

MEETING NOTES

11/3/2022 PAC Meeting #3

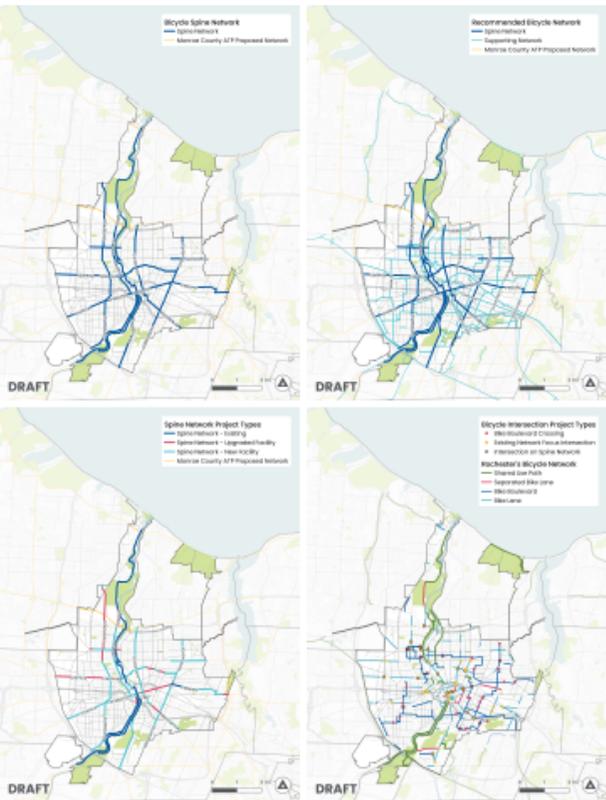
Attendees

- Jake Berman, Toole Design
- Darin Ramsay, City of Rochester
- Lydia Hausle, Toole Design
- Alexis Vidaurreta, Toole Design
- Jesse Peers, Reconnect Rochester
- Adrienne Davis, Rochester Flower City AmeriCorps
- Andrea Walton, U of R
- Antonia Custodio, MCC
- Bill McDonald, Aging Alliance
- Bob Williams, GTC
- Jahasia Esgdaille, Reconnect Rochester
- James Dietz, Reconnect Rochester
- Jay Arzu, Community Member
- Jessica Richwalder, Disability Rights New York
- Julie Boasi, RTS
- Karen Lankeshofer
- Kevin Kelley, City of Rochester
- Lora Leon, NYSDOT
- Mike Bulger, Common Ground Health
- Yixuan Lin, Monroe County Planning

Discussion

- See next two pages.

Draft Networks



Discussion Question 1: Bike Network Spine and Supporting Connections

Recognizing that committing to a spine network is a big step for the City, and that the size of the network is reflective of implementation realities – **What do you like and what do you feel is missing? Do you have any comments about the network structure, the exact streets/corridors included, etc.?**

LIKES:

- upper falls - overbuilt, has ROW either on a median etc
- especially community interest in e/w
- rationale for making it "realistic"
- good to have two
- with the addition of goodman, crossover with goodman/culver cross-town route

MISSING:

- wayfinding
- clifford ends abruptly; norton instead?

OTHER COMMENTS:

- using the river path as n/w - will it be cleared in the winter?
- bike boulevards - wayfinding, would like to connect with less traveled blvds
- bike paths that are between two car lanes are uncomfortable
- driving park may not need to go as far west as train tracks

OTHER COMMENTS:

- navigational assistance? Monroe County mobility management app under development, could include bikes; at one point there was a city interactive bike map; there is a regional one, bikemap.gtcmapo.org
- East Ave feels like a highway

Discussion Question 2: Implementing Traffic Safety Recommendations in Rochester's Social Context

