



TRANSPORTATION ON WEST MAIN STREET

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	Walking & Parking Focus	Biking Focus 1-way	Biking Focus 2-way
<div><div></div><div><ul style="list-style-type: none">•Four vehicle travel lanes with turn lanes at intersections•Sidewalks of around 8 feet•No bike lanes•Intermittent on-street parking</div></div>	<div><div></div><div><ul style="list-style-type: none">•One vehicle travel lane in each direction with turn lanes at intersections•Sidewalks, parking, and green space expanded</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>
<div><div></div><div><ul style="list-style-type: none">•Potential for some safer crossings and some greenery at medians</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>
<div><div></div><div><ul style="list-style-type: none">•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</div></div>	<div><div></div><div><ul style="list-style-type: none">•No separate space for biking•Transit operates in regular vehicle traffic</div></div>	<div><div></div><div><ul style="list-style-type: none">•Sidewalk narrows on some blocks•Some parking may be lost•Constrained bike lanes at bus stops</div></div>	<div><div></div><div><ul style="list-style-type: none">•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</div></div>