



Monroe County Countywide Active Transportation Plan PUBLIC WORKSHOP #2 SUMMARY – March 22nd, 2023

Overview

A second public workshop for the County's Countywide Active Transportation Plan was held on March 22, 2023. The event was held as an open-house style meeting at the Regional Transit Service Board Room at 1372 E Main St in the City of Rochester from 4:00 PM to 6:00 PM. Approximately 50 individuals were in attendance. The intent of the workshop was to summarize the materials contained within the draft plan, and solicit feedback on the recommendations and other plan components prior to the development



of a final plan document. The open house format allowed attendees to visit at their own convenience and have informal conversations with County staff and the project team to ask questions and learn about the plan.



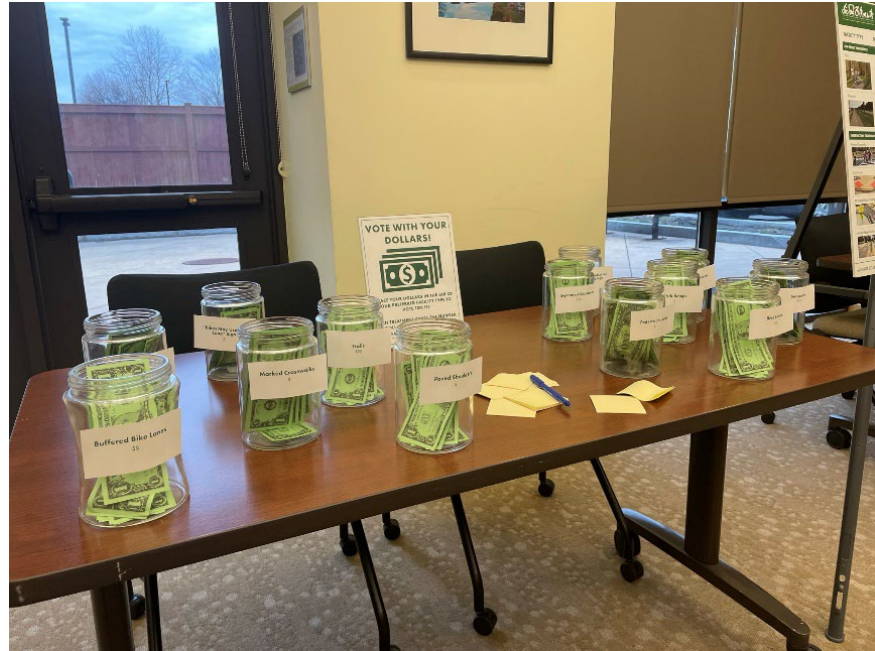
A series of twelve presentation boards were on display, which summarized the plan's components. Interactive elements were spread across the boards to help to identify community priorities – including a money spending activity that involved community members using fake money to “vote with their dollars” for the preferred facility types proposed for the County's facility toolkit. The input received is summarized on the pages below.



Input Summary

Spending Exercise

Attendees were provided with six fake dollars at the sign-in desk, and were asked to “spend” their dollars on any of the facilities included in the draft facility toolkit. Each facility was given a “cost” of either 1, 2, or 3 dollars. The purpose of the exercise was to emulate the limited resources the County has to invest in active transportation, and to identify preferred facilities of the public. The results of the spending exercise are summarized in the table below.



| Facility | Cost | Total Spent |
|------------------------------------|------|-------------|
| "Bikes May Use Full Lane" Sign | \$1 | \$5 |
| In Street Pedestrian Crossing Sign | \$1 | \$6 |
| Paved Shoulders | \$1 | \$7 |
| RRFBs | \$2 | \$11 |
| Pedestrian Lanes | \$1 | \$12 |
| Marked Crosswalks | \$1 | \$13 |
| Curb Ramps | \$1 | \$15 |
| Bike Boulevards | \$2 | \$18 |
| Bike Lanes | \$2 | \$19 |
| Trails | \$3 | \$20 |
| Buffered Bike Lanes | \$2 | \$24 |
| Sidepaths | \$3 | \$38 |
| Separated Bike Lanes | \$3 | \$105 |

