



Monroe County Countywide Active Transportation Plan PUBLIC WORKSHOP #1 SUMMARY – June 29th, 2022

Overview

A joint public workshop for the County's Countywide Active Transportation Plan (CATP) and Plan Forward – the County's Comprehensive Plan update on Wednesday, June 29th from 3:00 – 7:00 PM. The Workshop was held at the Olmsted Lodge in Highland Park at 171 Reservoir Avenue, Rochester, NY 14620. The purpose of the workshop was to inform attendees about and solicit input on both projects. For the purposes of the CATP, attendees were asked to share their thoughts on the following:



- Where they enjoy cycling, walking, and using other modes of active transportation in the County
- Where it is challenging to bike, walk, and using other modes of active transportation in the County
- Describe active transportation now and their vision for the future of active transportation in the County
- What types of active transportation facilities and amenities they enjoy using and think are important
- Why they enjoy partaking in active transportation



This input was solicited through a series of interactive presentation boards, as well as the online interactive mapping application, which was available on a set of tablets for attendees to use. Approximately 50 people were in attendance for the event, alongside County staff members and members of the consultant teams for both Plan Forward and the CATP. The input received during the meeting is summarized on the following pages.

**Note (#) following a comment indicates the number of votes the comment received. **



Input Summary

What type of pedestrian facilities do you prefer to use?

Type of Amenity	# of Votes
Buffered Sidewalk / Walkway	22
Off-Road Shared Multi-Use Path	19
Sidewalk	18
Unpaved Trails	13
Off-Road Separated Pedestrian & Bicycle Path	9
Paved Shoulder	1



- Why is the measure not injury + death rates?
- Other comments:
 - Stop making speed bumps – make raised crossings instead
 - Raised crossings (1)
 - Please look at international examples of safe design, not preference
 - Continuous sidewalks in suburbs (1)
 - Chicanes for street calming not just raised walks/bumps
 - All newly-built subdivisions should be required to install sidewalks on both sides of any new roads within the subdivision (3)
 - More visible & logically located crosswalks – incorporate placemaking
 - Lighting at crosswalks is crucial to prevent nighttime car-pedestrian crashes
 - Maintenance on existing multi-use trails is very bad & need to be improved

What type of bicyclist facilities do you prefer to use?

Type of Amenity	# of Votes
Buffered Bicycle Lane	22
Cycle Track	21
Off-Road Shared Multi-Use Path	18
Dedicated bicycle Lane	12
Off-Road Separated Pedestrian & Bicycle Path	12
Shared Bicycle Lane	1



- Shared Bicycle Lanes – worthless (4)
- For low-volume, low-speed connections, shared bike lanes do work; preferred to door lanes (1)
- Cycle track – only asphalt or hard surface not rubberized.
- Why is the measure not injury + death rates?
- Other comments:
 - Snow removal
 - Please look at international examples of safe design, not preference
 - Safety over throughput



- Why isn't "protected bike lane" an option?
- Have public events such as Jazz Fest use bike corrals with valet service
- Any way to prevent rubberized paths from breaking apart? Particles then get into sewers/water

What type of pedestrian amenities do you think are most important?

Type of Amenity	# of Votes
Street Trees	20
Pedestrian-Scale Street Lighting	14
Plantings / Green Infrastructure	13
Placemaking / Public Art	12
Wayfinding Signage	11
Benches	7



- Benches – especially by bus stops
- Other comments:
 - Accessible crossings
 - Plow sidewalks in winter (1)
 - Snow blow sidewalks in winter (1)
 - Interactive play elements, like benches that are swings
 - Sidewalks without trees too hot in summer. Currently a tree equity issue
 - Continuous bike lane into and out of City
 - Clear sidewalks in winter are critical, especially for transit riders
 - More sidewalks needed
 - Plantings/ infrastructure that trap rainwater

What type of bicyclist amenities do you think are most important?

