

Rochester Active Transportation Plan

Project Advisory Committee Meeting #3

November 3, 2022



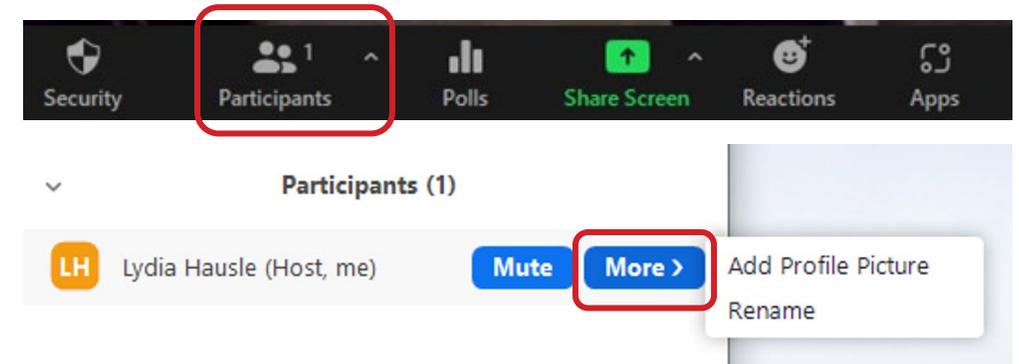
Agenda

1. Welcome and getting settled (5 mins)
2. Existing Conditions Report (10 mins)
3. Rochester ATP goals and Recommendations Framework (10 mins)
4. Bike Network Recommendations (25 mins)
5. Breakout Room Discussions (25 mins)
6. Group Share Out (10-mins)
7. Closing and Next Steps



Quick Zoom Reminders

- Make sure your name/pronouns and organization are reflected properly in your Zoom name
- Drop into the Chat:
 - Your organization and role



