November 11, 2025

Re: North Clinton Avenue Milling and Resurfacing Project Proposal of 2025.10.07

Dear Ms. Howell,

Thank you for the opportunity to provide input on the proposed North Clinton Avenue Milling and Resurfacing Project. We have appreciated the opportunities to engage in the public process, and anticipate remaining engaged throughout the successive design presentations and public engagement.

Reconnect Rochester champions transportation choices that enable a more vibrant and equitable community. Our mission supports efforts that are aimed at improving accessibility and expanding mobility options for all people -- regardless of age, ability, income or mode of transportation.

Thank you for reviewing our February input letter and incorporating many elements into the design presented at the October 07, 2025 public meeting. We greatly appreciate that you and the project team took the time to respond to our initial letter which helps us to understand the city's constraints and methodology. As the project is finalized, we wanted to offer additional feedback.

Continuous & Connected Bike Facilities

Thank you for providing continuous bike infrastructure along the corridor. We know it is often politically difficult to design streets for all as on-street car storage (parking) is often entrenched even when it is significantly underutilised. In the City of Rochester, 24% of households do not have access to a car and census data suggests this number climbs to approximately 40% in the areas surrounding this project area. Significant portions of the community walk, take the bus, scoot, and bike as their main form of transportation and it is essential that maintenance road projects prioritise their safety.

We support buffered bike lanes, however, the project as designed will not bring bike facilities up to the all-ages-all-abilities standard for routes designated as part of Rochester's 2023 Bike Spine. As mentioned in our previous input, we strongly encourage

the northbound bike lane to be parking protected, similar to what exists in Kingston, and for barriers to be included on the southbound bike lane. Following the completion of the SS4A Rapid Implementation Study, the City should return to this corridor and add barriers to the southbound bike lane, consider making the northbound bike lane parking protected, or even convert the southbound bike lane to a two-way protected on street bike lane.

Since this project is not planned to include all-ages-all-abilities infrastructure north of Upper Falls Boulevard, it is critical that connections to Bike Boulevards and other pieces of Rochester's high-comfort bike network are prioritised. We explain suggestions for several of these connections later in this letter.

Corridorwide Pedestrian Safety Improvements

Thank you for including Leading Pedestrian Intervals (LPI) at every signal included in this project. LPIs do not require any additional infrastructure, only a reprogramming of existing signals to allow pedestrians a 3-7 second head start before vehicles are given a green light. This helps to communicate right-of-way, increase visibility of pedestrians, increase motorist yielding, and reduce crashes. The Federal Highway Administration (FHWA) has found that LPIs reduce crashes by 13%.

We also recommend implementing no-turn-on-red restrictions (NTOR) at every signalized intersection in this project to increase driver yielding and reduce the number of crashes with pedestrians. A 2022 study published by the Institute of Transportation Engineers found that NTOR led to a 92% decline in the number of drivers that failed to yield to pedestrians. This is significant especially in a high crash corridor like North Clinton Ave.

Thank you for including a raised crosswalk at International Plaza. Raised crosswalks slow traffic on the main road and increase motorist yielding to crossing pedestrians. The Federal Highway Administration has found that raised crosswalks can reduce pedestrian crashes by 45%. We are strong supporters of raised crosswalks as they slow traffic and provide massive safety benefits. The first public meeting for this project suggested that raised crosswalks would be considered at additional locations along the corridor. The recent 2024 Milling & Resurfacing Project installed two raised crosswalks on Park Avenue without FHWA safety dollars. **We urge the project team to install more raised crosswalks along the corridor in but especially in areas with high pedestrian traffic and crashes.**

Thank you for including bumpouts at some intersections in the project area. Bump outs help to reduce the pedestrian crossing distance and can help to tighten vehicular turning radii which helps to promote slower turning movements. We encourage the bump out in front of school number 9 to continue out to the edge line and for the turning radius on Ward Street to be narrowed. Larger design vehicles can be accommodated through recessed stop bars as discussed in previous project input.

Bus Stop Design

Thank you for including several floating bus stops similar to what is described in section 7.9.14 of the 2025 AASHTO Bike Guide. This is the best design solution to minimise conflicts between cyclists, pedestrians, and transit users and we are excited to see this design come to Rochester. In order to clearly communicate right-of-way and to minimise conflicts, we recommend adding detectable edges to areas where pedestrians and cyclists are expected to cross paths and add additional yield markings on the cycle track indicating that bikes must yield to pedestrians. The 1’ colored and textured concrete buffers should be extended to the curb line marking the intended path of cyclists and pedestrians clear. Refer to our diagram below as well as page 7-57 of the 2025 AASHTO Bike Design Guide.

