

# Rochester Active Transportation Plan

## Project Advisory Committee Meeting #4

November 9, 2022



# Agenda

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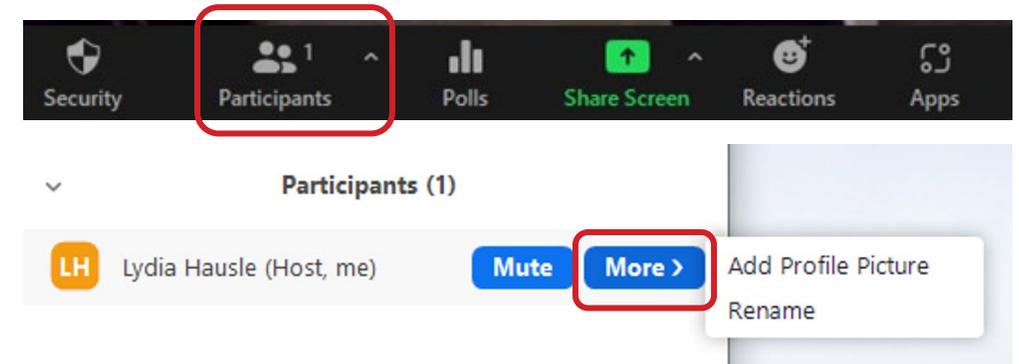
1. Welcome and getting settled (5 mins)
2. Rochester ATP goals and Recommendations Framework (5 mins)
3. Pedestrian Project Recommendations (25 mins)
4. Breakout Room Discussions (20 mins)
5. Group Share Out (10-mins)
6. Closing and Next Steps



Photo credit: Rashad Smith

# 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



# Goals and Recommendation Framework

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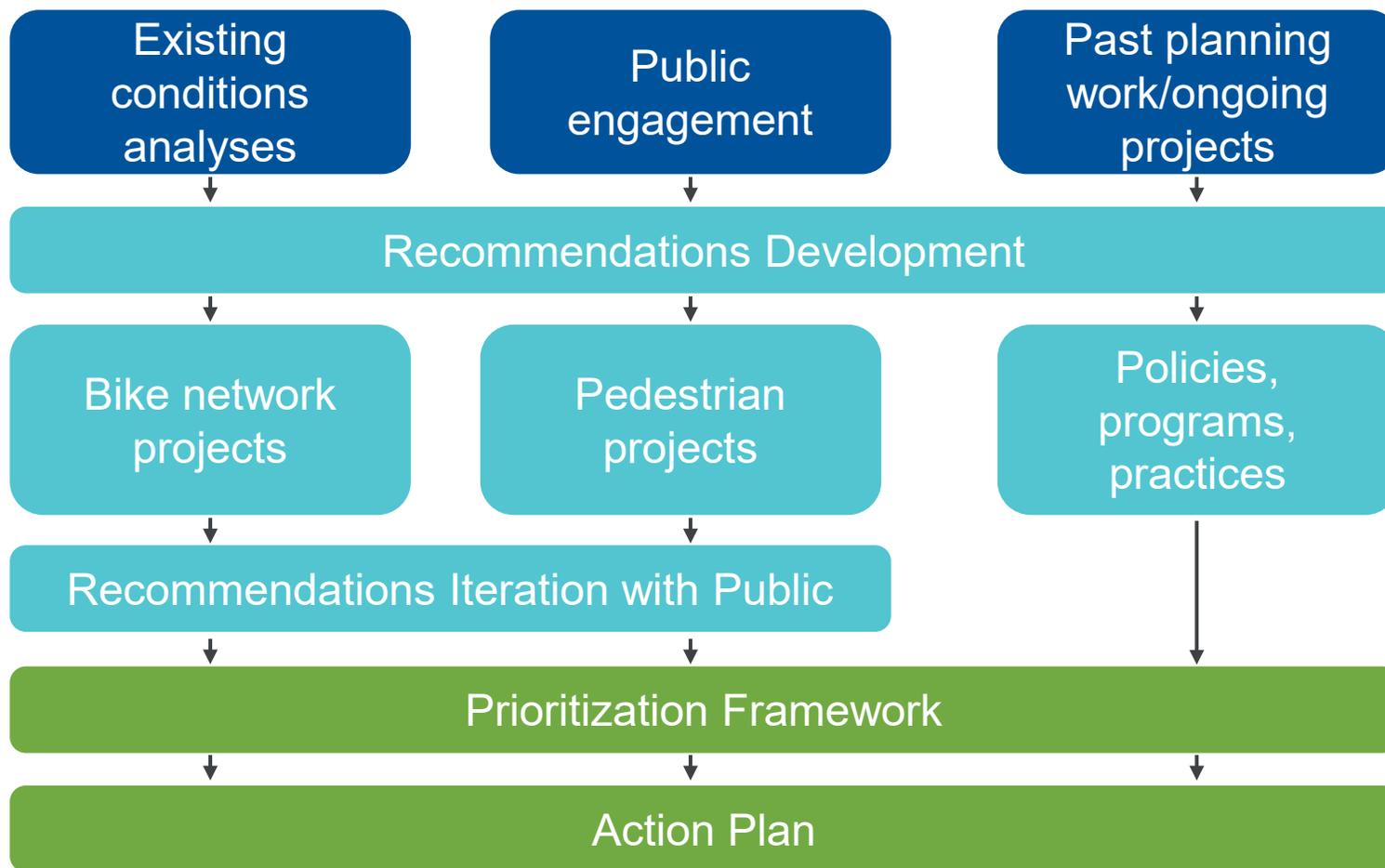


# Rochester's Active Transportation Goals

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- **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

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- **Pedestrian and Accessibility**
  - **Safety Projects**
    - Corridors
    - Intersections
  - **Pedestrian/Accessibility Priority Areas**
    - Youth priority areas
    - Older adult priority areas
    - Transit access priority 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

# Pedestrian and Accessibility Recommendations

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# What makes a pedestrian network?

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- Conveniently located and comfortable crossings
- Accessible walking and rolling surfaces
- Seamless transitions between sidewalk and street
- Connections to transit

# Policy and Program-Based Approaches to Pedestrian Network Improvement

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- Building internal capacity to oversee and champion projects and programs
- Safety program
- ADA Transition Plan
- Sidewalk improvement program prioritization
- General maintenance (snow, smaller repairs)
- Design standards and standard details
- Land use coordination and TOD

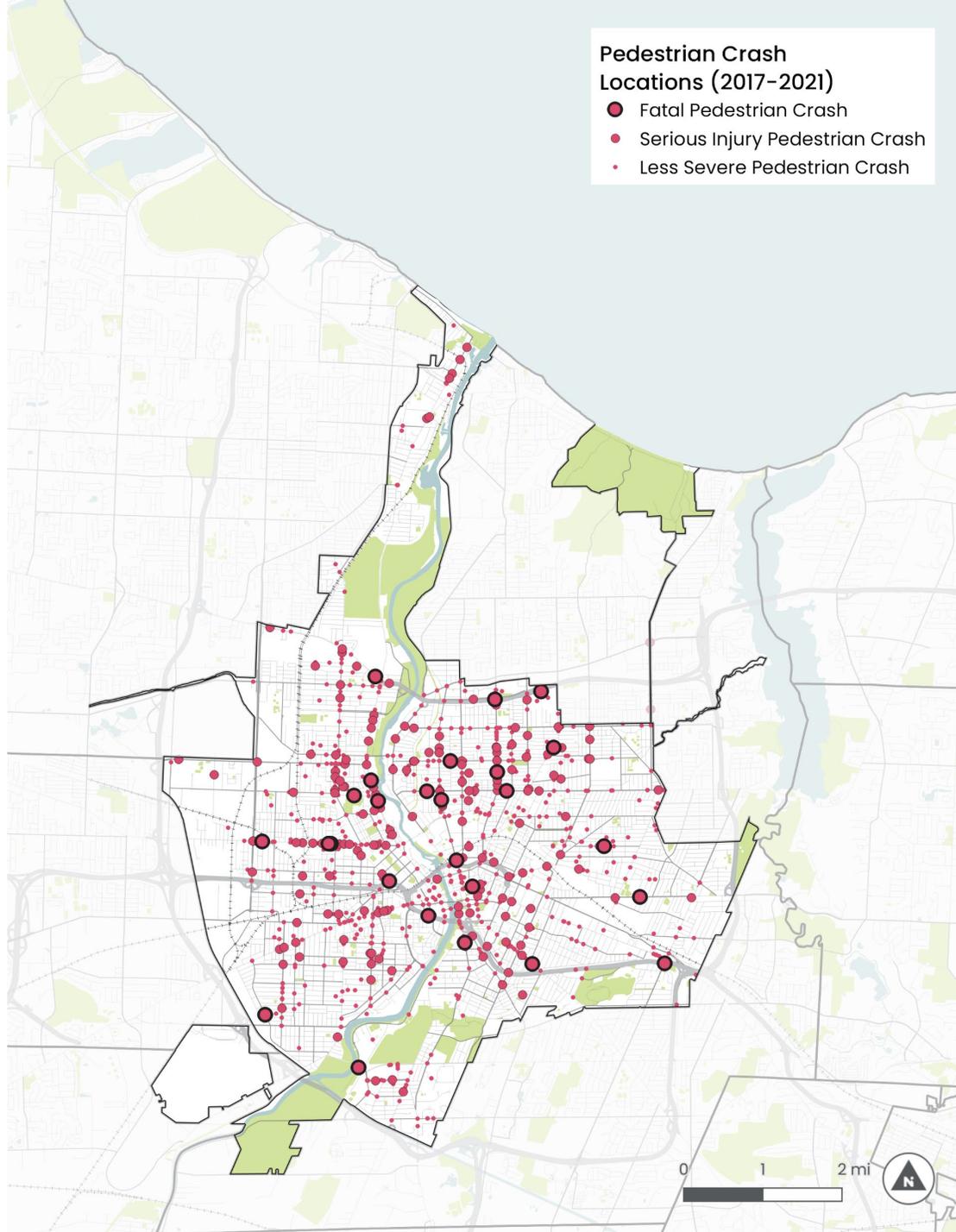
# Inputs Used for Pedestrian/Accessibility Project Recommendations