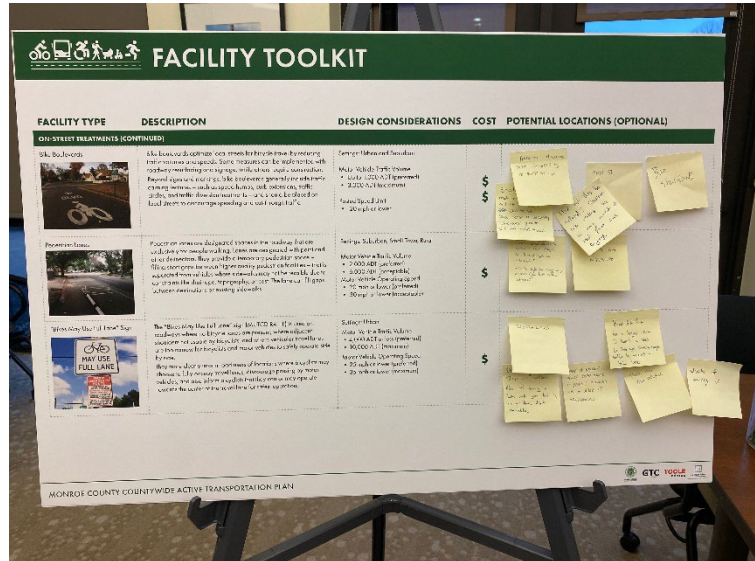


Facility Toolkit

“Bikes May Use Full Lane” Sign

Comments

- Band-Aid fix for a larger issue, if there's a need for this sign, there's enough traffic to warrant a bike lane.
- Worthless.
- Waste of money.
- These are not useful.
- Drivers ignore signs.
- These are worthless. Also, it's scary to bike with your kid in the car lane. Not equitable.



In Street Pedestrian Crossing Sign

Comments

- Raised crosswalk! Signage is useless.
- The only way to get cars to slow down is with physical design changes like roundabouts and raise crosswalks. Signs don't do anything.
- Lowering speed limits will not practically lower speed, need more physical implementation.
- Mid-block crossings are great! But flashing lights and hawk beacons are not sufficient. Raise the crosswalk! And provide mid-street refuge islands.
- Signs do not slow cars (at least, not more than a few months after installation). Physical barriers like speed humps, bollards, and raised intersections slow cars and save lives.

Paved Shoulders

Comments

- No thank you.
- So do you seriously expect this to actually work practically??
- Allow e-bikes on roads > 30 mph.
- Not putting bike lane markers on paved shoulders of county roads to pedestrians also feel comfortable to walk/run there is nonsense.



Curb Ramps

Comments

- We should raise the standard for ADA accessible design, especially at intersections. (Visual / Aural & physical amenities).
- Curb ramps are great. But they need tighter radius corners to slow turning cars and decrease crossing distances.
- Missing: Raised crosswalks, tabled intersections, filters & diverters, refuge islands, curb bump-outs, daylighting intersections.

Bike Boulevards

Potential Locations

- Atlantic Avenue from University to Winton Road.
- Meigs Street.

Comments

- Studies show that more injuries and deaths occur due to the false sense of security "sharrows" grant. Do not install these!
- How will this be enforced? Sharrows are useless as is any amount of road paint and signage.
- Ban Sharrows.

Bike Lanes

Potential Locations

- Dewey Avenue.
- Winton Road.
- Monroe Avenue.

Comments

- Bike lanes that don't end at intersections or sections of roads.
- Allow 4.5' bike lanes, especially at 4>3 lanes traffic calming. (4.5' bike lane, 10' travel lane, 11' middle turning lane, 10' travel lane, 4.5' bike lane).



Trails

Comments

- These need to be cleared in the winter and also findable on mapping apps.
- Better maintenance and curb cuts for the Lehigh Valley Trail from UR to RIT (Yes x 2).

Buffered Bike Lanes

Potential Locations

- Calkins Road, Henrietta.
- Mt. Hope north of Ford Street.
- Hylan Drive, Henrietta.
- Mount Hope Ave/ West Henrietta Road.