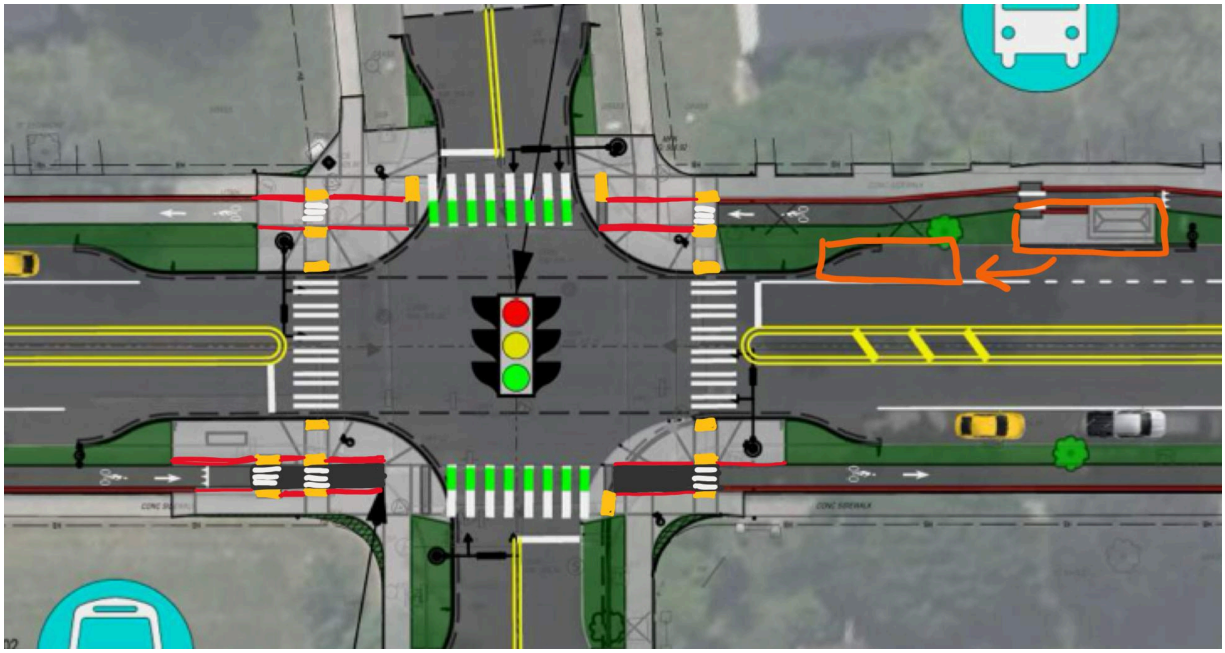


Figure 1: Our proposal for the intersection of N Clinton and Ward St. The red lines represent extensions to the textured & colored concrete buffer. The yellow boxes represent detectable edges. The orange box represents our recommendation to move the southbound bus stop to be an in-lane stop.

We strongly encourage designers to include proper floating bus stop designs at every bus stop south of Oakman Street. This would ensure that both riders and cyclists receive the highest level of accommodations in the portion of the roadway being reconstructed, and create an all-ages-all-abilities connection from Downtown to the El Camino trail. Bus stops here should also all be designed to facilitate in-lane bus stops as these prevent RTS buses from getting stuck in traffic as drivers often don't yield to buses pulling away from stops. We also encourage moving bus stops to be on the far-side of the intersection where feasible as they encourage riders to cross behind the bus which is a significant safety improvement.

Thank you for also including bus stop amenities in this project. Including proper bus stop amenities such as full size benches and transit shelters as part of roadway projects help to significantly improve our transit network. We hope every bus stop in this project will include a full size bench and that some transit shelters will be installed.

