

MEETING NOTES

11/9/2022 PAC Meeting #4

Attendees

- Jake Berman, Toole Design
- Darin Ramsay, City of Rochester
- Lydia Hausle, Toole Design
- Alexis Vidaurreta, Toole Design
- Jesse Peers, Reconnect Rochester
- Antonia Custodio, MCC
- Bill McDonald, Aging Alliance
- Bob Williams, GTC
- Jahasia Esgdaille, Reconnect Rochester
- Julie Boasi, RTS
- Leanne Rorick, Lifespan of Greater Rochester
- Karen Lankeshofer, Active Transportation Activist
- David Riley, City of Rochester
- Yixuan Lin, Monroe County Planning
- Reggie Ramos, Institute for Human Centered Design
- Valerie Fletcher, Institute for Human Centered Design

Discussion

- Discussion notes embedded on the next page.

Draft Pedestrian/Accessibility Safety Focus Projects

Pedestrian Recommendation Types
● Crash Hotspot Mitigation
— Pedestrian Safety Corridor Treatments



Discussion Theme 1: Pedestrian Safety Project Recommendations

Typically, the prioritization process involves identifying scoring criteria for projects, scoring them using data-based and qualitative methods, and using those scores to determine the approximate order in which they should be implemented. We have already received feedback from the public that help guide how projects should be prioritized. **With this in mind, what criteria feel most important for prioritizing pedestrian safety projects? Where do investments need to be made first? What else should we be thinking about?**

DISCUSSION:

- providing accessibility within public rights of way is a civil right and may need to be called out more explicitly in the future
- Question: Is the idea with the corridor projects that it would be all the intersections along those streets, or the links as well?
- We live in a car centric world where crosswalks defer to cars at many intersections. This is especially a problem where there are many lanes and high vehicle volumes. We need intersections that favor pedestrians instead of cars.
- has any particular attention been paid to pedestrian crashes specifically caused by right turns on red? Can the city implement NTDR citywide? Can definitely ban on an intersection by intersection basis. May also be able to do that citywide.
- Will these recommendations get deeper in terms of what recommendations are for each location? Likely not scoping each of these projects, but providing guidance based on what we've learned from engagement.
- Map: wonder if the CSX rail crossings fly under the radar in terms of crashes but boy are they unpleasant. Atlantic, Culver, etc.
- Question about public safety: In some of our research last year, in particular older adults, people bring up public safety a lot. What can we do about that in terms of this project? I heard in another process recently that red light cameras can offer a good backup for public safety.

Common Prioritization Factors

Crash History Predictive Crash Modeling Priority Populations

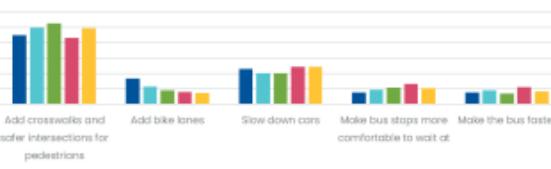
Nearby Destination Types (parks, employers, schools, bus stop, etc.)

Projects that improve both walking and biking

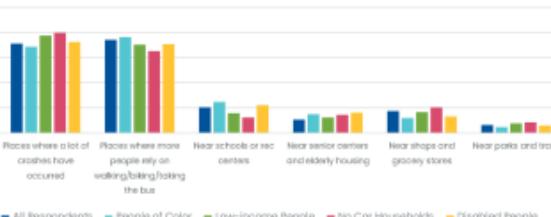
Network Importance (projects with larger impacts on connectivity)

Cost and complexity

Most Important Project Type



Most Important Location Type



Discussion Theme 2: Approach to Pedestrian/Accessibility Priority Areas

Understanding that there are a virtually unlimited number of worthwhile pedestrian and accessibility projects within Rochester, an area-based approach allows for a geographic focus for future projects to be established based on stated community and City priorities. With this in mind:

- **What do you like about this approach? Are there any criteria for each population group that feel missing?**
- **Are there any ongoing initiatives that this approach builds on? Are there opportunities for collaboration across programs, either within the City or by other organizations?**
- **As areas move into more detailed evaluation and design, what kinds of stakeholders should be at the table? Where might there be untapped grassroots potential?**

DISCUSSION:

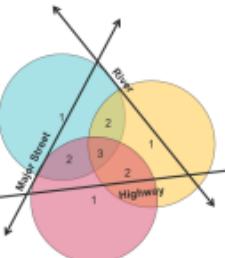
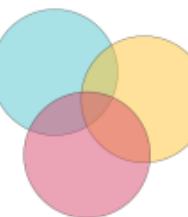
- One of the initiatives that is going on in the community is the livable community plan that creates recommendations in different domains, including mobility. We saw a good alignment of what older adults were saying in that process and the recommendations. Ran the gamut from benches to travel management to providing bikes at rental shops, etc.
- Concerning untapped potential, has there been any connection to the Lewis community center who were involved in a lot of the inner loop conversations. Suzanne Myer/Deanne Dunwoody are involved in that effort.
- general question: this committee is the sounding board, but what does the next phase of technical input from the public look like? What is the mechanism for folks providing input if they land on the website? Folks can definitely get in touch with the team. Once we have gone through more vetting internally, we will likely have another push of engagement but what that exactly looks like is not yet set.

Process for Defining and Refining Pedestrian/Accessibility Priority Areas

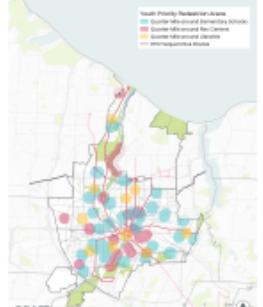
Identify destinations

Find Overlaps

Contextualize



Youth

Elementary Schools
Rec Centers
LibrariesOlder Adult Housing
Medical Facilities
LibrariesHigh-use Bus Stops
High-demand RTS Access Locations