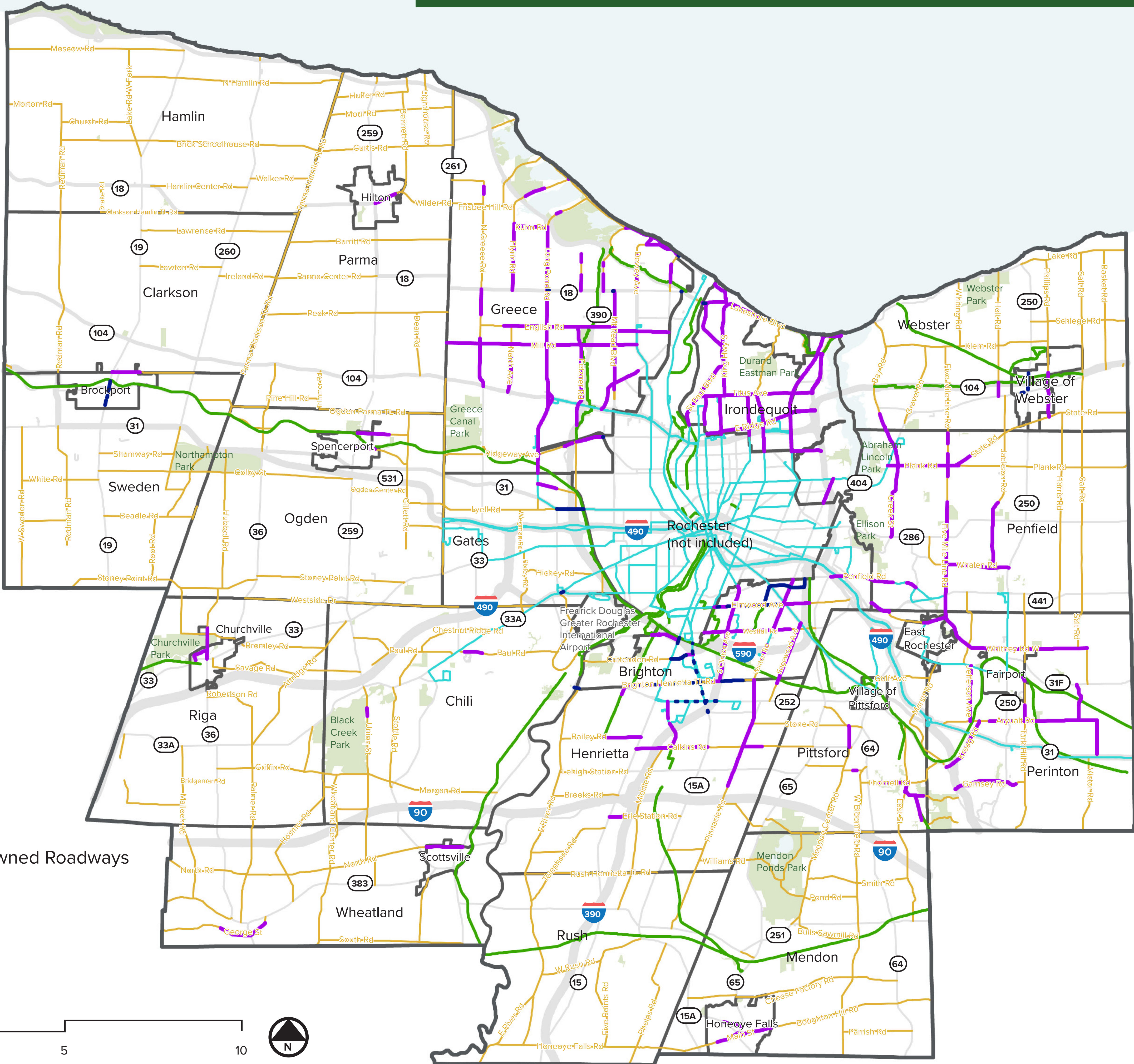
- Sidewalk networks tend to be more developed on County-owned roadways in denser municipalities such as Brighton, Greece, and Irondequoit.
- Sidewalks exist along major corridors; however, gaps in the sidewalk network limit connectivity in the towns of Henrietta, Perinton, Penfield, and Pittsford.
- Regional trails in Monroe County include the Empire State Trail, NYS Canalway Trail, Genesee Valley Greenway Trail, and State Bicycle Route 5 and 19. Closing the gaps between regional trail networks present opportunities for an improved active transportation network.
- Multimodal infrastructure helps connect transit stops with major destinations.