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- Data-based
  - Crash History
  - Bus routes and stops
  - Elementary Schools
  - Rec Centers
  - Libraries
  - Older Adult Housing
  - Medical Facilities
  - Priority Population Indicators
  - Engagement results
- Qualitative
  - Street characteristics correlated with crashes
  - Surrounding land use
  - Engagement results

### Pedestrian Crash Locations (2017-2021)

- Fatal Pedestrian Crash
- Serious Injury Pedestrian Crash
- Less Severe Pedestrian Crash

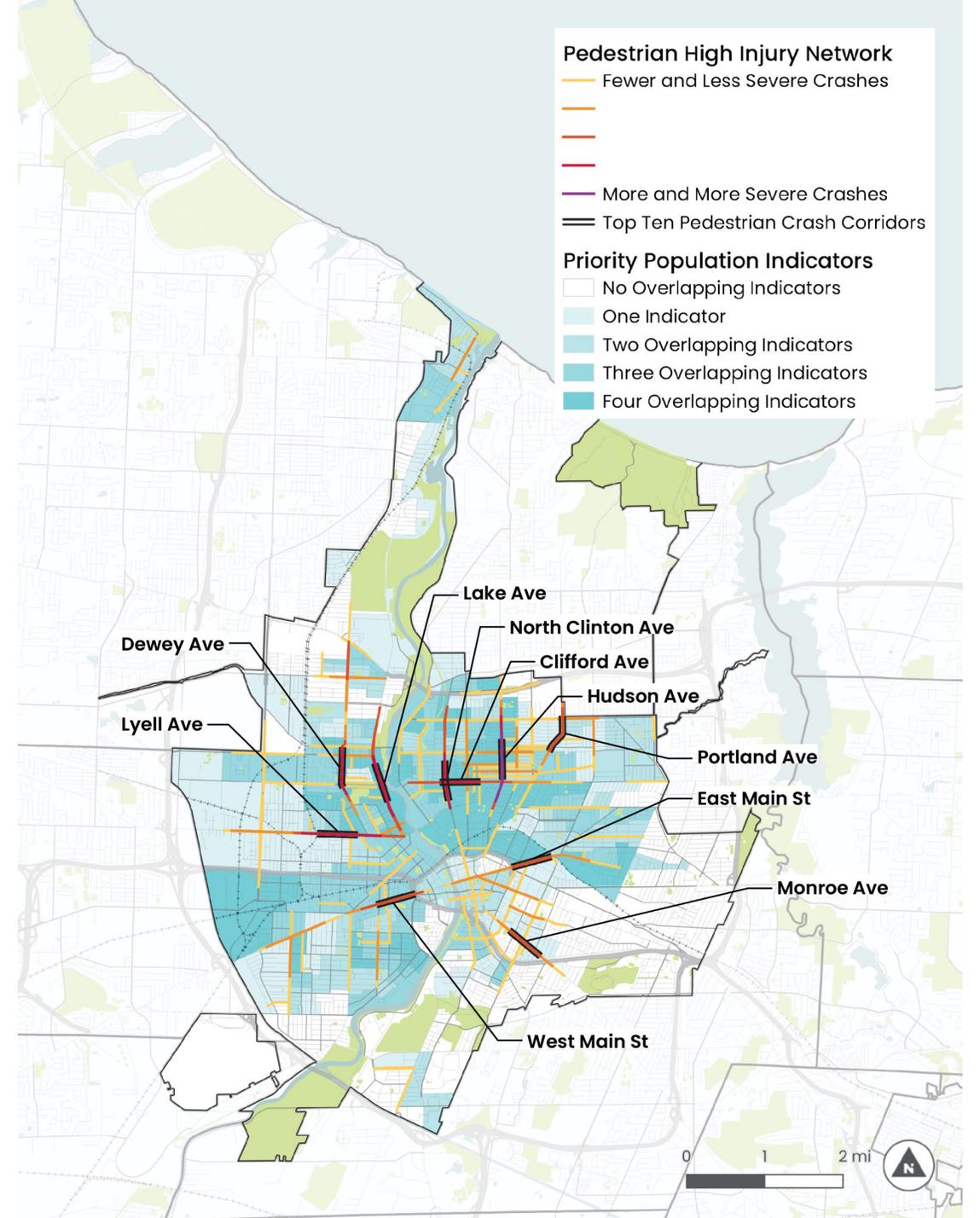


### Pedestrian High Injury Network

- Fewer and Less Severe Crashes
- More and More Severe Crashes
- ≡ Top Ten Pedestrian Crash Corridors