Existing Conditions Report



10 mins



Existing Conditions Work Since Last Meeting

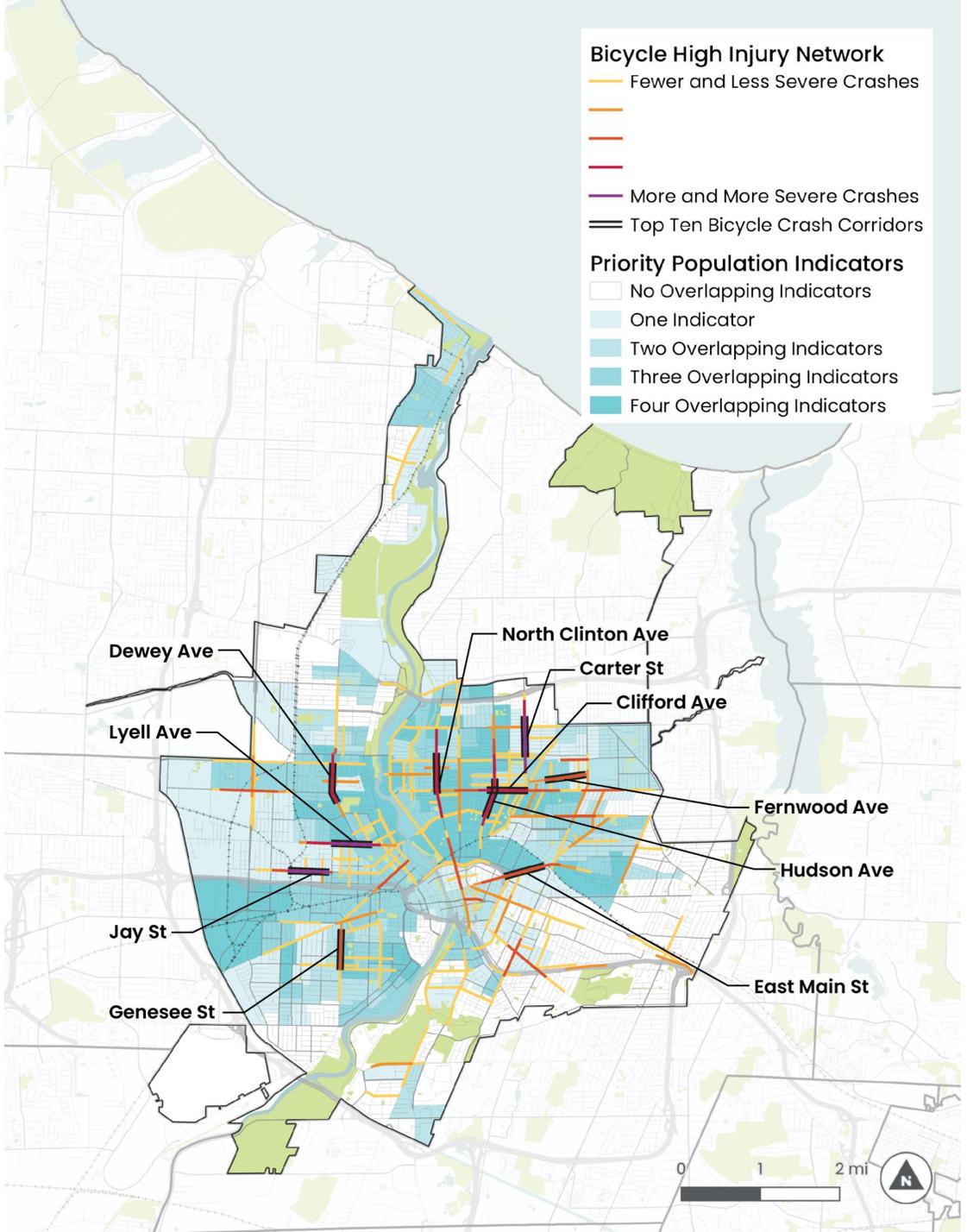
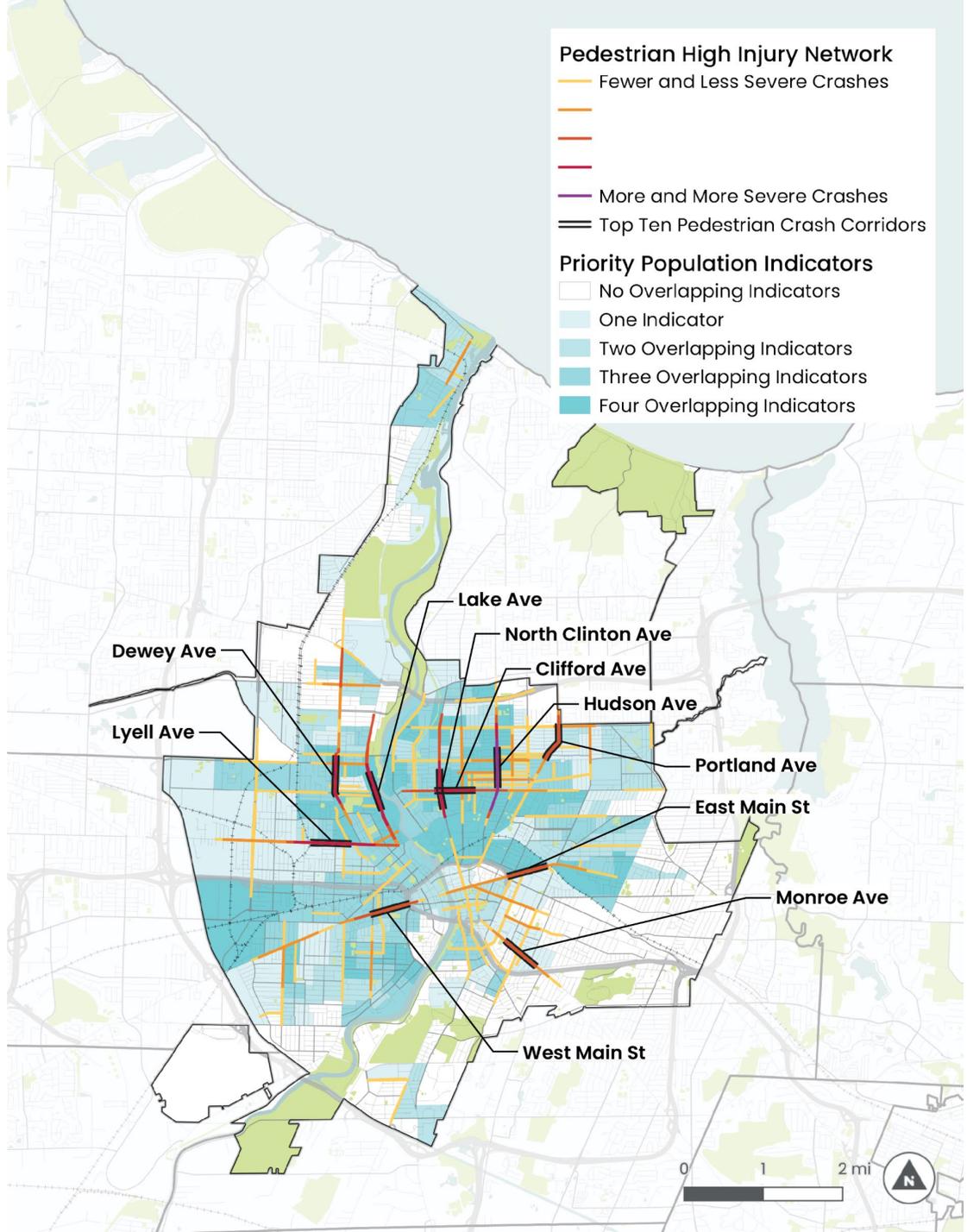
- **Deepened understanding of Rochester's crash history**
 - Deeper analysis of crashes and home location of this plan's priority populations
 - Peer city analysis
- **Completed on-site accessibility field work**
 - Collected accessibility data on a sampling of Rochester street to extrapolate primary challenges citywide
- **Deepened analysis of community survey results**
 - Disaggregation by priority populations
- **Completed and incorporated additional community feedback**
 - 2 additional deep-dive discussion with neighborhood consultants
 - 4 focus group sessions with disabled and elderly residents
- **Compiled all work into an Existing Conditions Report**

Existing Conditions Highlights

When compared to other mid-sized cities in NY, Rochester has worse rates of fatal and total crashes

	Population 2021	Average Crashes per Year, 2017-2021			Average Annual Crashes per 100,000 people, 2017-2021		
		Injury	Fatal	All Crashes	Injury	Fatal	All Crashes
Rochester	210,606	1,714	18	6,606	814	9	3,137
Buffalo	276,807	2,515	15	7,745	909	5	2,798
Syracuse	146,103	1,040	9	4,447	712	6	3,044
Albany	98,617	763	5	3,014	774	5	3,056





Existing Conditions Report

- Body of the document is just 42 pages, including many graphic and 12 full-page maps
 - Total document is 177 pages, but many are technical appendices
- **Please review and provide any comments to Darin by 11/13**