Type of Amenity	# of Votes
Bike Boxes	15
Wayfinding Signage	14
Bike Shelter and/or Lockers	13
Bike Signal Heads	12
Bike Racks	10
Bike Service Stations	4



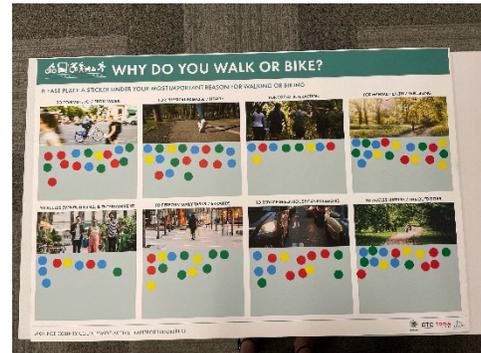
- This bike box should extend all the way across the lane so that cyclists turning left can get in front of the cars (Ford Street Bridge)
- Other ideas:
 - Also advocating for developing motorist education material for bikes on road
 - Plowing of all bike routes during the winter!
 - Bike racks not only built for "beauty" but utility



- Washington Square garage is 80% or more empty
- Safe parking is a leading concern for potential e bike adopters – a great opportunity for low-cost car replacement
- I could not get the City to rent me parking in the garage for jury duty
- Safe parking w/ charging for e-bikes
- Bike racks that fit cargo bikes
- We need a bike parking garage a la Amsterdam in the parking lot by WXXI, Frontier Field, Kodak, MCC
 - If you build it, they will come!

Why do you walk or bike?

Type of Amenity	# of Votes
For mental health / wellbeing	19
For physical exercise / health	18
To commute to / from work	16
To access nature / the outdoors	16
To reduce greenhouse gas emissions	14
To perform daily tasks / errands	13
For social interaction	9
To access events, dining, & entertainment	9

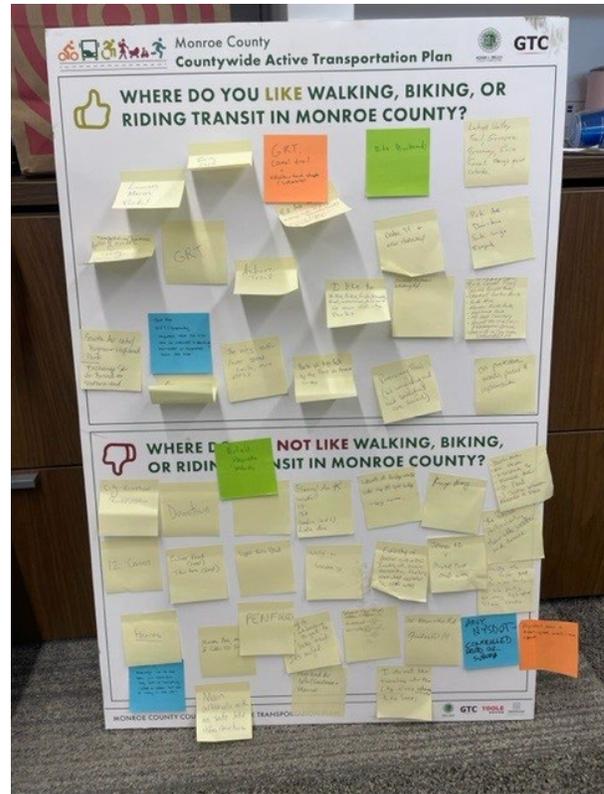


Where do you like walking, biking, or riding transit in Monroe County?

- Erie Canal Trail (1)
- neighborhood streets (sidewalks)
- Bike boulevards
- Leigh Valley Trail, Genesee Greenway, Erie Canal, through quiet suburbs
- Genesee Riverway Trail (2)
- Auburn Trail (1)
- Transportation / bus access for all of Monroe County
- Parks & sidewalks
- Park Ave Area (2)
- Along Lake Ontario (seaway trail)
- Durand Eastman
- Mendon Ponds Park (1)
- Union Street
- New Riverway
- Park Ave
- Downtown
- South Wedge
- Riverpath