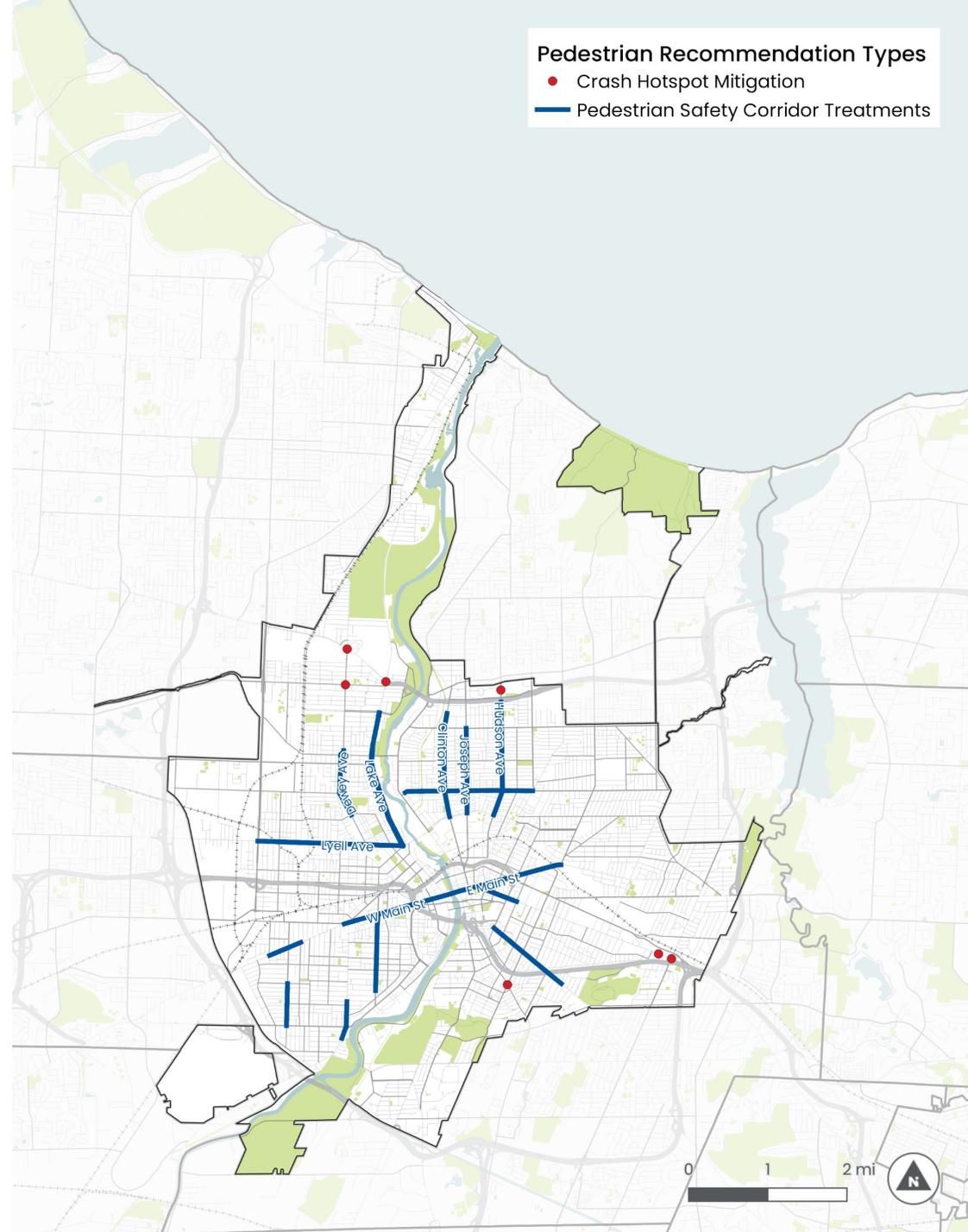
### Priority Population Indicators

- No Overlapping Indicators
- One Indicator
- Two Overlapping Indicators
- Three Overlapping Indicators
- Four Overlapping Indicators



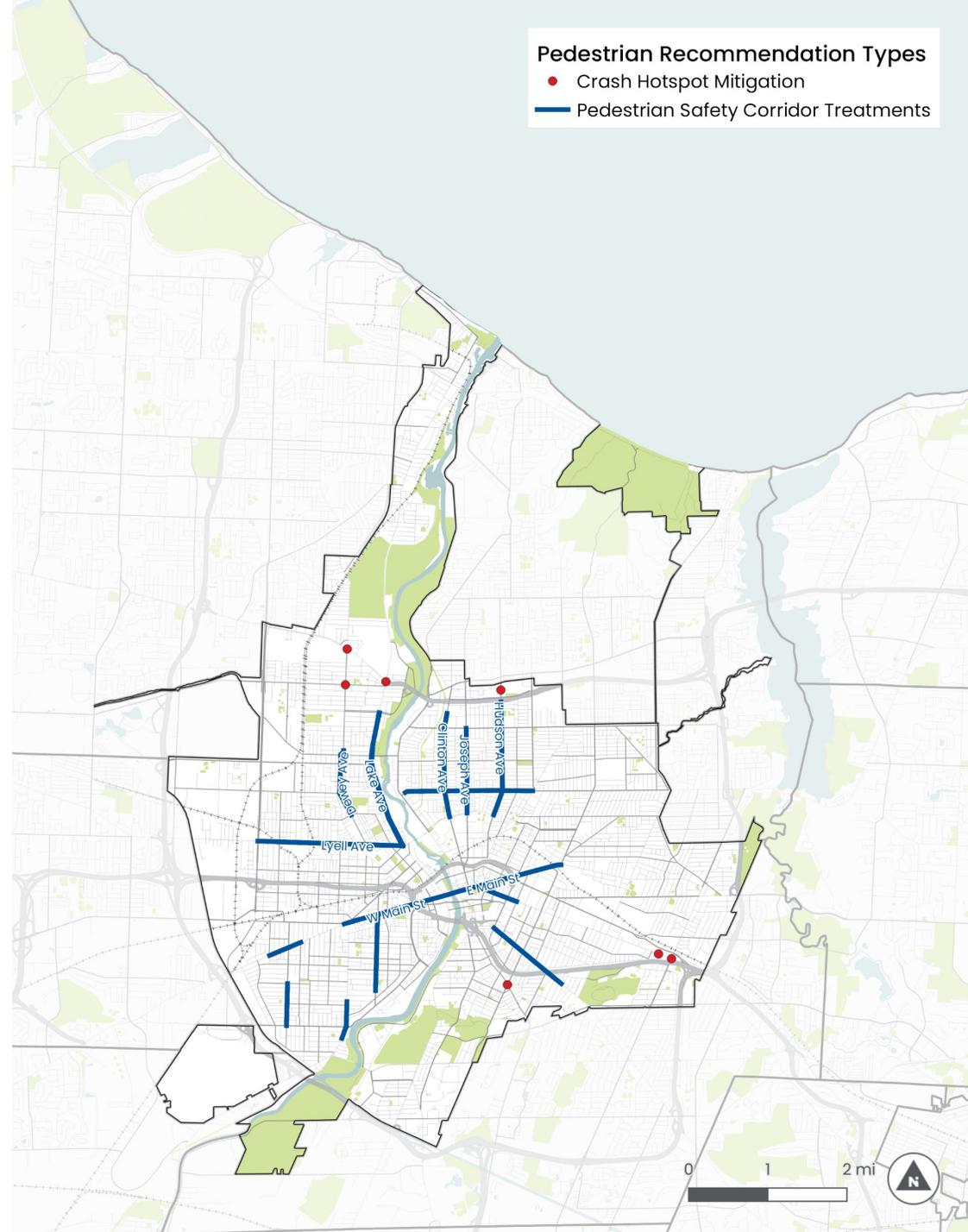
# Pedestrian Safety Focus Corridors

- Corridors with high rates of serious pedestrian crashes
- Business districts in areas with overlapping priority populations
- Projects combine traffic calming and intersection and crossing treatments
- Highest-impact projects for safety benefits