Goals and Recommendation Framework



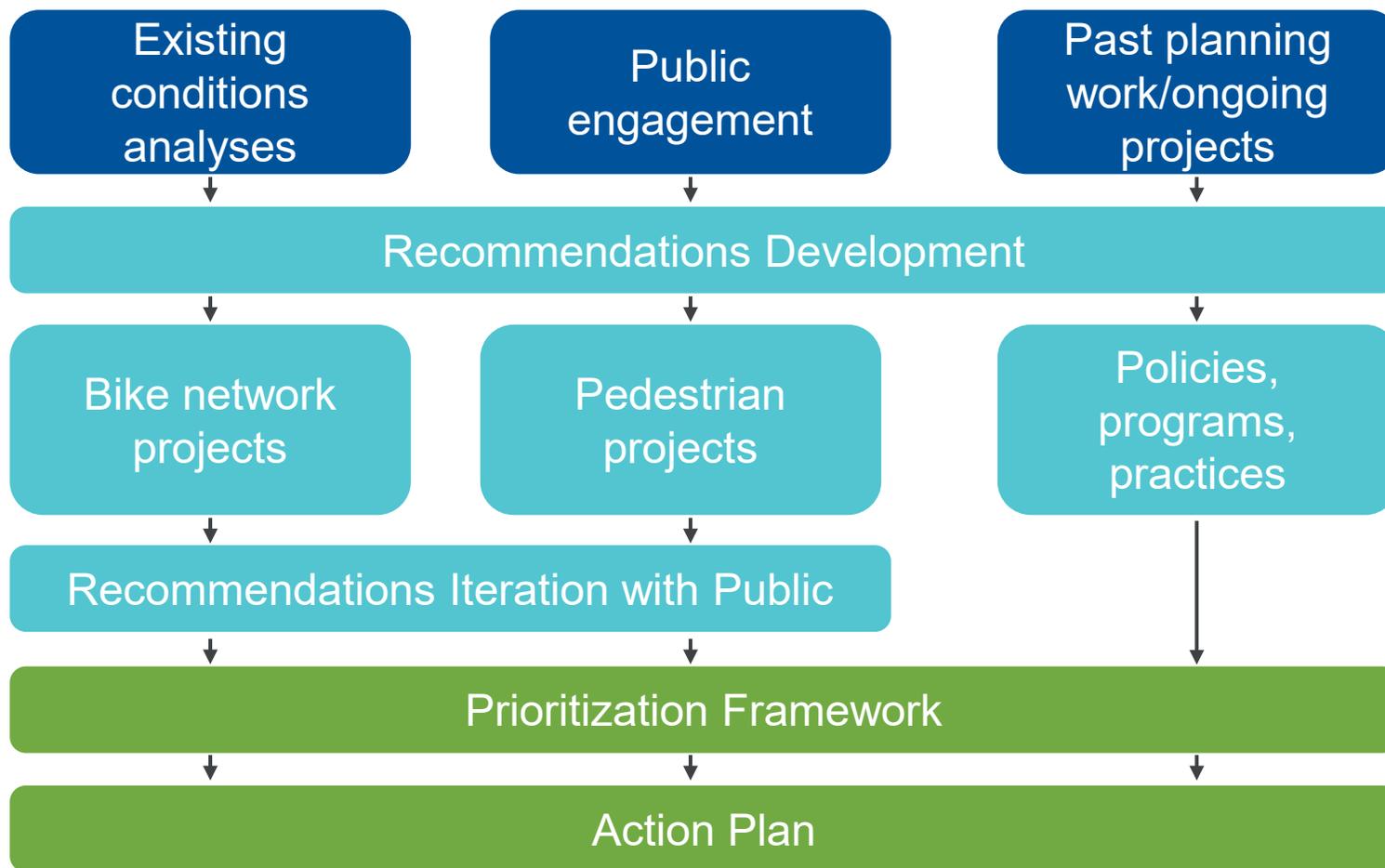
10 mins



Rochester's Active Transportation Goals

- **Traffic Safety:** Move toward zero traffic deaths and serious injuries through proactive planning, monitoring, and street design that slows traffic and prioritizes pedestrians and bicyclists
- **Accessibility:** Achieve a fully accessible environment for pedestrians of all ages and abilities, with a special focus on the needs of disabled people
- **Transportation Options:** Invest in pedestrian and bike networks to make active transportation a safer, more dignified, and enjoyable option for people to move around Rochester

Recommendations Framework



Project-Level Framework

- **Pedestrian and Accessibility**
 - Pedestrian safety treatments
 - Corridor-wide
 - Crossing upgrade
 - New crossing
 - Focus areas
 - Accessibility improvements
 - Spot treatments
 - Focus areas
- **Bike**
 - **Spine Network**
 - Existing bike facility upgrade
 - New on-street bike facility
 - New off-street path
 - **Supporting Network**
 - Existing bike facility upgrade
 - New on-street bike facility
 - New off-street path
 - Focus intersections

Policies, Programs, Practices

- Building internal capacity to oversee and champion projects and programs
- Identifying discrete programs to be built and scaled over time
- Process and procedure recommendations that create additional accountability
- Design standard recommendations
- Recommendations to strengthen role of active transportation in land use planning and development