NOTE: The installation of sidewalks along County Roads is designed, constructed, and maintained by local municipalities. Monroe County offers cost share through Municipal Sidewalk Funding Program: <https://www.monroecounty.gov/dot-hwybrdgeng#sidewalk-fund>



Legend

- Existing Sidewalks on County-Owned Roadways
- Existing Regional Trails
- All other County-Owned Roads
- RTS Routes

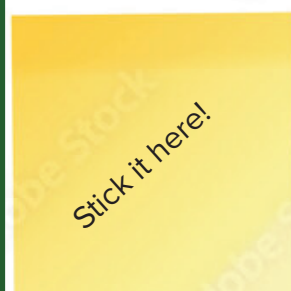


Safer Streets for Walking, Biking, and Mobility Device Users in Monroe County

Place a dot where your trips start, color-coded by how you usually get around.

- Driving**
- Walking**
- Cycling**
- Other (Tell us below!)**

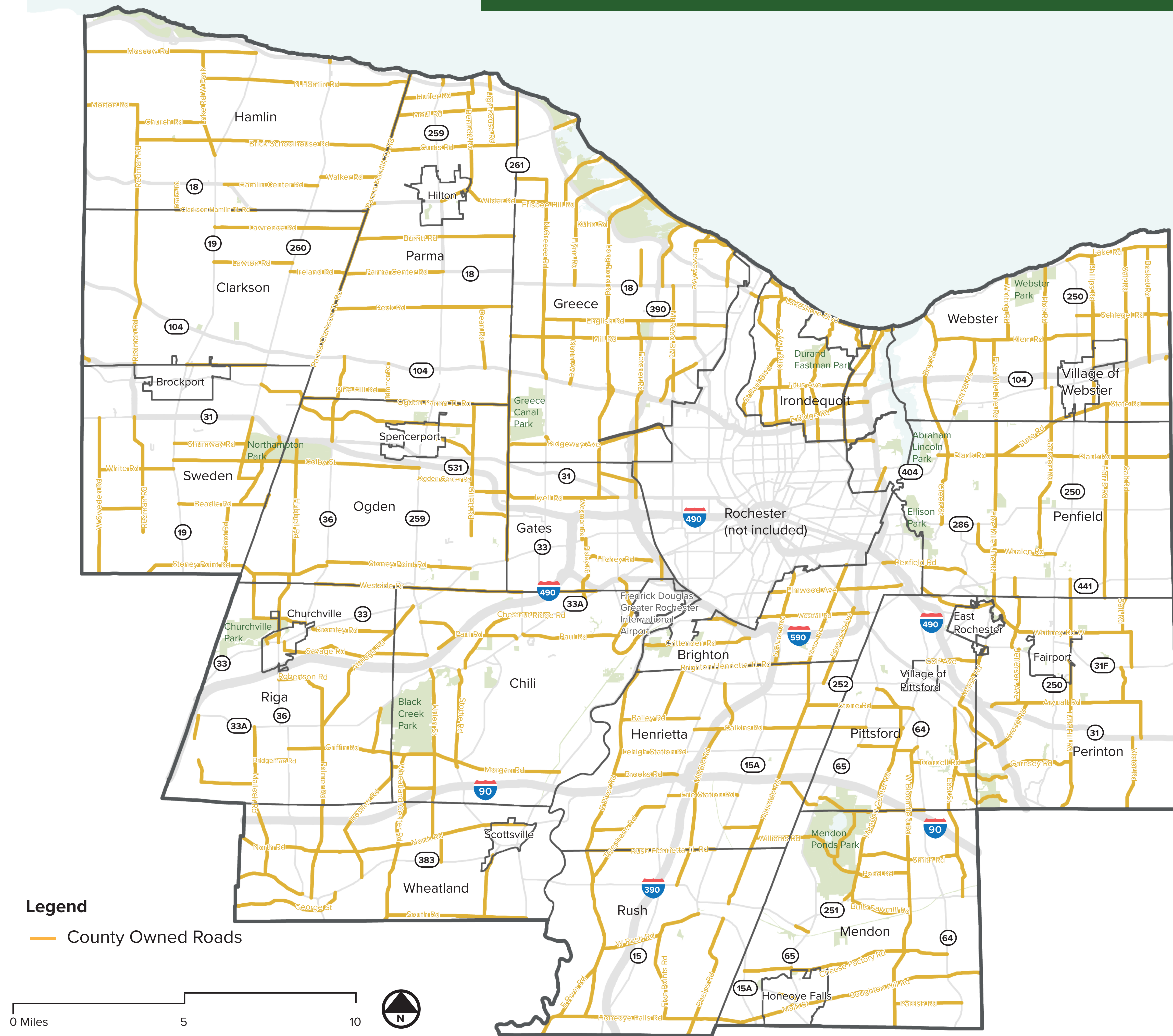
Where are walking and bicycling improvements most needed on Monroe County-owned roads? What types of improvements matter most to you?



**Learn More by
Scanning the code!**



County Roadways



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Where are the gaps in active transportation infrastructure?

On the network map, mark where a connection is missing using the color-coded dots.