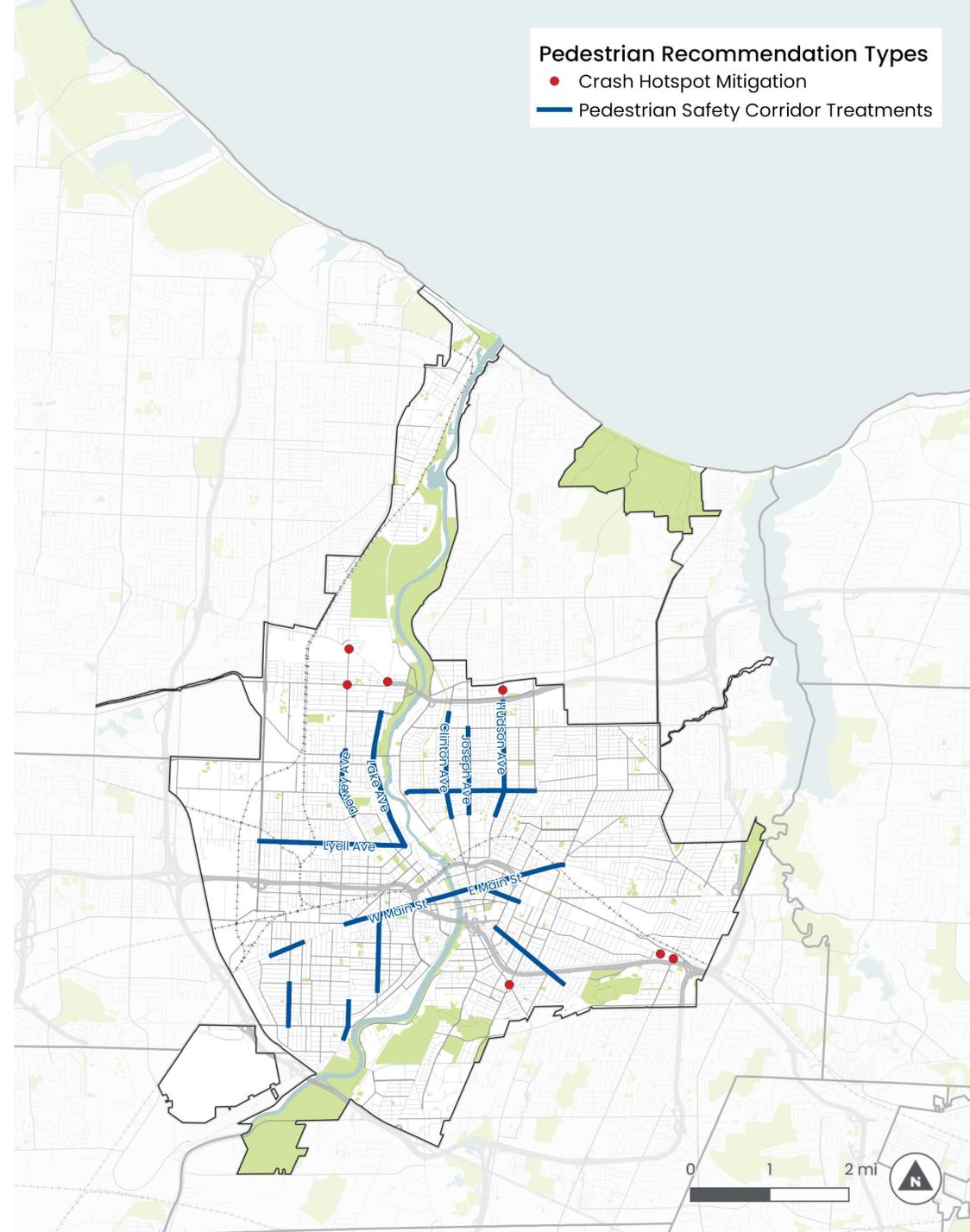
# Pedestrian Safety Focus Corridors

- Chili Ave
- Clifford Ave
- N Clinton Ave
- Dewey Ave
- East Ave
- Genesee St
- Hudson Ave
- Jefferson Ave
- Joseph Ave
- Lake Ave
- Lyell Ave
- E Main St
- W Main St
- Monroe Ave
- Thurston Rd



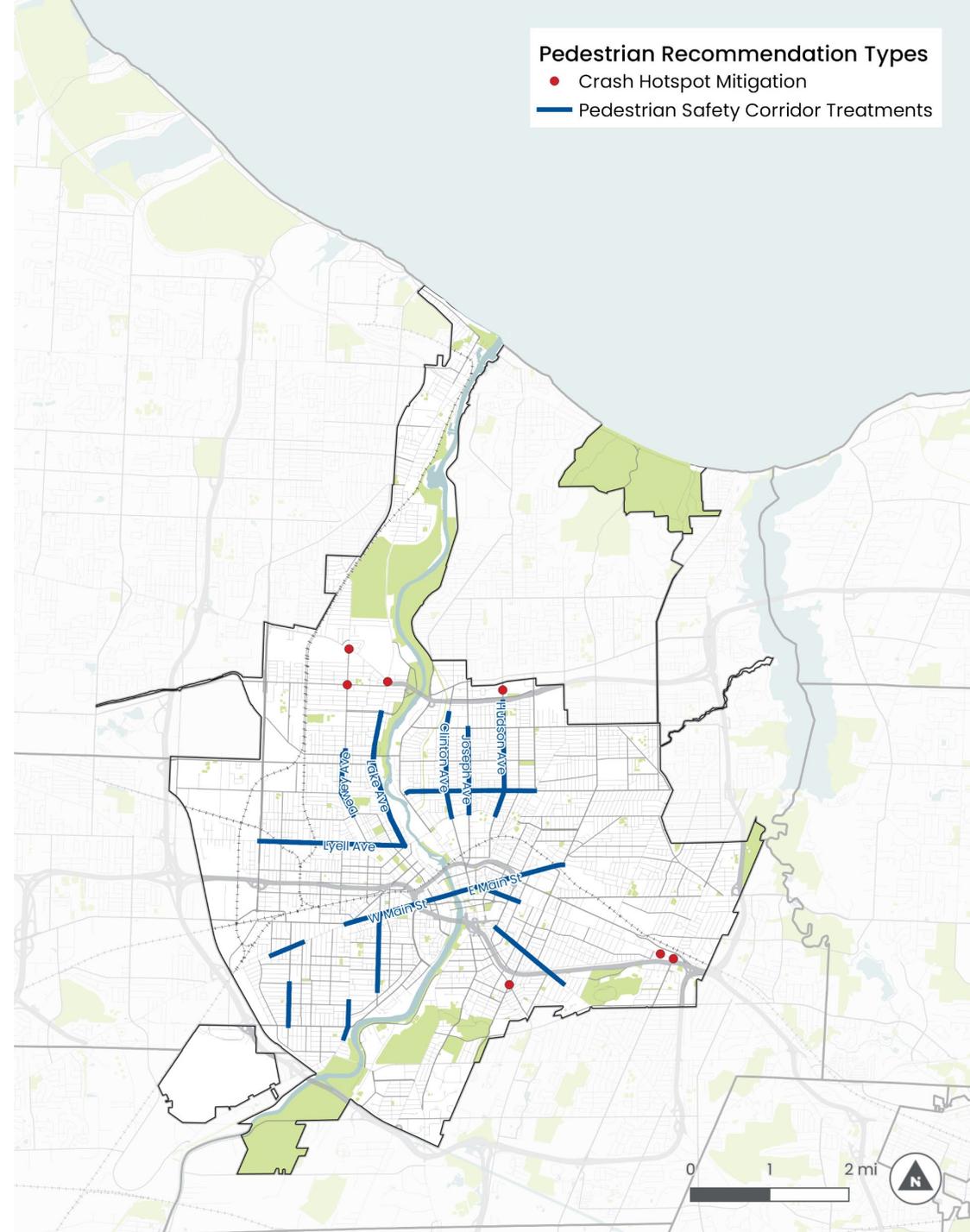
# Pedestrian Safety Focus Intersections

- Intersections with a history of serious pedestrian crashes outside of Focus Corridors
- Intersections in need of realignment, crosswalk shortening
- Generally located in where context transitions between urban and suburban



# Pedestrian Safety Focus Intersections

- Dewey Ave & W Ridge Rd
- Dewey Ave & Ridgeway Ave
- Lake Ave & W Ridge Rd
- Hudson Ave & Seneca Manor Dr (at Walmart Supercenter)
- S Clinton Ave & S Goodman St
- East Ave & Probert St
- East Ave & S Winton Rd



# Area-based approach to Pedestrian/Accessibility Projects

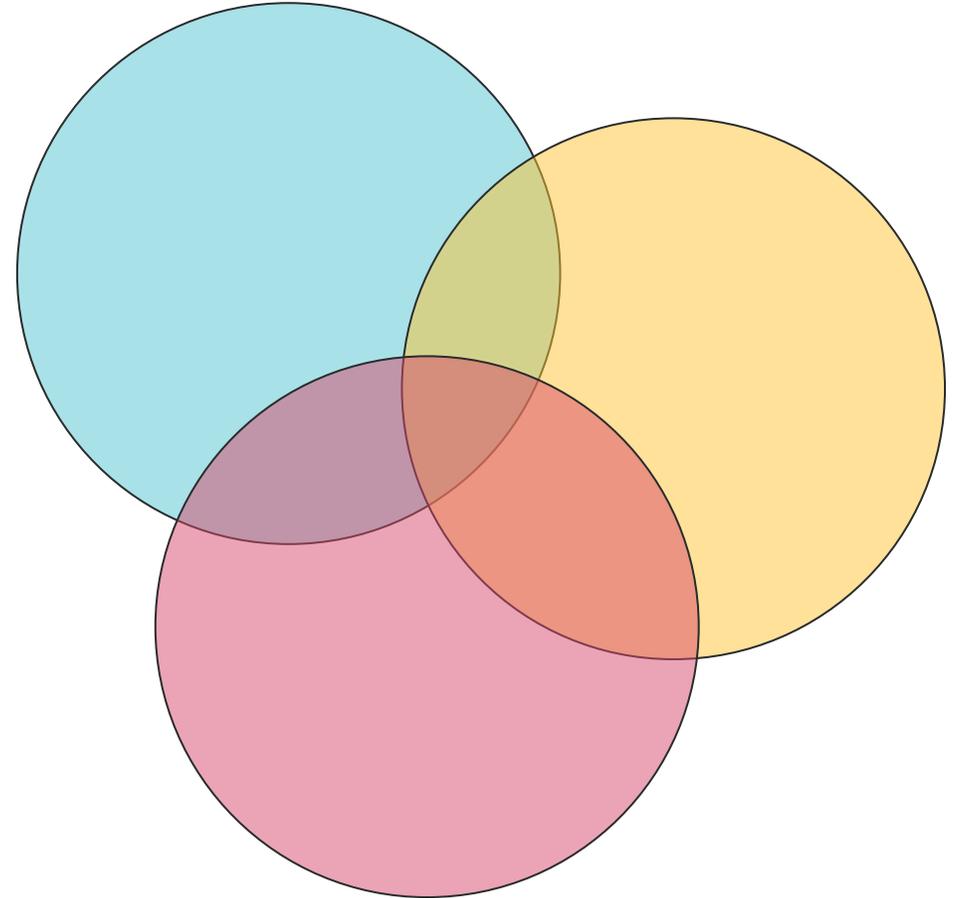
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- Allows for more comprehensive identification of projects
- Acknowledges that the discrete issues of individual locations have not been fully vetted
- Ensures that sidewalk links – not just intersections – are captured in prioritizing future work
- Helps establish a queue of audit-style projects with a continuous and scalable pipeline
- Creates a strong platform for community co-creation of discrete projects