Bike Network Recommendations



20 mins

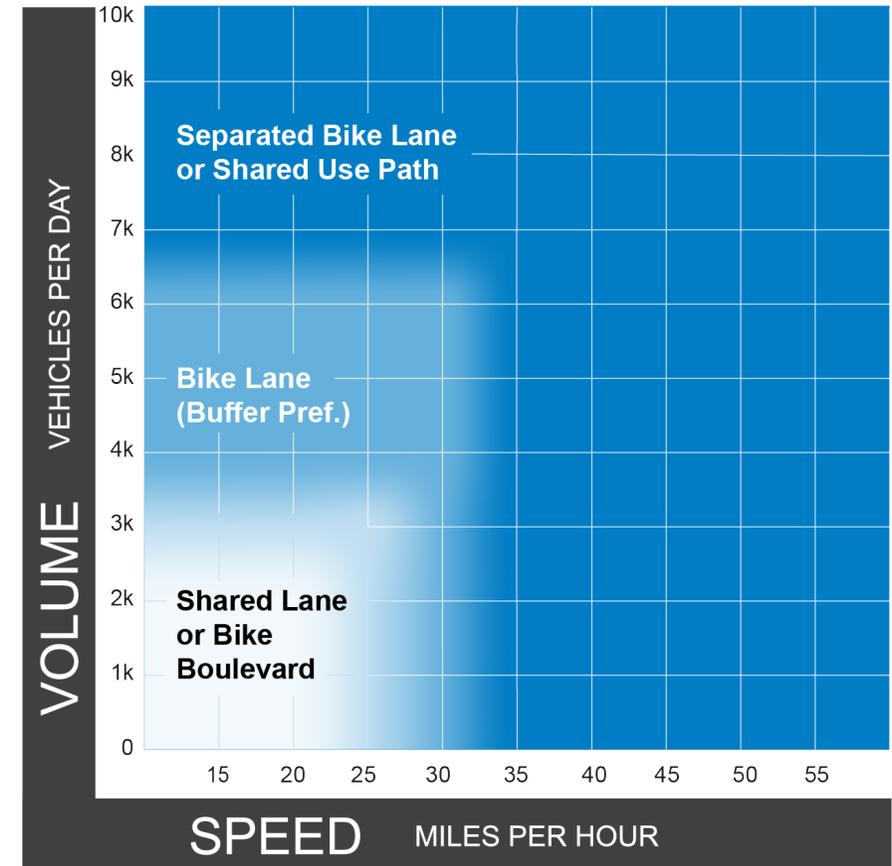


Bike Network Guiding Principles

- **Connectivity:** The bike network should be direct and predictable, connecting people with the places they want to go with straightforward, continuous routes
- **Inclusivity:** The bike network should be comfortable for people of all ages, abilities, and levels of experience, minimizing exposure to and conflicts with vehicle traffic

Inclusive Bikeway Selection

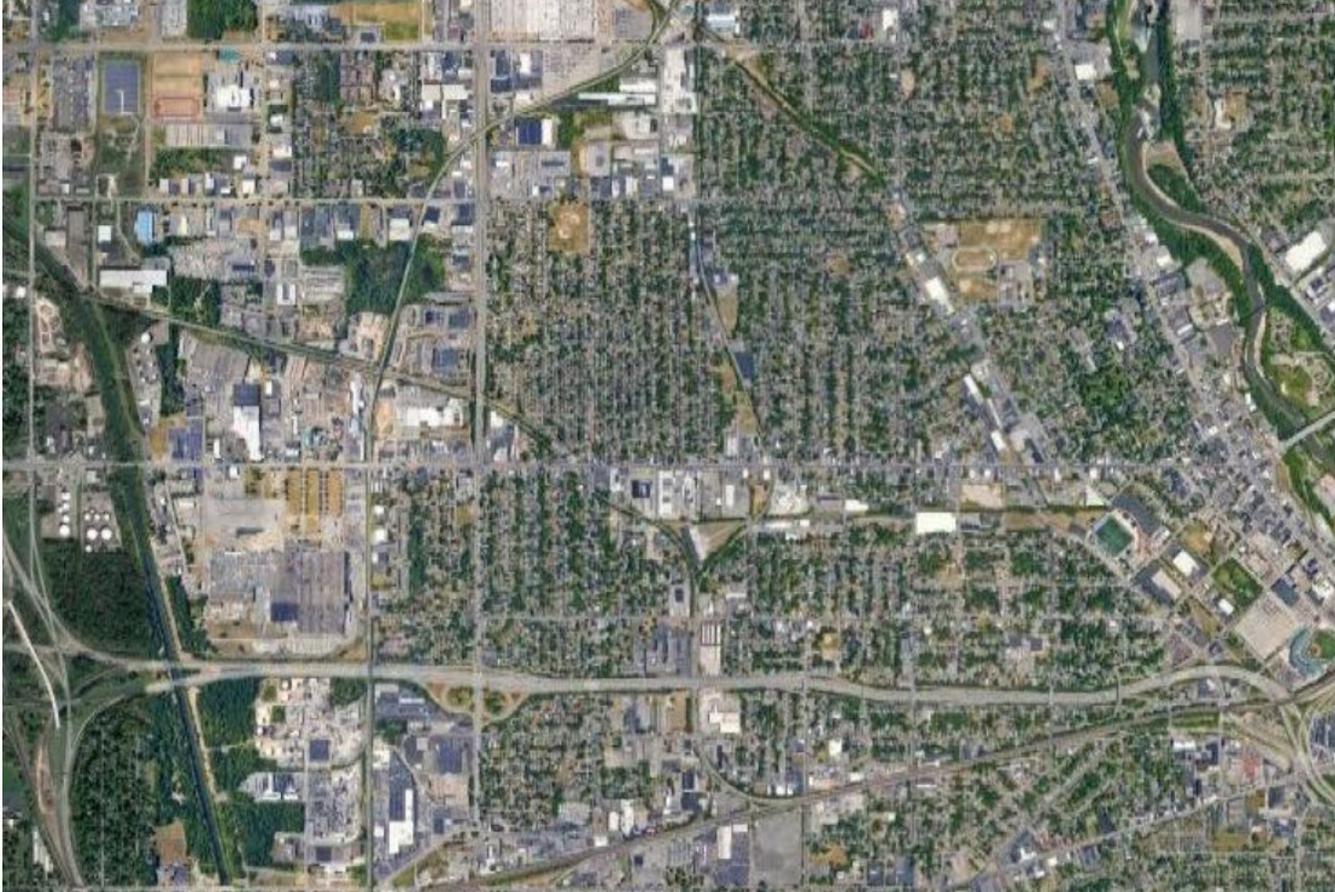
- Context-sensitive approach to identifying recommended facility type
- Not a formula to be blindly followed, but guidance to get projects on the right track