- Side Paths, Multi-use Pathways along roadways
- Sidewalks
- Bike Infrastructure
- Other (Tell us below!)

What active transportation gaps should Monroe County address first? What improvements would help close these gaps (e.g. crossings, lighting, maintenance, or coordination with municipalities)?

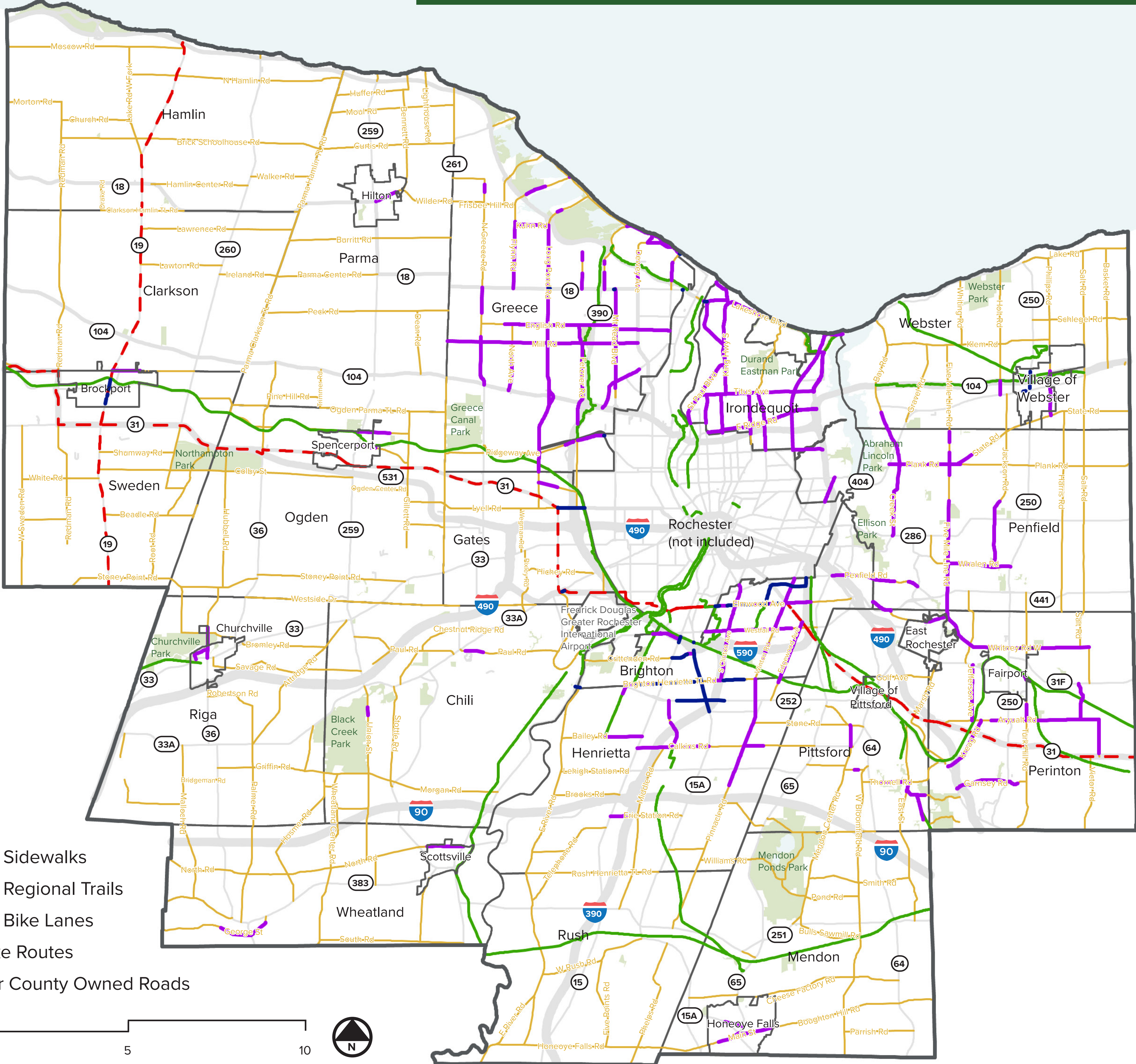


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Bike and Pedestrian Infrastructure

- Legend**
- Existing Sidewalks
 - Existing Regional Trails
 - Existing Bike Lanes
 - NYS Bike Routes
 - All other County Owned Roads



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*Safer Streets for Walking, Biking, and Mobility Device
Users in Monroe County*

Which roads or intersections do you find most difficult to navigate when walking, biking, or using mobility devices?



Please identify specific locations and describe the challenges you experience.

Learn More by
Scanning the code!



Share an example of a walking or biking facility - local or from another community - that you think is especially effective.



Tell us more about what you like about the facility you chose.