- Durand Eastman
- Whiting Road
- Erie Canal Trail (esp. Pittsford to Fairport)
- North Ponds Park
- Charles E Saxton Park
- Highland Park
- Mt. Hope Cemetery
- Around the reservoir & Washington grove
- Webster Park
- Boxart Street to Charlotte Ontario Beach Park
- On protective trails, paths & cycletrack
- Riverway trail but wayfinding and road connections are awful)
- Parts of by High Falls by the Ponte de Rennes bridge
- The city safer lower speed limits, more access
- Genesee valley trail
- Anywhere that the bike lane or sidewalk is specifically barricaded or separated from the road
- Irondequoit Bay West – shares bikers & hikers
- Riverway trail – south of Rochester around Scottsville
- South Ave between Byron & Highland Park
- Exchange Street from Broad to southern end
- I like to hike, bike, fish, kayak, bird, wakeboard, disc golf in our County Parks



Where do you NOT like walking, biking, or riding transit in Monroe County?

- City – downtown Rochester (2)
- Penfield (1)
- Henrietta (4)
- Webster (1)
- Greece
- The suburbs
- 12 Corners
- Culver Road (Irondequoit)
- Titus Ave (Irondequoit)
- Upper falls boulevard
- Genesee Street (biking)
- Entirety of border suburbs: Irondequoit, Greece, Henrietta, Penfield, somewhat expected in rural areas
- Jefferson Road & marketplace mall area



- Outside the City – faster speed limits – no trails, no bike paths, too many high speed four lane roads
- Any NYSDOT – controlled road or suburb
- Anywhere near a higher-speed, multi-lane road
- W. Henrietta Road – gawdawful!!
- I do not like traveling into the City along interrupted bike lanes
- Hojack Trail needs better surface
- Highland Avenue between Goodman & Monroe
- Trying to cross Lakeshore Boulevard to get to the lake trail. It's awful
- Main arterials with no safe bike infrastructure
- Bikeways up to the lake, including Lake Avenue. They look so tempting & great on paper, but are so scary in real life!
- Monroe Avenue east of Cobbs Hill Park
- Sidewalk of Bridge View Drive under the NY-104 Bridge – very narrow
- Kings Highway
- Lake Ave
- Elmwood Ave
- Westfall Road
- Route 15
- Route 15A
- Goodman (North and South)
- South Ave
- Mount Hope
- Highland Drive
- Monroe Ave
- St. Paul
- S. Clinton between Alexander & Main
- Main Arterials with no safe bike infrastructure

One word/phrase to describe walking & biking in Monroe County Today

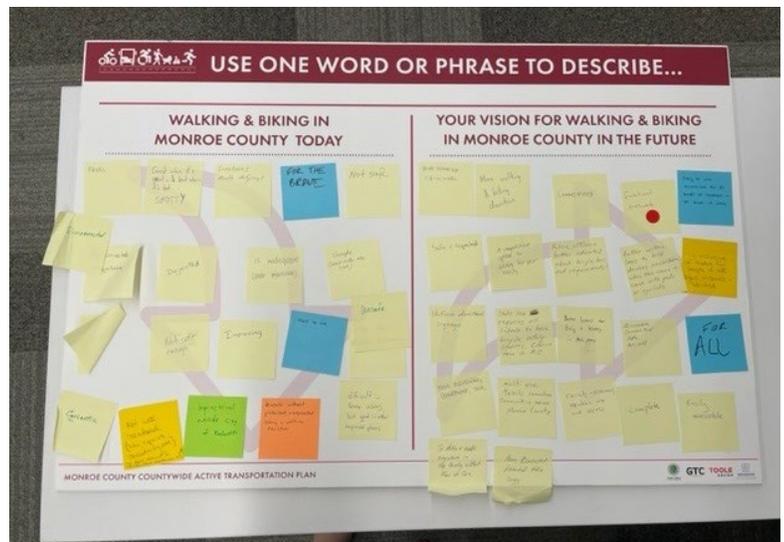
- Parks
- Great where it is great, and bad where it is bad
- Spotty
- Sometimes death defying
- For the brave
- Not safe
- Disconnected (1)
- Equitable
- Disjointed
- Inadequate (near impossible)
- Unsafe (won't take the risk)
- Unsafe