# Defining Priority Areas

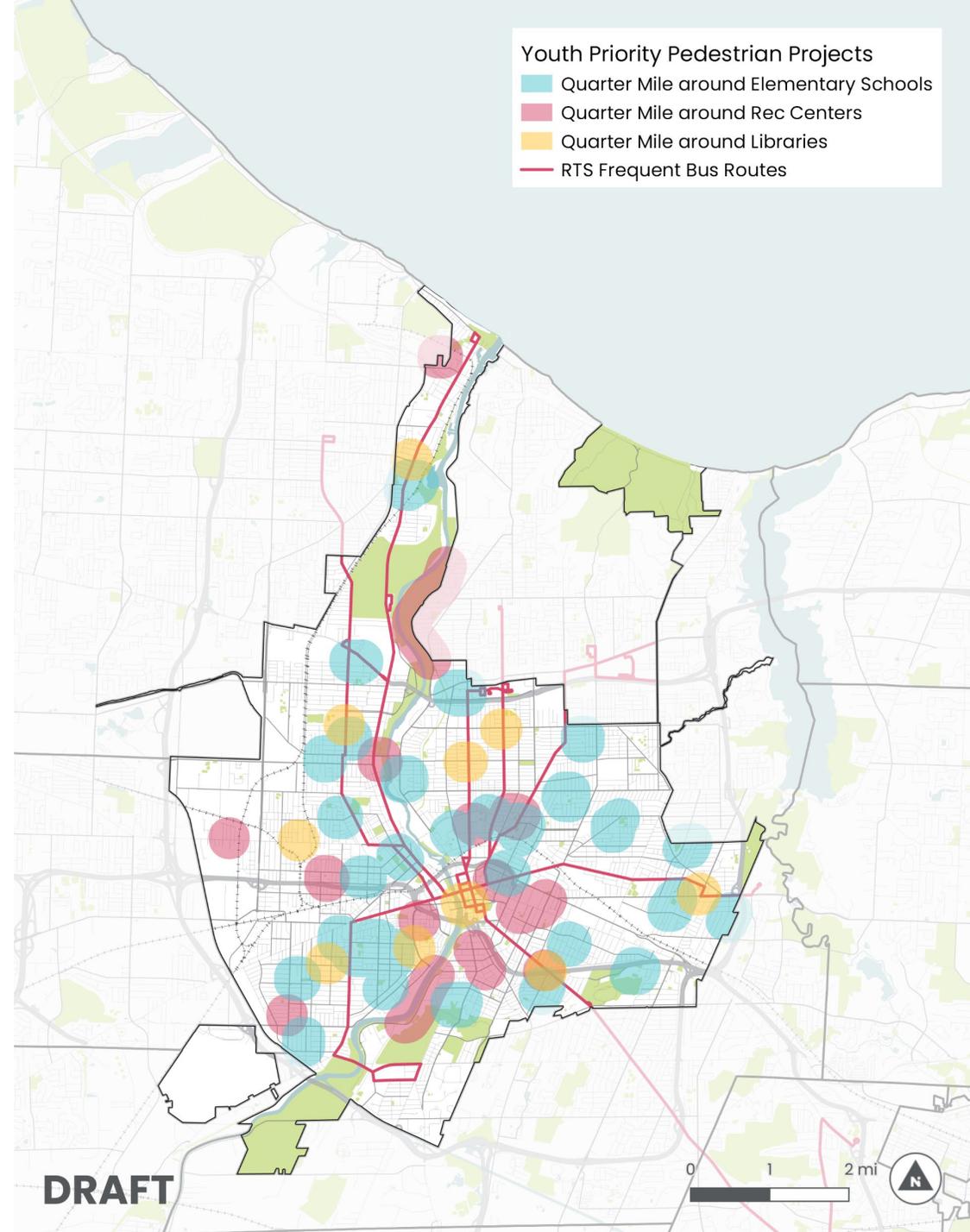
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- Starting with places that are important for pedestrians across populations



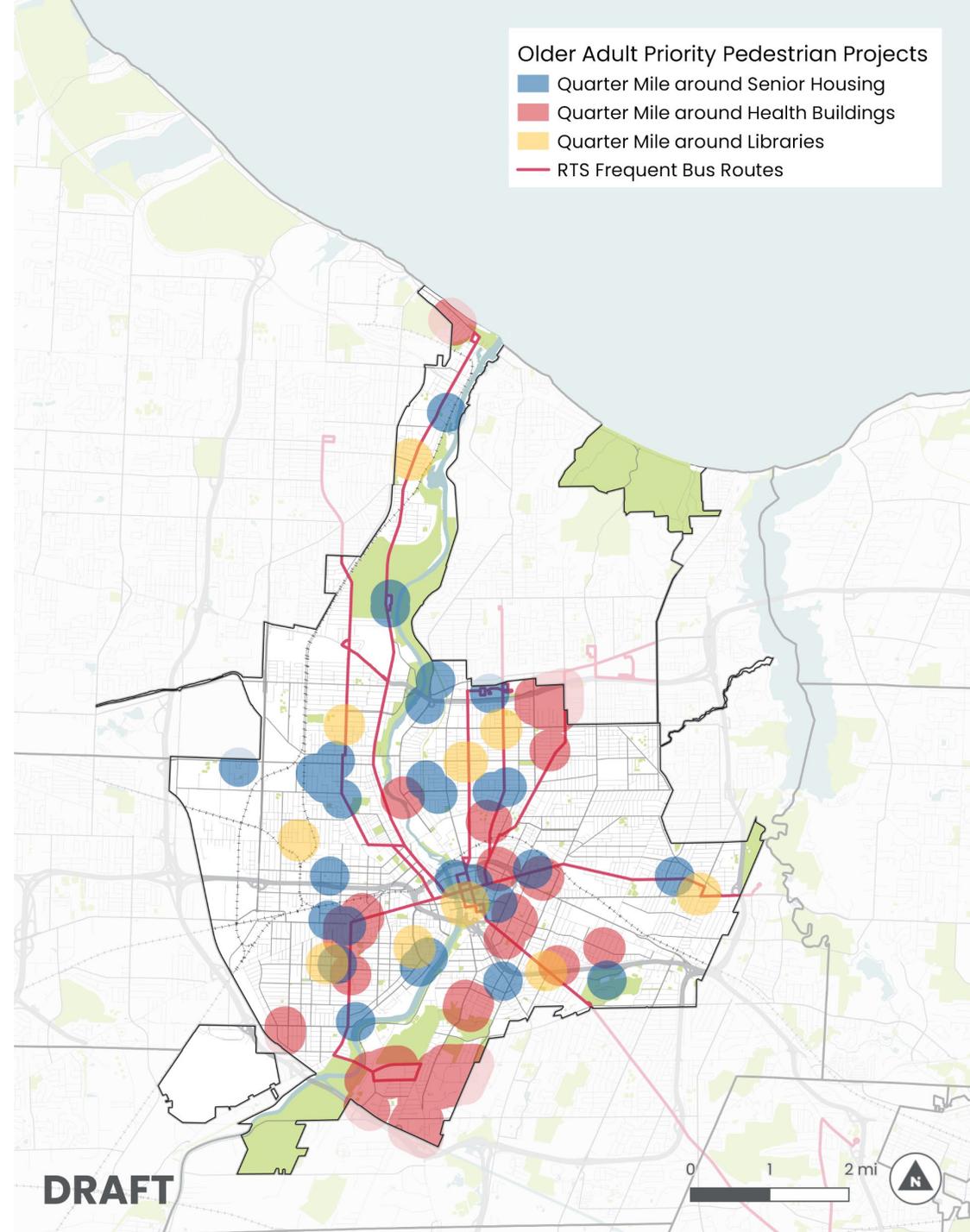
# Pedestrian/Accessibility Priority Areas