Comments

- Anything that only uses road paint is useless. Average user will not feel safe.

Sidepaths

Comments

- Put them on both sides of the road to give access to all lots along the street.
- Accessibility for blind & visually impaired walkers in suburbs – sidewalks.
- Bring back side paths! We had them 120 years ago! (Yeah!)

Separated Bike Lanes

Potential Locations

- University Ave or East Ave from Union to Winton. Maybe parked cars could separate road and bicyclists (parking protected bike lane).
- Monroe Ave from Union to Highland. It has a regular bike lane but it is very scary to ride in.

Comments

- Build one mile of protected bike lane before I die.



- Cyclists have a right to the road under NY State Law. Road design should reflect this, regardless of motorized vehicle traffic.
- The proposed network roads are too busy for bicyclists.
- New segment to Durand Eastman Park for north side of City on Hudson Ave.
- Again, don't even bother with bike lanes if they are not physically protected.
- Get folks out of cars and onto bikes by providing safe facilities. Painted bicycle gutters are not sufficient. Nor are shared lanes.
- Connect residential areas to the already existing commercial centers. Jefferson Road - Henrietta, Ridge Road - Greece, Chili Ave - Chili, Monroe Ave – Rochester.
- Protected bike lanes.
- So how is "network" defined? Sharrows? Dedicated bike lanes? How are peds & bikes kept safe @ intersections?
- Essential to better connect to the City's west side residents with the large institutions jobs in the South Wedge and east side.
- Connect river trail to bike path along Lake Ave (i.e., be able to bike from GVP to Lake Ontario).
- East Ave & University are high street to bike but are the way to Wegmans & Aldi. East Ave near clover seems over provisioned and dropping a car lane for peds & bikes would be great.
- Main arteries into and around the City need separated bike lanes that are protected from vehicle traffic (ex. Mt. Hope / South Ave).
- At grade pedestrian rail crossings would be great! I think of Clover Street crossing the train track. Lots of people cross anyway and it could be easier and safer.
- Easy low-street bike access to Henrietta (where so many jobs are).
- S Clinton from Canal to Elmwood.

Program & Policy Recommendations

Attendees were asked to vote on their top priority action item under each goal category, the results of which are summarized below:

| Goal #1: Manage snow and ice for active transportation users. | Votes |
|---|-------|
| Design future shared use paths to accommodate existing maintenance vehicles. | 2 |
| Manage precipitation before, during, and after weather events. | 4 |
| Develop a snow removal priority network. | 8 |
| Improve snow removal for bus stop access. | 15 |
| Clear snow piles at corners with sidewalks. | 8 |
| Clear shared use paths within 24 hours of snowfall. | 7 |
| Implement snow and ice clearing assistance programs for priority populations. | 6 |
| Address maintenance personnel and leadership concerns. | 3 |
| Form a year-round maintenance task force. | 9 |



| Goal #2: Create and promote a culture of walking and rolling. | Votes |
|--|--------------|
| Collaborate with partner agencies. | 6 |
| Support demonstration projects to promote new infrastructure. | 6 |
| Develop a transportation demand management program. | 3 |
| Encourage participation in Safe Routes to Schools programs. | 7 |
| Support shared micromobility programs. | 8 |
| Increase active transportation awareness and resources. | 11 |
| Provide education on how to switch modes. | 2 |
| Use two-way public engagement to maintain the bicycle network. | 5 |
| Regularly review and update the County's Complete Streets Policy. | 14 |

| Goal #3: Enhance roadway safety through policy and programs. | Votes |
|---|--------------|
| Adopt and advocate for a Safe Systems Approach. | 5 |
| Coordinate review of functional classifications and provide input to NYSDOT. | 6 |
| Coordinate review of speed limits. | 6 |
| Work with local agencies to identify potential "no turn on red" locations that would increase safety for pedestrians. | 11 |
| Install signage to reinforce Monroe County's safe passing law. | 6 |