- City – fun / County – hazardous
- Difficult in some areas, but good in other improved places
- Unsafe without protected & separated biking & walking facilities
- Impractical outside City of Rochester
- Not well-maintained (snow, repairs, connectivity, etc.)
- We don't account for infrastructure maintenance very well
- Car-centric
- Incomplete
- Not safe enough
- Improving
- Hard to use

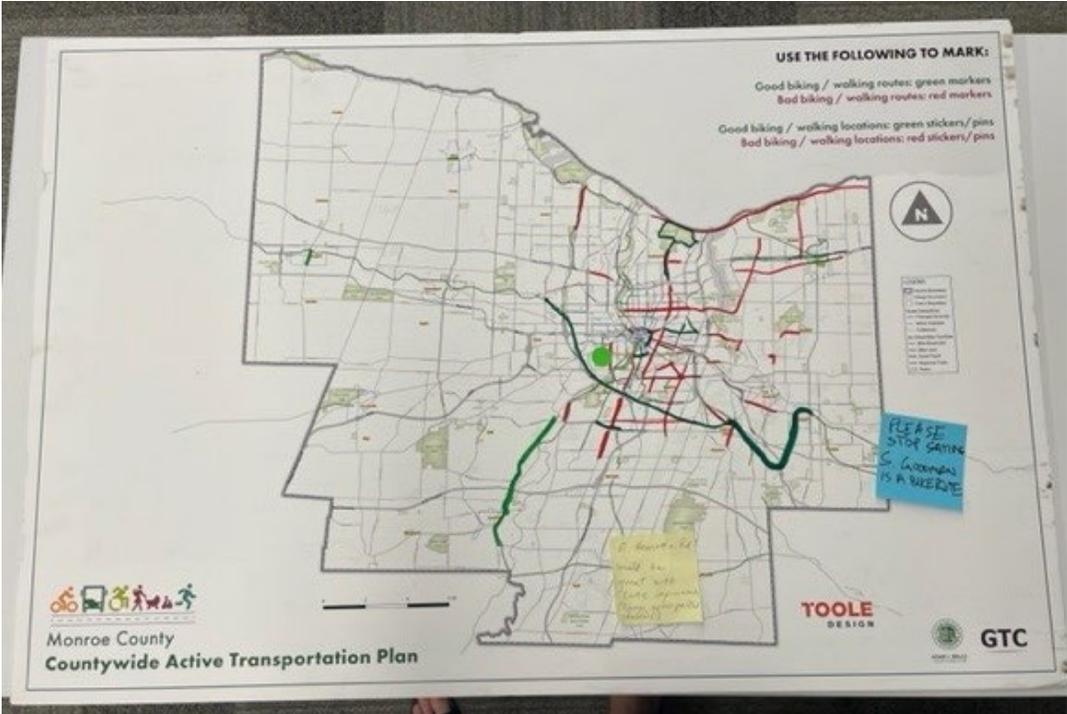
One word/phrase to describe your vision for walking & biking in Monroe County in the future

- More accessible crosswalks
- More walking & biking downtown
- Connections
- Functional network (1)
- Easy to use, accessible for all kinds of travelers in all kinds of areas
- Safe & respected
- A competitive option to driving for your needs
- Police officers better education about bicycle laws and requirements!
- Better written laws to hold drivers accountable when they cause a crash with peds or cyclists
- Is inclusive of modes for people of all ages, incomes, and abilities
- Uniform directional signage
- State law requires all schools to have bicycle safety courses. Enforce this in Monroe County
- Better systems for biking & walking in all areas
- Accessible, connected, safe for all
- For All
- More accessible, convenient, safe
- Multi-use trails connecting communities across Monroe County
- Racially-economically equitable use and access
- Complete
- Easily accessible
- To bike / walk anywhere in the County without fear of cars
- More connected protected bike lanes