- Youth Priority Areas
  - Elementary Schools
  - Rec Centers
  - Libraries
- Older Adult Priority Areas
  - Older Adult Housing
  - Medical Facilities
  - Libraries
- Transit Access Priority Areas
  - High-use bus stops
  - High Demand RTS Access locations



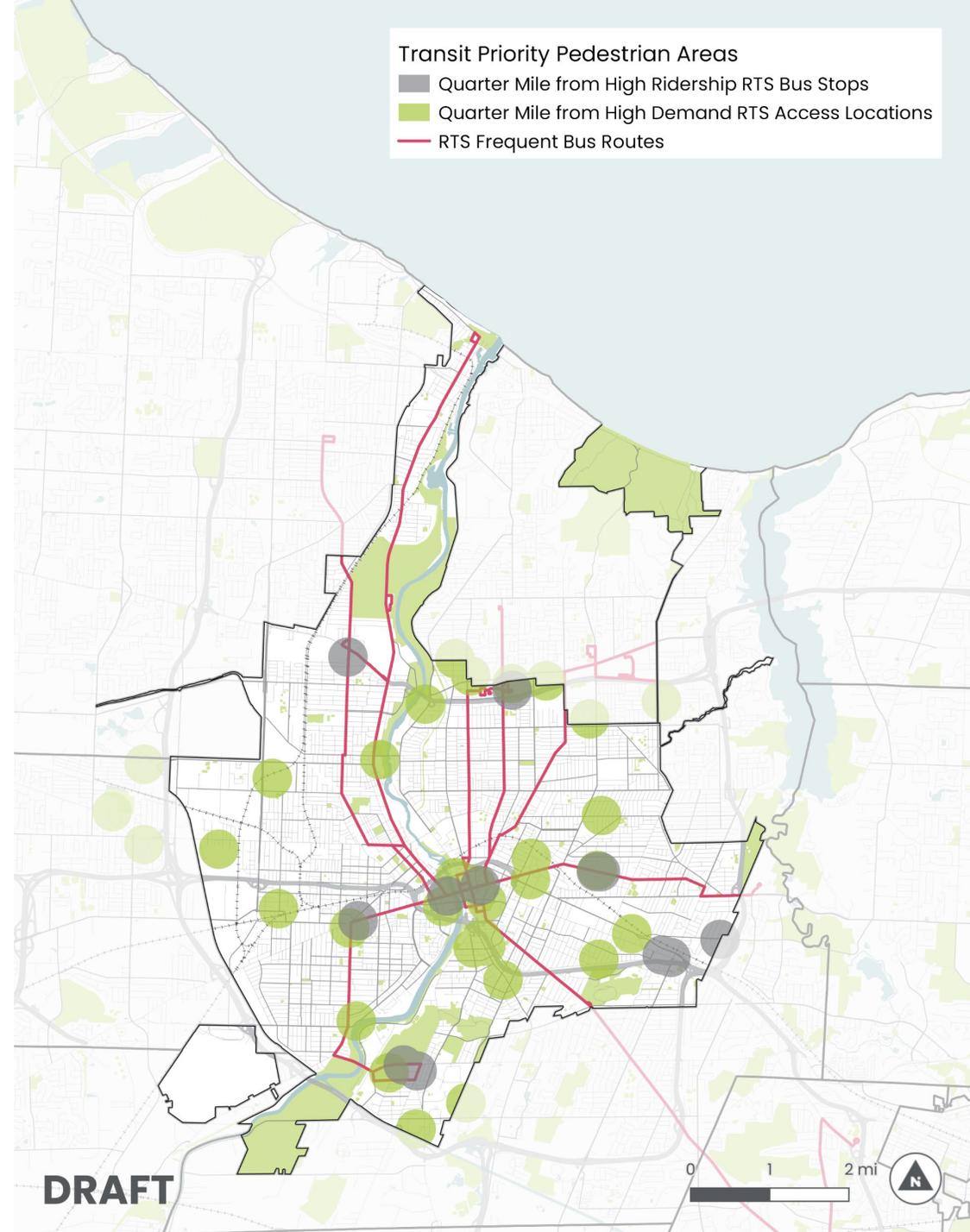
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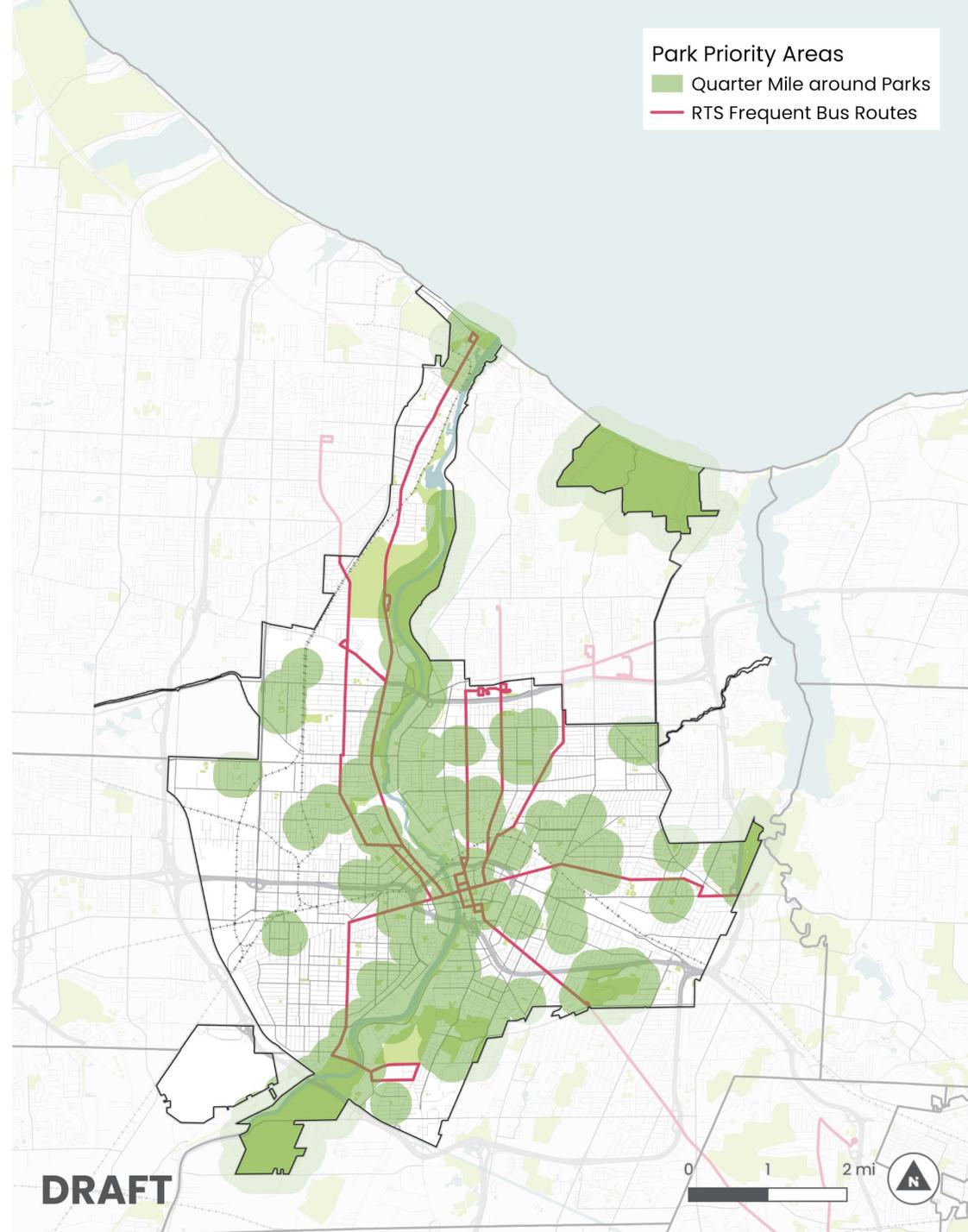
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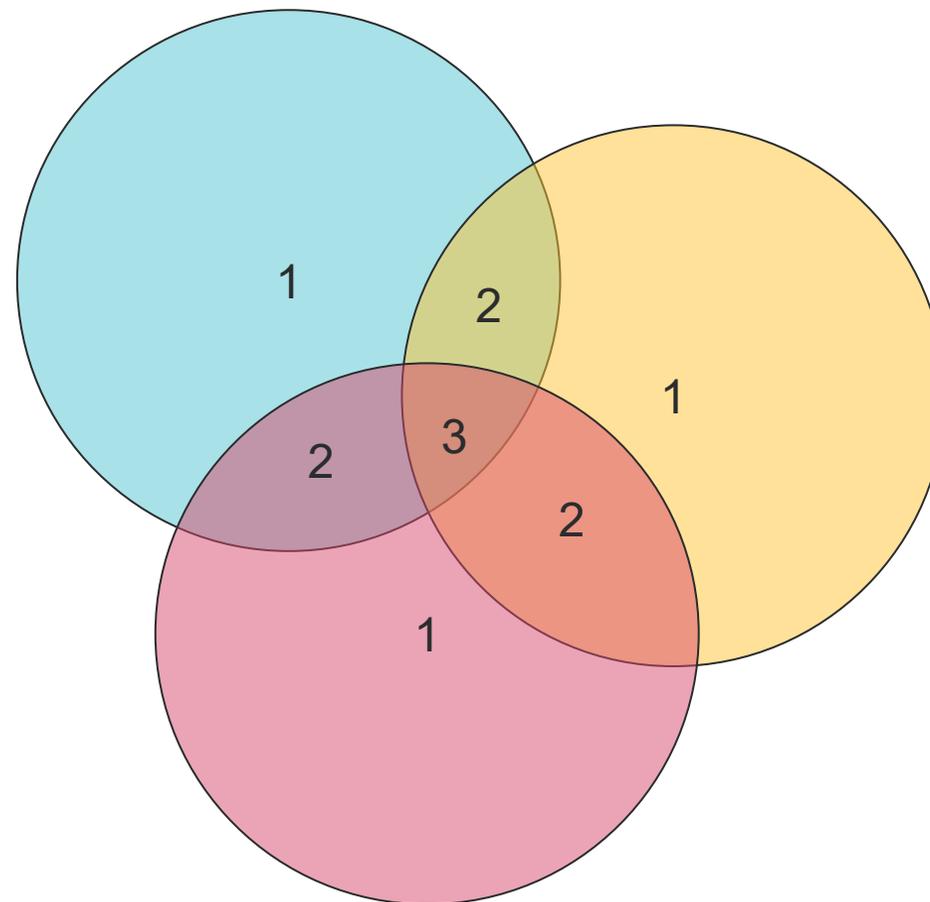
# Pedestrian/Accessibility Priority Areas