Inputs Used for Bike Network Recommendations

- Data-based
 - Existing high-comfort network
 - Planned trails
 - Addressing inequitable access to existing facilities
 - Connections with Monroe County Bike Network Plan
- Qualitative
 - Continuity
 - Network density
 - Network barriers
 - High-level bike lane feasibility
 - Land use

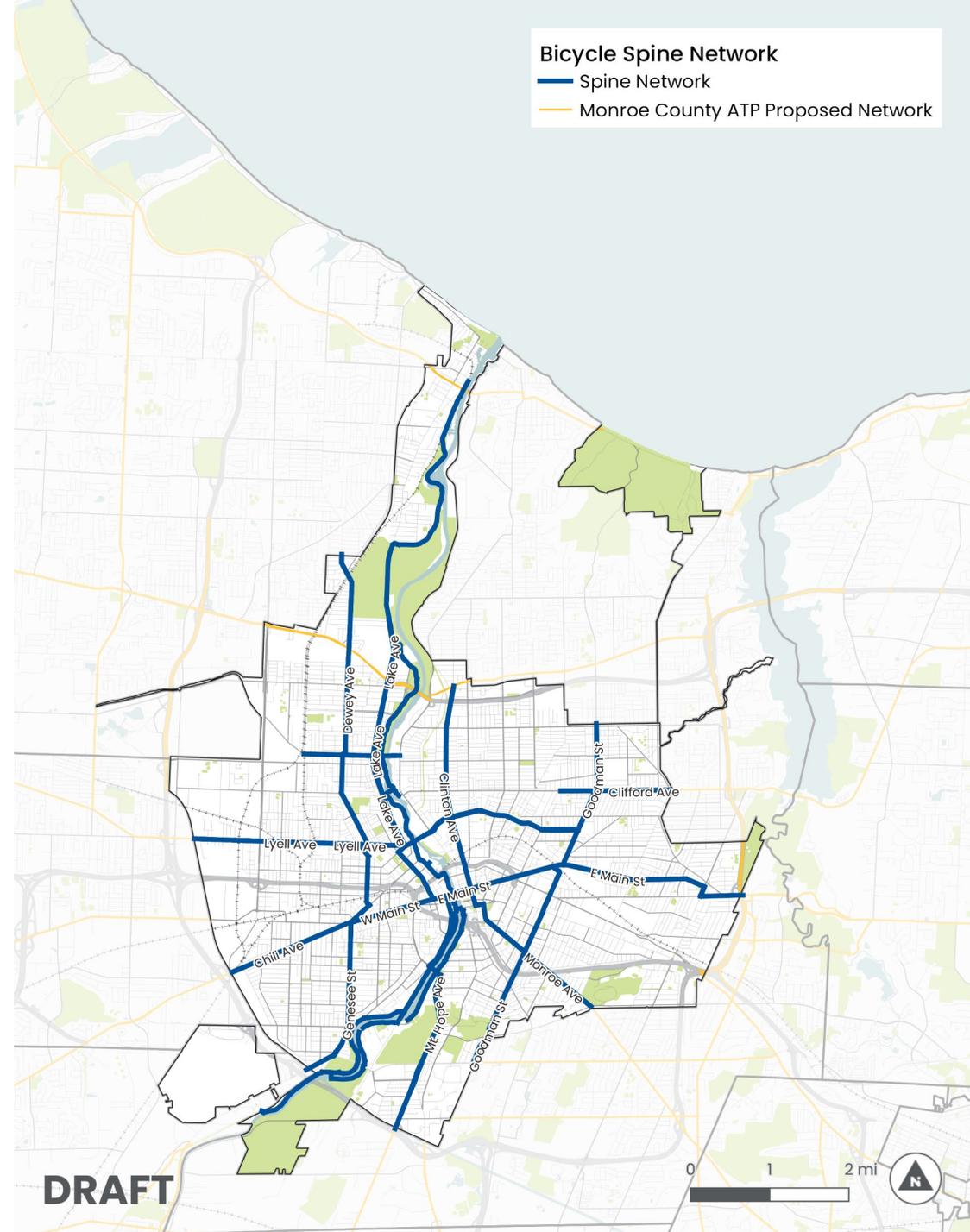
West Side challenges



- Neighborhood is chopped up by:
 - Train tracks
 - I-490
 - Industrial land uses
 - No/limited through streets
- Existing access challenges on the west side make both new connections and improved connections far more challenging than on the east side