The City is currently grappling with a wide range of issues affecting quality of life, with public safety concerns in particular emerging as a consistent and strong theme in public engagement for this project. Traffic safety is a critical piece of overall public safety, but the kinds of built investments that will come out of this action plan do not address the public focus on crime. **How can we ensure that visible investments in elevated safety in neighborhoods facing elevated crime rates and other public safety issues do not communicate a misalignment of City and Community priorities? How can this action plan best hold that tension, and do something productive with it?**

DISCUSSION:

- livable community; safety from crashes, but fear of crime is important; overall, want to make the city a more livable community for all, housing is an livability aspect, promoting it as a safety feature might help. all part of the same thing, dealing with the crime issue and other inequities and this is all part of the same thing
- MCC Downtown Campus working with a firm to conduct a study - 400 to Morrie Silver, very fast traffic, conflict with pedestrians. 9 crashes since 2017 and 1 fatal, this would help our neighbors as well - what type of things they're going to come up with that could make it a lot safer for people crossing.
- mobility justice - lens for looking at these improvements, this is all the same thing, mobility justice gets to the heart of this issue
- "elderly" - now prefer the phrase "older adult" as more sensitive, counter ageism

Discussion Question 3: Prioritizing Bike Network Projects

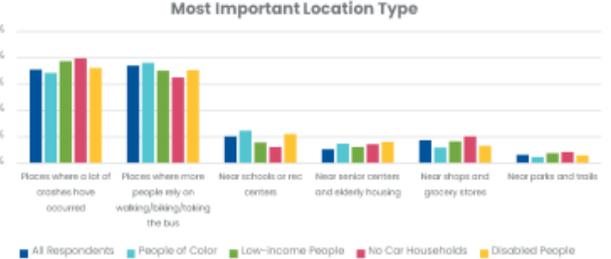
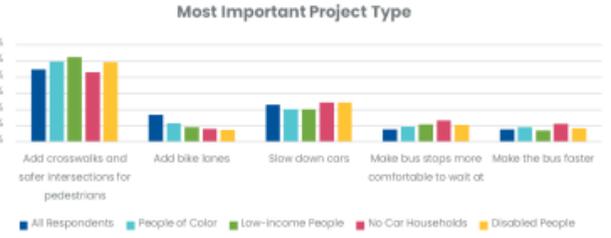
Typically, the prioritization process involves identifying scoring criteria for projects, scoring them using data-based and qualitative methods, and using those scores to determine the approximate order in which they should be implemented. We have already received feedback from the public that help guide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

DISCUSSION:

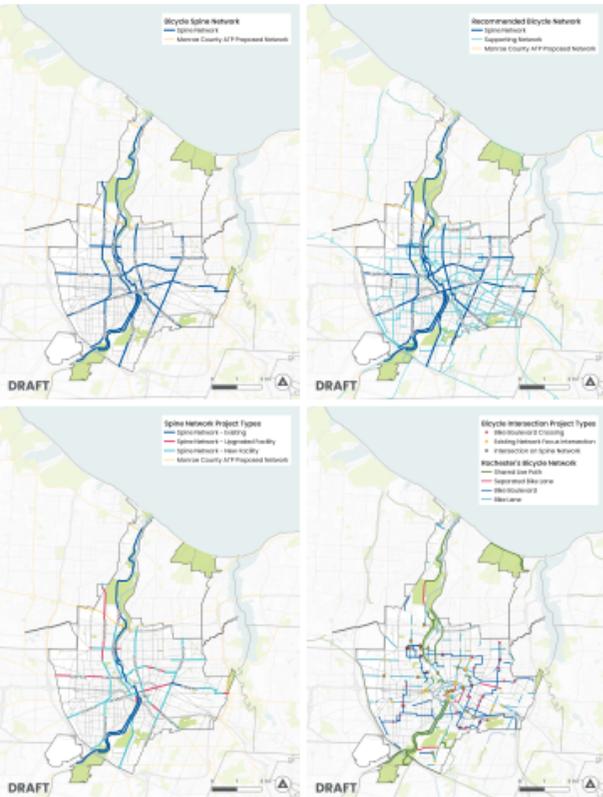
- factors look right; prioritizing safety especially on larger roads with a lot of traffic and where there are a lot of potential crashes; safety at intersections specifically
- location type - where people rely on walking/biking/taking the bus also overlaps with some of the other location types provided. could combine all of those categories into one, makes it clear where people would like to see improvements
- frustrating that some crosswalks you have to press the button and others you don't. the automatic ones are best - engineers refer to vehicle traffic needs. walk signs feel safer on a bike too. some intersections are a nightmare to cross with turn lanes. want to promote more automatic recall phases, not "asking for permission"