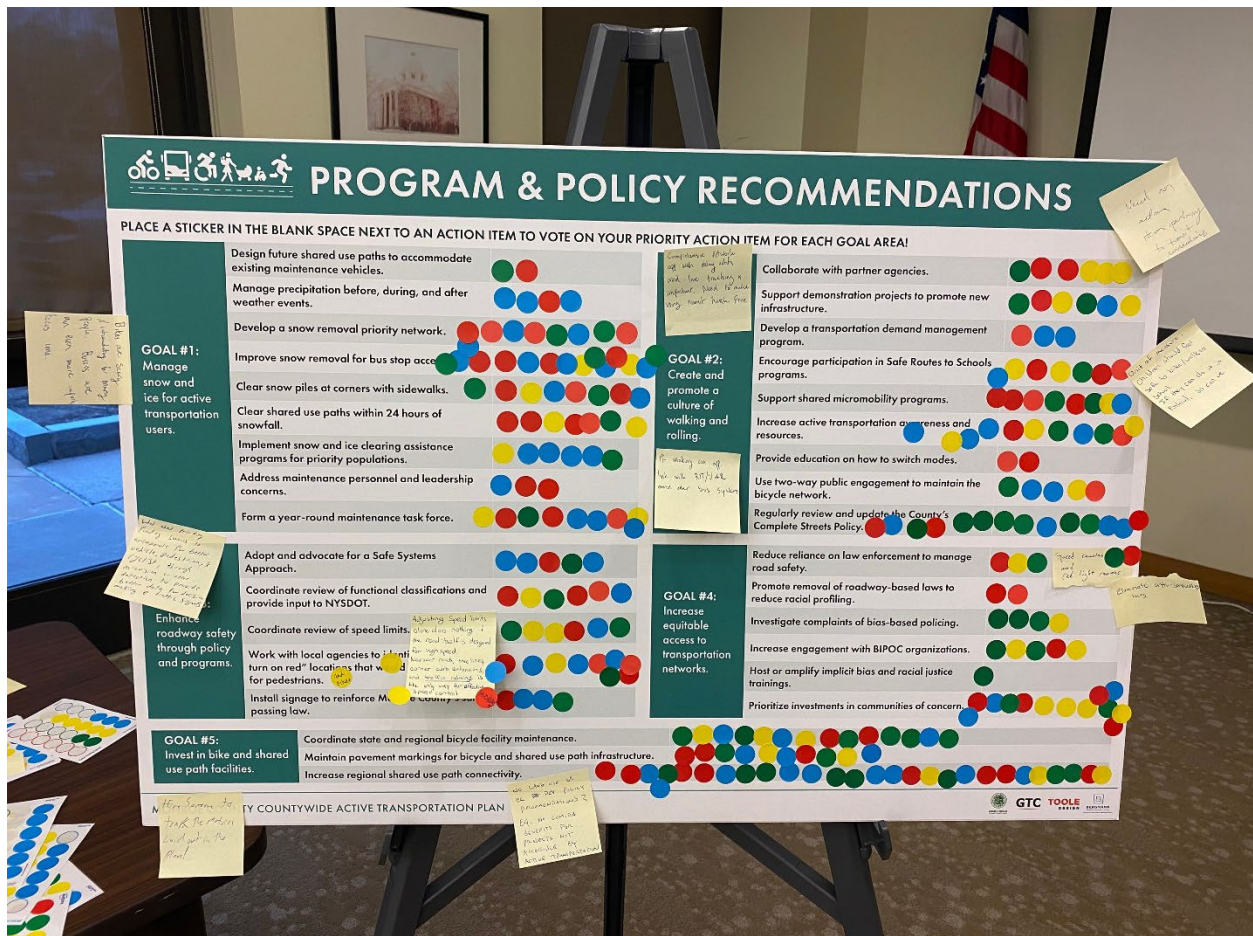
| Goal #4: Increase equitable access to transportation networks. | Votes |
|---|--------------|
| Reduce reliance on law enforcement to manage road safety. | 5 |
| Promote removal of roadway-based laws to reduce racial profiling. | 2 |
| Investigate complaints of bias-based policing. | 4 |
| Increase engagement with BIPOC organizations. | 5 |
| Host or amplify implicit bias and racial justice trainings. | 1 |
| Prioritize investments in communities of concern. | 13 |

| Goal #5: Invest in bike and shared use facilities. | Votes |
|--|--------------|
| Coordinate state and regional bicycle facility maintenance. | 14 |
| Maintain pavement markings for bicycle and shared use path infrastructure. | 10 |
| Increase regional shared use path connectivity. | 28 |