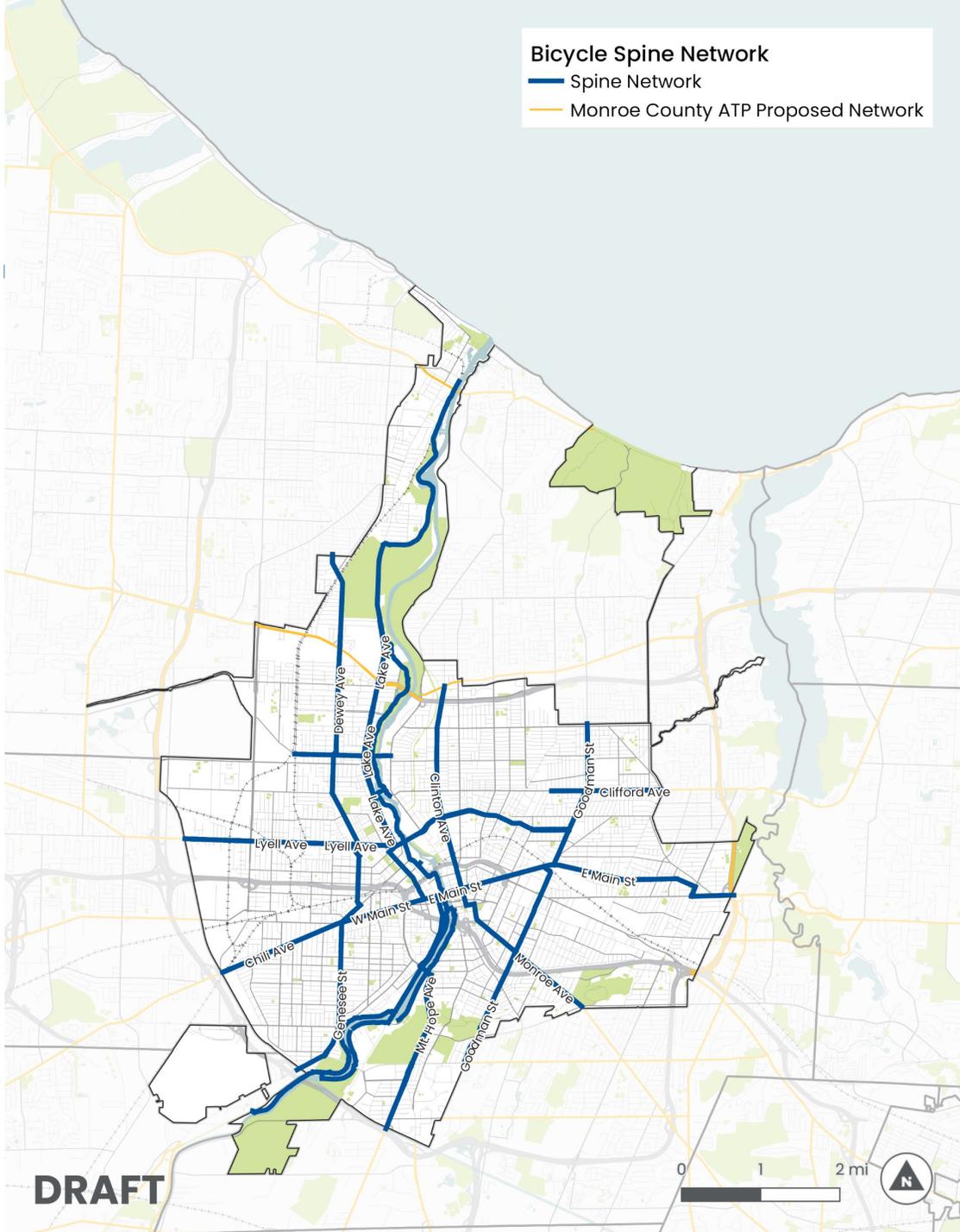
Bike Network “Spine” Corridors

- Critical grid of streets/paths that will feature low-stress bikeways
- Predictable and reliable north/south and east/west connections across the City
- City can focus political will on a smaller number of critical connections
- Approach shaped by public feedback



Bicycle Spine Network

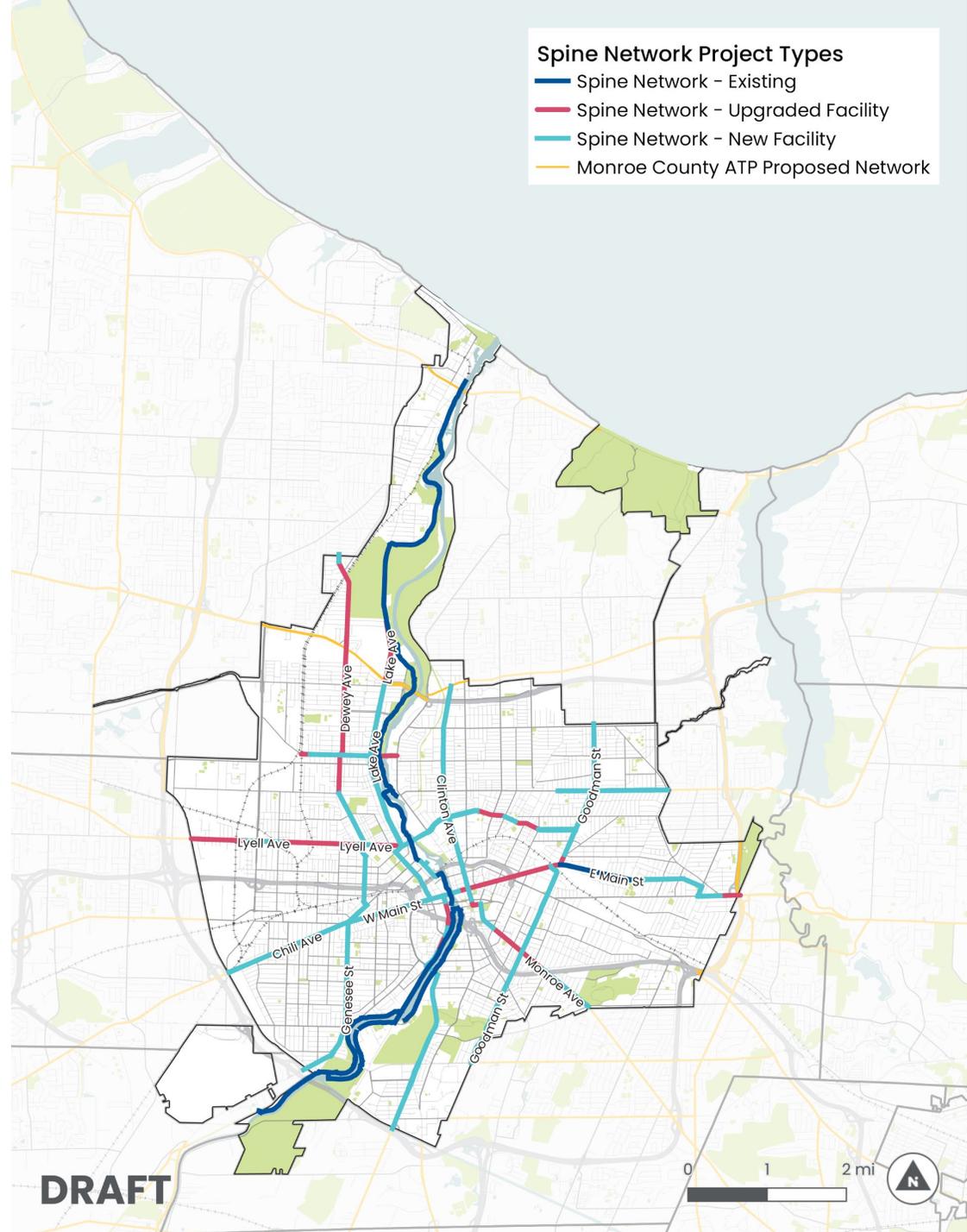
- Spine Network
- Monroe County ATP Proposed Network



