

## Transportation Today on West Main

People who live around West Main Street have a lower rate of vehicle access than the Citywide average, and are almost twice as likely to take the bus to work each day.

Drivers travel along West Main Street at high speeds. From January 2015 to December 2019, a crash was reported on West Main Street every 3.5 days on average.

Conditions for people walking on West Main Street vary. Some stretches have poor sidewalk quality or infrequent crosswalks. There is no defined or dedicated space for people who bike.







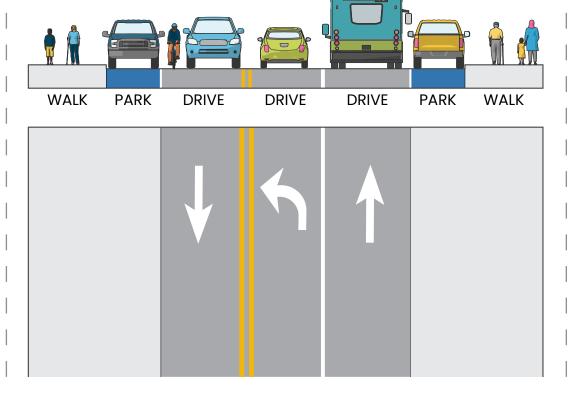
To learn more about current transportation conditions on West Main, please access the Existing Conditions Report at www.CityOfRochester.gov/wmain.

#### Starter Ideas for the Future of West Main

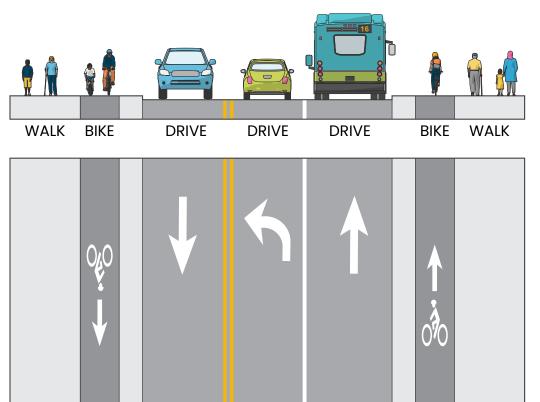
#### **Existing**

# WALK DRIVE DRIVE DRIVE DRIVE WALK

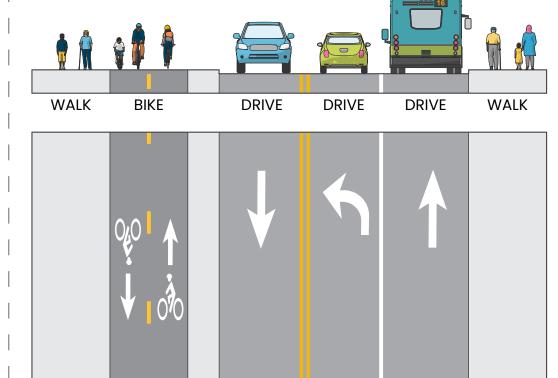
# Walking & Parking Focus



# **Biking Focus 1-way**



### **Biking Focus 2-way**



# Description

- •Four vehicle travel lanes with turn lanes at intersections
- Sidewalks of around 8 feet
- No bike lanes
- Intermittent on-street parking
- •One vehicle travel lane in each direction with turn lanes at intersections
- Sidewalks, parking, and green space expanded
- •One vehicle travel lane in each direction with turn lanes at intersections
- One-way separated bike lanes on each side of the street with sidewalks
- One vehicle travel lane in each direction with turn lanes at intersections
- •Two-way separated bike lanes on each side of the street with sidewalks

#### Potential for some safer crossings and some greenery at medians

- Slower traffic speeds
- •Expansion of sidewalk for walking, placemaking, vegetation, and outdoor business activity
- Shorter, safer, and more pedestrian crossings
- Space for bus stop amenities
- Parking/loading space formalized and expanded
- Potential for transit queue jumps at intersections if needed
- Benefits

  •Slower traffic speeds
  - Separate space for biking on both sides of street
  - •Shorter, safer, and more pedestrian crossings
  - Space for bus stop amenities
  - Parking/loading space formalized
- •Slower traffic speeds
- •Separate space for biking on one side of street
- Shorter, safer, and more pedestrian crossings
- Space for bus stop amenities
- Parking/loading space formalized

#### Trade-offs

- No increases to sidewalk space
- No separate space for biking
- •Placemaking focused outside of the right-of-way
- Minimal space for bus stop amenities
- Minimal traffic calming effects
- No separate space for biking
- •Transit operates in regular vehicle traffic
- Sidewalk narrows on some blocks
- Some parking may be lost
- Constrained bike lanes at bus stops
- Sidewalk space increases only on one side of street
- Parking primarily on one side of street only
- •Signalized intersections are more complicated with two-way bike lanes