- Parks are clearly important and showed strongly in engagement as a priority
- Parks are not equitably distributed around the City and would result in skewed project selection



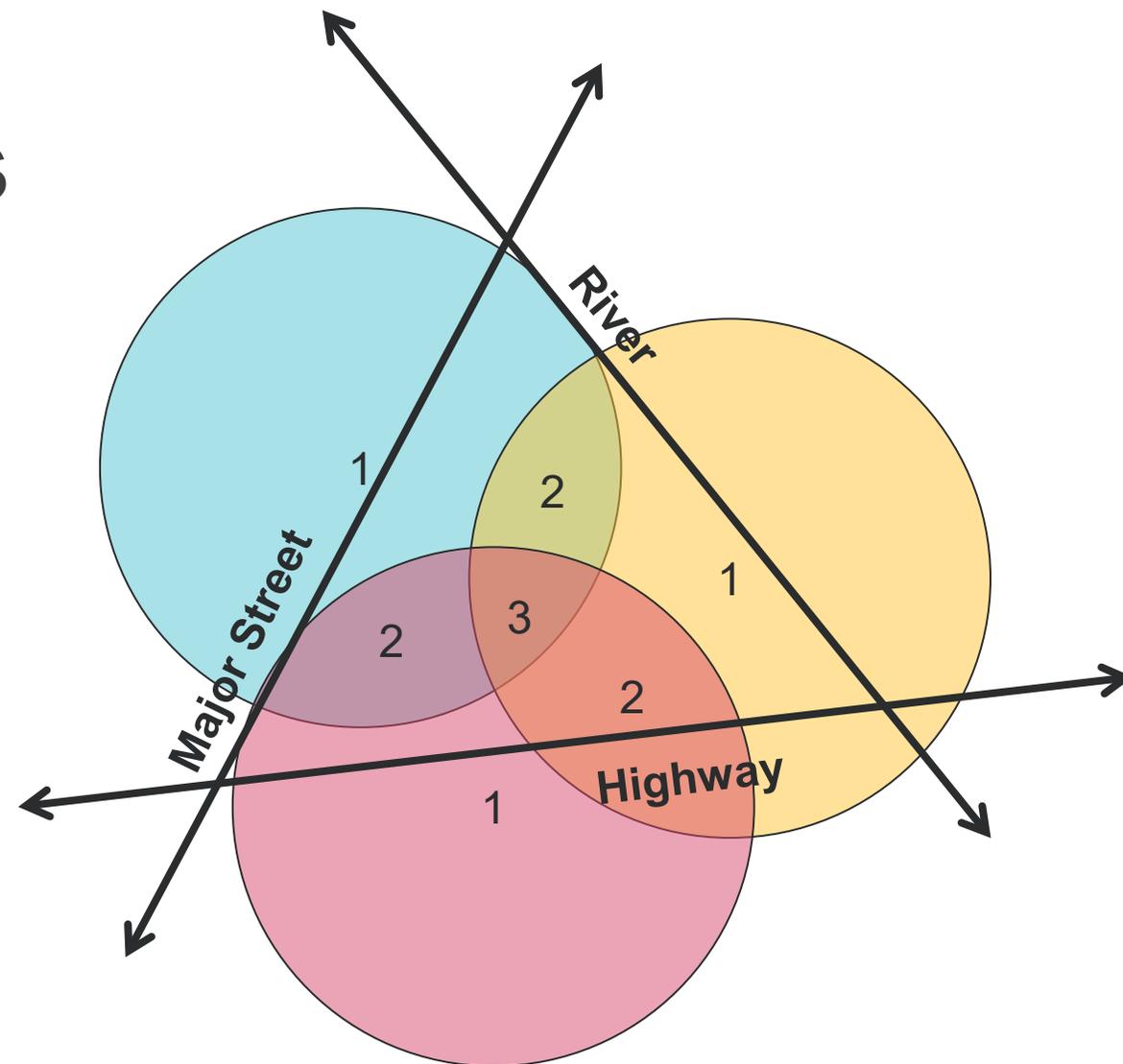
# Refining Priority Areas

- Starting with places that are important for pedestrians across populations
- **Seeing where areas overlap and provide co-benefits to user groups**
- Putting these places in context of the City's actual built environment
- Identifying zones for prioritization