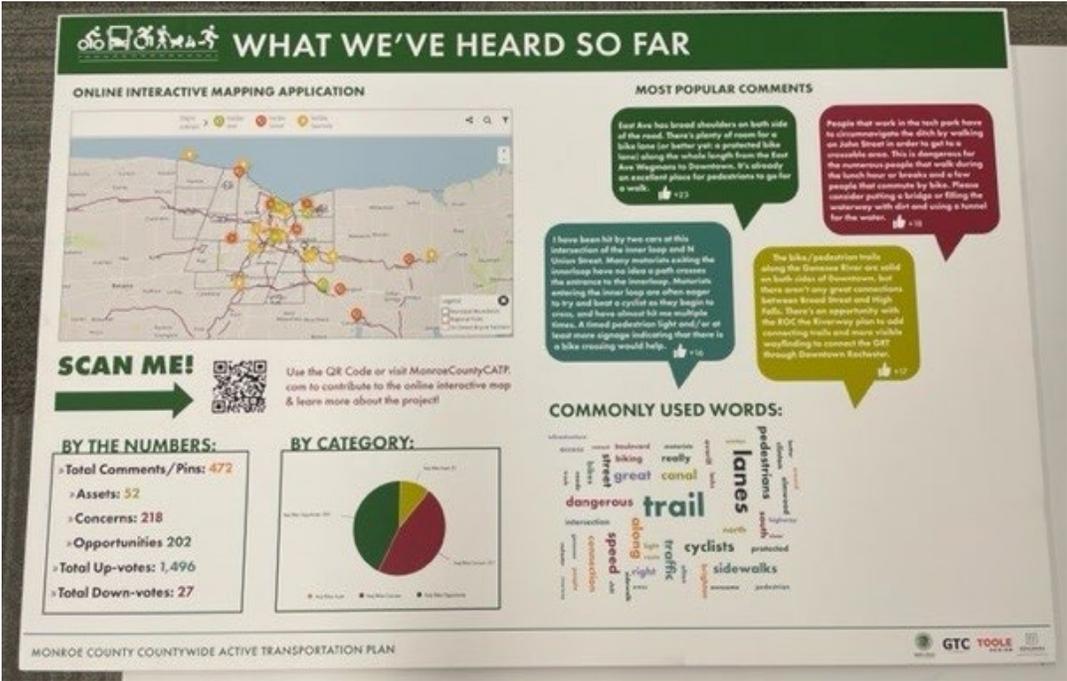


Map Board

- Please stop saying S. Goodman is a bike route
- E. Henrietta Road would be great with some improvements (signage, green painted shoulders)



Interactive Map Summary Board



Written Comments:

“Stop building four lane and six lane roads in the suburbs to make it easier to move away from the city and encourage racial inequities. Invest more in improving city roads. The people with the least money drive on the worst roads leading to more auto waste and more costs spent on cheap cars that break down faster when driven on bad roads further causing the inequities.”

“I still feel like we have a way to go to connect all the great networks that have already been developed. It’s nice to see work is moving forward with Elmwood but I believe main roads like Winton and Monroe really need a lot of work as these two main roads have a lot of grocery stores / shopping and should be more accessible by active transportation.”

“I share the vision of so many others – interconnected walking and biking ways that are physically separated from motor vehicles for safety. The surfaces should be accessible for all and maintained properly so they are useful in all seasons. They should connect as many communities, parks, and workplaces as possible. Think of them as we have thought of roadways in the past – get people to every place they need to go. This is where I would like my tax dollars to go.”

“I would love to see the City and County implement Dutch-style bike infrastructure → separated bike lanes, intersections which prioritize non-car users. Rochester has lots of effective traffic calming on side streets and I would love to see main roads such as South Plymouth Avenue redesigned to provide protected bike infrastructure.”

“I would love to see more people and families on bikes. The roads are not set up to do this safely, however, bike lanes, or at least having bike stamps in the shoulders of the roads would alert motorists that they have to share the road. It would help reduce childhood obesity (adults as well), it would bring communities together, limit gas emissions, and increase health overall. Also, I believe there has to be a component of education for people to embrace this. It worked with seat belts, no smoking campaigns, etc.”

“As a long-term goal, the river trails could be a viable and useful cycle infrastructure if they were treated as such. It’s very rare to have rail trails connect useful locations, and this resource should be used. The trails should be widened, well-paved, and plowed so that they can be a reliable route in/out of the city center. Also, make the access points easier.