Comments:

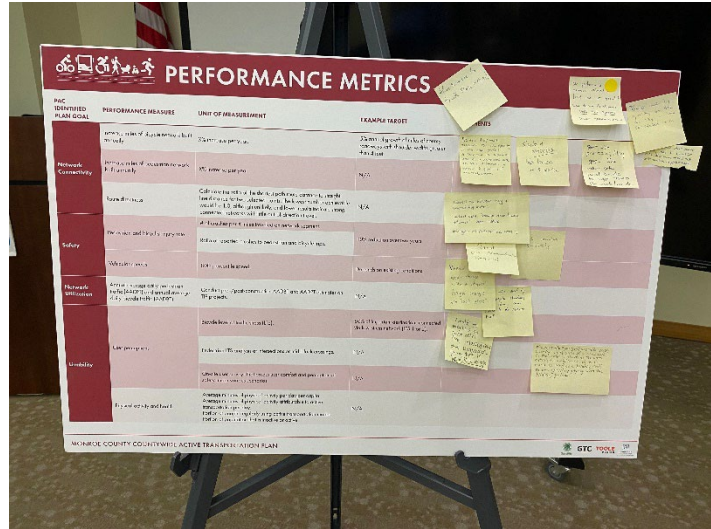
- Bikes are scary and intimidating for many people. Buses are an even more important focus in my opinion.
- What about providing funding to incorporate for better vehicle, pedestrian, cyclist, through miovision or other detection to provide better data for decision making at traffic signals.
- Hire someone to track the metrics laid out in the plan!
- Adjusting speed limits does nothing if the road itself is designed for high speed. Narrower roads, tree lines, corner curb extensions, and traffic calming is the only way for effective speed control.
- No Land Use or economic development policy recommendations? E.g., no comida benefits for projects not accessible by active transportation.
- A comprehensive network app with delay notifications and live tracking is important. Need to make using transit hassle-free. If making can app link with RIT / OR and other bus systems.
- Need an action item pertaining to transit connections.
- Unit of measure: Children should feel safe to bike/walk to school. If they can do it in Finland, so can we.
- Speed cameras and red light cameras.
- Eliminate anti-jaywalking laws.



Performance Metrics

Increase miles of bicycle network built annually

- Do the # of miles account for the quality of the bike path? A sharrows vs. a painted lane vs. a protected lane are very different in terms of quality of the bike path.
- Five miles of protected bike lanes in five years.
- Start with prioritizing filling gaps and making safe lanes /sidewalks to major resources like schools / rec etc.
- Break out by the quality of the facility and how connected it is.
- And build them where people actually need to travel for work AND leisure-- and not just wealthy neighborhoods.



Route Directness

- Connect the network using a connectivity metric. Michael Szell. "Growing Urban Bicycle Network." 2022. Nature.

Pedestrian and Bicyclist Injury Rate

- Goal should be zero ASAP. (Safety, Pedestrian / Cyclist injury rate)
- Post results publicly.

Vehicular Speeds

- Vehicle speed won't change without physical design changes and "road diets."