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



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LIKES:
 - The City is currently grappling with a wide range of issues affecting quality of life, with public safety concerns in particular emerging as a consistent and strong theme in public engagement for this project. Traffic safety is a critical piece of overall public safety, but the kinds of built investments that will come out of this action plan do not address the public focus on crime. How can we ensure that visible investments in traffic safety in neighborhoods facing elevated crime rates and other public safety issues do not communicate a misalignment of City and Community priorities? How can this action plan best hold that tension, and do something productive with it?

MISSING:
 - wonder if it is comprehensive enough to get people from point A to point B - is there enough density

OTHER COMMENTS:
 - need to be cognizant of the mechanisms that help the City actually achieve this. Don't want a scenario in which we get half measures on connectivity AND we disrupt businesses
 - Curious about the connection to inner loop north
 - I do view separated facilities as critical, I'm concerned that with Rochester's arterials, many streets won't be as feasible as we hope

OTHER COMMENTS:
 - main concern some of these are state roads and the City doesn't have full control over the street and they make implementation more difficult
 - Looking at the east side - important that we can continue to do good things on east side, but it doesn't extend beyond the city limits. Wonder if east side instead of east main would be more beneficial
 - like this as a best case scenario. If it's going to be adopted, we need to be really committed to creative solutions and being prepared to negotiate to get everyone on board and address the concerns of stakeholders
 - I think a lot of people just don't know that traffic violence is occurring. Other acts of violence get a lot of news coverage, whereas traffic crashes are not as aware of the issue
 - In addition to lighting, let's also keep in mind that sidewalks and bike lanes need to be clear of debris
 - Police officer training feels important here - people feel unsafe because they feel more vulnerable to police attention
 - General public education also feels important - bikal/ped safety curriculum
 - if we could increase the number of people walking and biking through the plan, it would be an opportunity for police to take on more training, better educate law enforcement, reduce negative experiences

Discussion Question 2: Implementing Traffic Safety Recommendations in Rochester's Social Context

The City is currently grappling with a wide range of issues affecting quality of life, with public safety concerns in particular emerging as a consistent and strong theme in public engagement for this project. Traffic safety is a critical piece of overall public safety, but the kinds of built investments that will come out of this action plan do not address the public focus on crime. How can we ensure that visible investments in traffic safety in neighborhoods facing elevated crime rates and other public safety issues do not communicate a misalignment of City and Community priorities? How can this action plan best hold that tension, and do something productive with it?

DISCUSSION:
 - There are things to suggest that more people out of their cars makes crime less likely to occur (more eyes on the street). That could be communicated as part of this plan.
 - Hope to also have the opportunity to incorporate lighting and other design elements that help deter crime
 - Lighting feels very important - some lights don't feel bright enough to pedestrian/bicyclists
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DISCUSSION:
 - network connectivity feels the most important
 - After connectivity, destinations that connect people to core services and opportunities.
 - Intersections feel so important - they interrupt the connectivity if they are not adequate. Need appropriate crosswalks, LPIs, lights, etc.
 - Culver is a great example - bike lanes disappear at intersections to make room for turn lanes
 - Projects that improve both - intersections may be the most tangible example of that. If you improve intersections, it's often a highly visible improvement for both modes

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