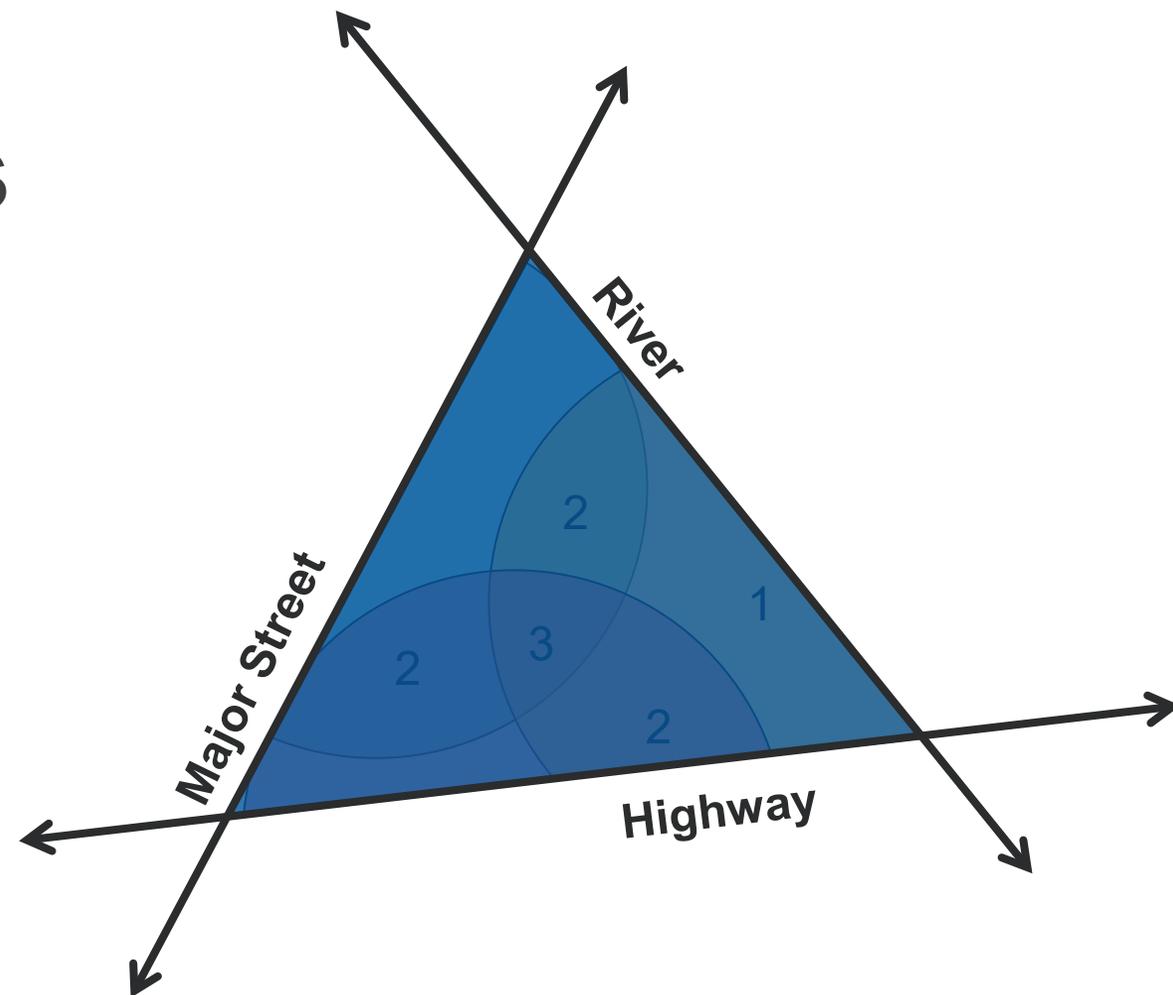
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- Starting with places that are important for pedestrians across populations
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- Putting these places in context of the City's actual built environment
- **Identifying zones for prioritization**



# Implementation Framework

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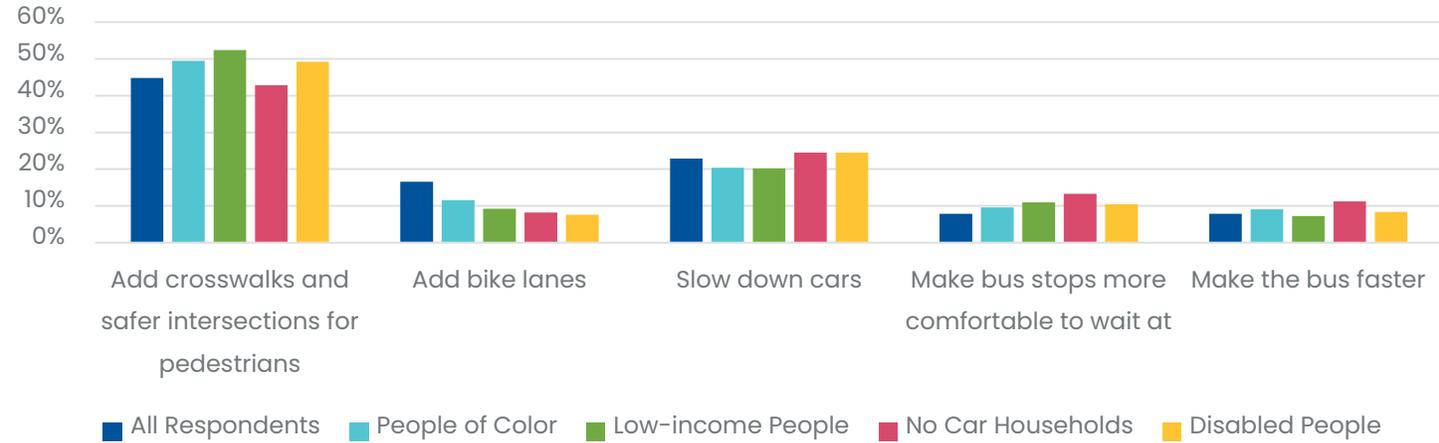
- Plan is intended to be an **action-oriented blueprint** and will consider existing and anticipated constraints and opportunities.
- Safety corridor and intersection projects will be organized into implementation timeframes
  - Immediate: 2023-2024
  - Near-term: 2024-2028
  - Mid-Term: 2028-2034
  - Long-term: After 2034
- Area-based recommendations will be prioritized and paired with programmatic recommendations
- 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

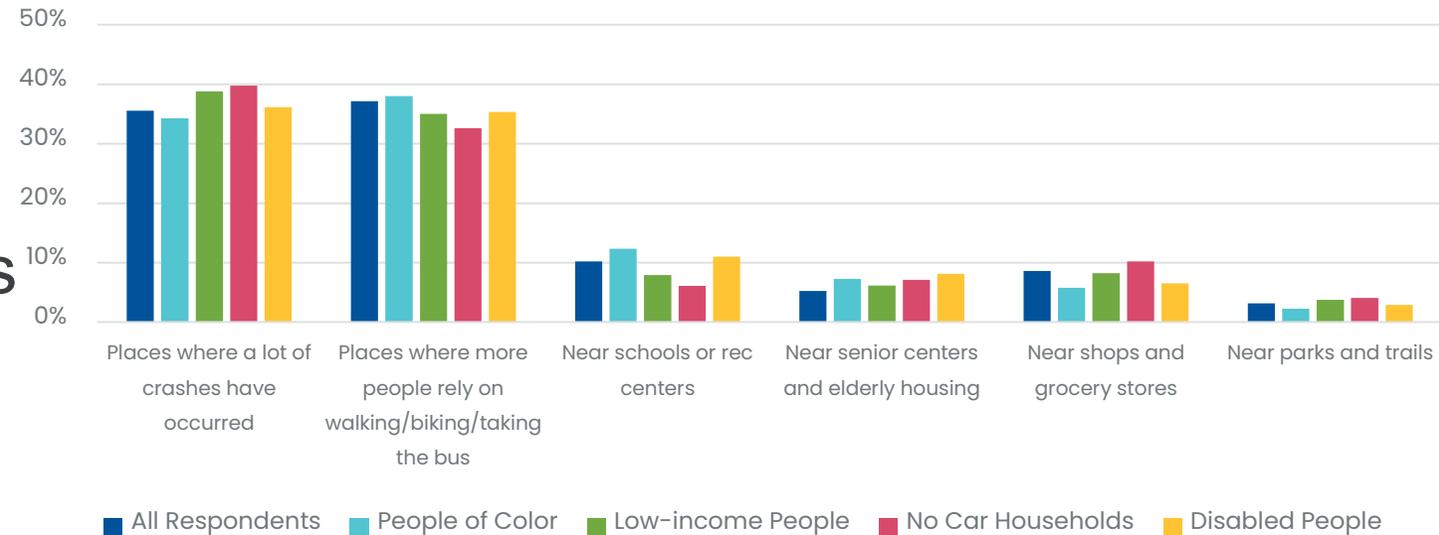
## Common Prioritization Factors

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

Most Important Project Type



Most Important Location Type



# Breakout Rooms

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25 mins + 10 min Share Out

**Reminder to facilitators:** Record your own session



# Closing and Next Steps

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- PAC Actions
  - Share feedback on Existing Conditions Report by **11/13**
  - Share feedback on recommendations from last meeting (bike network and approach) by **11/9**
  - Share feedback on recommendations from this meeting (pedestrian projects and approach) by **11/16**