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Spine Network Project Types

- Spine Network - Existing
- Spine Network - Upgraded Facility
- Spine Network - New Facility
- Monroe County ATP Proposed Network



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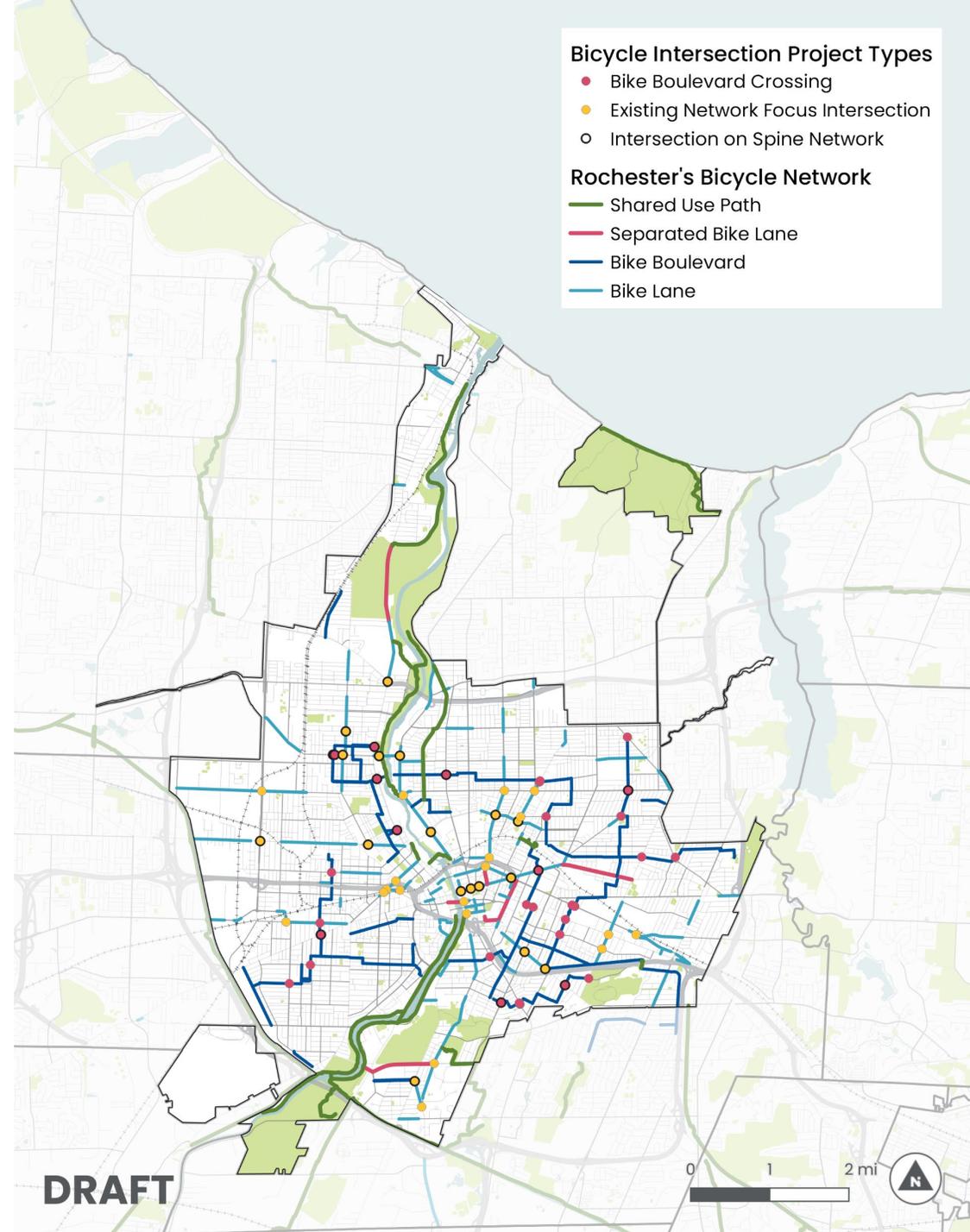
Supporting Bike Network Connections

- Fill in network at consistent intervals
- Make additional connections between the spine network and neighborhoods, business districts, highway crossings, etc



Focus Intersections for Bike Connectivity

- Intersections that are important for bike connectivity and will need bike-specific design treatments
- Combination of major intersections along existing bike lanes and key bike boulevard crossings
- Addresses a major theme from engagement



Trails

- Identifying proposed trails with the greatest potential to support the bike network
- Looking for opportunities for trails to bridge network barriers
- Prioritizing for feasibility studies/design based on recommendations from *Rochester 2034*