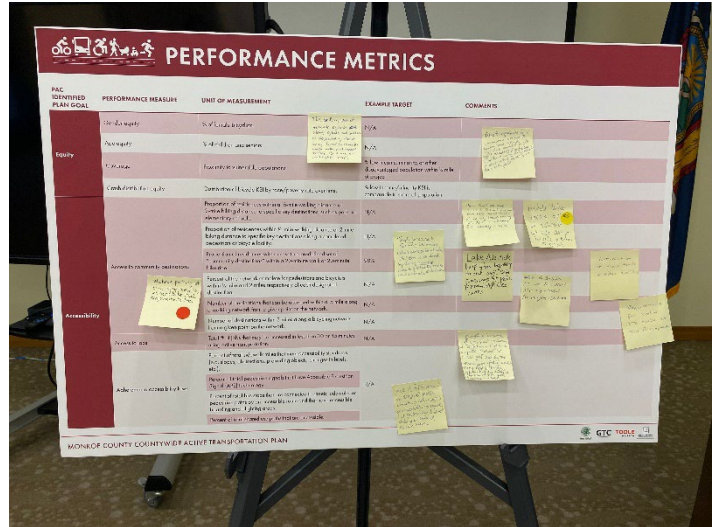
Annual average daily pedestrian traffic (AADPT) and annual average daily bicycle traffic (AADBT)

- Should also evaluate by # of people abandoning driving alone. Goal should be to reduce VMT.



User perceptions

- I walk to Wegmans on East Ave. The intersections are dangerous. Having them in the middle of the block feels safer.
- The portable type yellow caution lights usually on both sides of a crosswalk in the center of streets are the ones outside of Annunciation Church don't work as well as a blinking red! Drivers speed by anyway with the blinking yellow!



Gender equity

- The willingness of female cyclists, elderly cyclists, and children is degraded by their being forced to share the roads with high-speed traffic. Road use is a civil rights issue!
- Almost impossible for low income workers at nursing homes, schools, Highland Hospital to get safely across the Ford Street Bridge from lower income neighborhoods on west side of River to the east side jobs.

Access to community destinations

- There should be easy access to Durand Eastman Park from the north side of the City (14621) crossing 104. As a matter of equity and accessibility to parks.
- Install bike racks at all schools, let kids choose to ride a bike to school.
- Targets for access to community destinations (schools, parks, cultural hubs, etc.) can be visualized by showing a no-gap network of sidewalks and bike amenities connecting all destinations.
- Lake Ave needs help from beginning to end with safer crossings for pedestrians and protected bike lanes.
- Connection to main trails and other facilities.
- Requirements for quality bike racks at new developments.
- We have parking lot size requirements, we need bike rack requirements too.

Access to jobs

- People who work at Episcopal Senior Living and St. Johns and Highland Hospital and School 12 could get easily to those jobs if they could cross the Ford Street Bridge safely, but the traffic lanes aren't safe and the sidewalks aren't plowed.



Adherence to accessibility laws

- Lack of RTS snow / ice removal makes almost all City stops inaccessible to anyone, but particularly disabled, elderly and those with mobility issues.

General Comments

- Hire someone to track these metrics!
- No performance metrics related to land use or sprawl? Low density development DOES NOT SUPPORT active transportation.
- Where do E-Bikes fit into this plan? Also any potential for charging stations.

Other Comments:

- The County should create a government body to keep the trails in good repair and extend them. They're the highways of active transportation.
- Transit shelters should be included in any road project to encourage transit use.
- Bike lanes NEED to be separated from vehicles. Don't bother otherwise.
- Rail corridors (active & not) should be considered as opportunities for trail development.
- Consider lang bridges for wildlife crossings where there are concentrations of deer-related accidents.
- Rumble strips between bike lanes and vehicular lanes could help increase safety.
- Safety of all road users must be top priority - over congestion, speed, and parking.
- When considering parallel projects, why not consider City Plans. When we walk and/or bike - we seamlessly travel from one to the next.
- The more pedestrians and cyclists are separated from vehicle traffic, the safer they'll feel.
- Streets trees on County roadways would be THE single most impactful improvement and enhancement to bike & walkability.
- More wayfinding signs at key locations would aid users in discovering different parks of trails and networks.
- County roads need sidewalks and bike infrastructure.
- Elmwood and Mt. Hope intersection is dangerous for cyclists. Please fix.
- Jefferson Road Genesee River crossing is a death trap for cyclists.
- Speed limit signs alone don't work. Roads designed to slow drivers naturally i.e. w/ roundabouts actually work.
- Road diet on Monroe Avenue in Brighton.