Implementation Framework

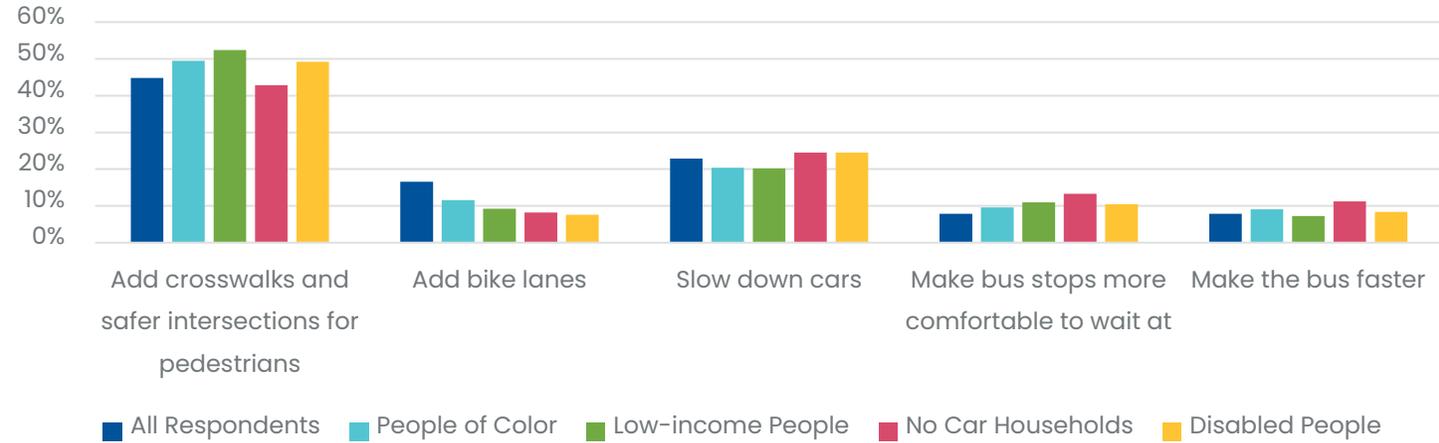
- Plan is intended to be an **action-oriented blueprint** and will consider existing and anticipated constraints and opportunities.
- Projects will be organized into implementation timeframes
 - Immediate: 2023-2024
 - Near-term: 2024-2028
 - Mid-Term: 2028-2034
 - Long-term: After 2034
- Currently giving each mode (walking and biking) their own space for recommendations development. They will eventually come together. Some projects will have strong co-benefits, others may conflict.

Thinking Ahead: Implementation Priorities

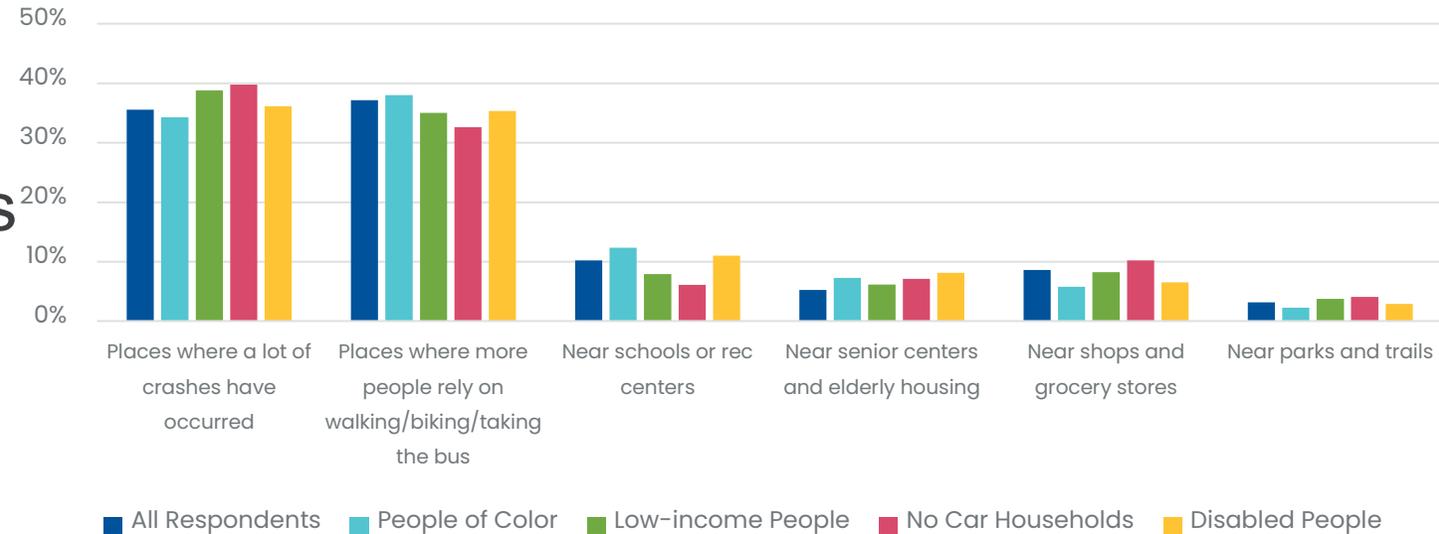
Common Prioritization Factors

- Crash history and predictive modeling
- Project location characteristics
- Projects that deliver benefits across modes
- Project network importance
- Cost and complexity

Most Important Project Type



Most Important Location Type



Breakout Rooms

30 mins + 10 min Share Out

Reminder to facilitators: Record your own session



Closing and Next Steps

- PAC Actions
 - Share feedback on Existing Conditions Report by **11/13**
 - Share feedback on recommendations from this meeting (bike network and approach) by **11/9**
 - See you all in a week on **11/9** for a pedestrian recommendations-focused meeting!