Bastian Bike Boulevard Connection

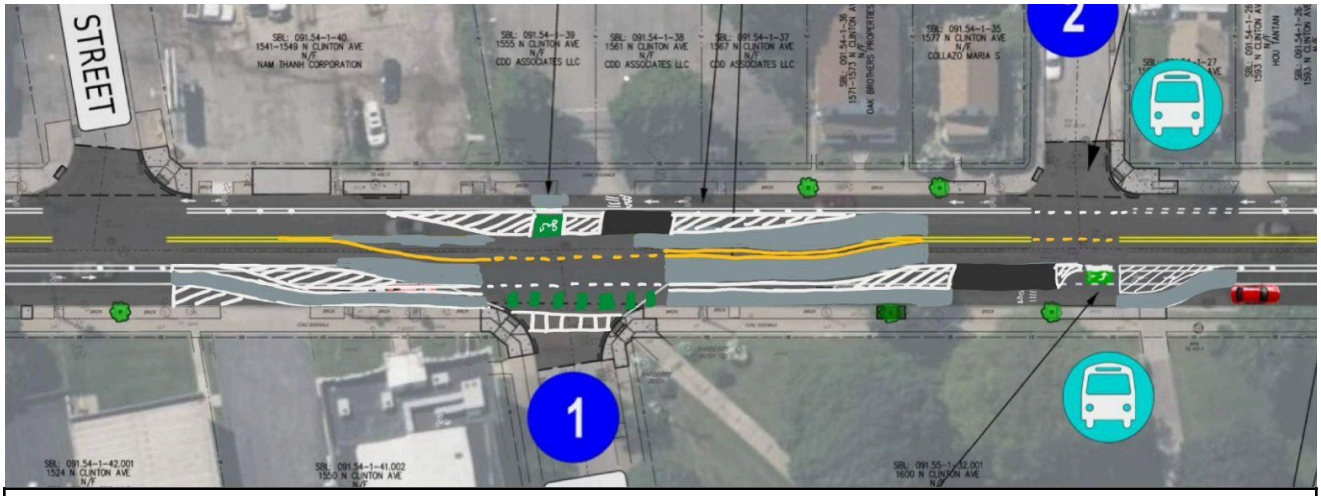


Figure 2: A potential configuration of the connection between the Bastian Street Bike Boulevard (blue #1 in diagram) and Darrow Street (blue #2 in diagram). The black boxes represent bus stop space.

Figure X: A bidirectional on-street bike lane in Washington DC. A

short stretch between Bastian and Darrow could facilitate a comfortable connection.

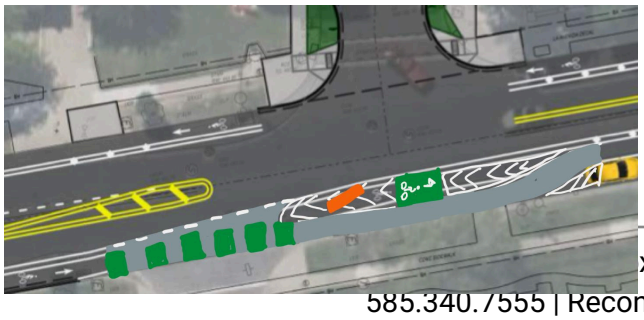
The Bastion Bike Boulevard's crossing of North Clinton is very important to the city's high comfort bike network as it offers a connection to the El Camino Trail, an off-street trail which parallels North Clinton Avenue. The skewed nature of the intersections here makes the connection difficult, however, the connection can be made by briefly disrupting parking, shifting one bus stop, and by trialing temporary bus stop boarding islands. Our first proposal (refer to figure 2 above) would involve removing several on-street parking spaces to create room to accommodate two stage turn boxes and floating bus stop islands using low cost materials. The floating bus stops can be protected with a single concrete barrier, similar to how some Toronto street car and bus stops are (refer to figure 3). If this is not possible, we encourage a design which includes a two way on-street bike lane between Bastian and Darrow on the east side of the street. This configuration would require a barrier between the two-way bike lane and the travel lane. Connected all-ages-all-abilities bike networks require the city of Rochester to use barriers in many locations and we encourage project managers to expand the City's toolkit.

Figure 3: A low cost in-lane bus stop protected by a concrete barrier in Toronto. Cyclists use the ramp when transit vehicles are not present.

Avenue A Bike Boulevard Connection

We encourage designers to maintain the traffic light at Avenue A to provide a safe and comfortable crossing on North Clinton Boulevard. Without a traffic light, pedestrians and cyclists will need to wait for a break in traffic and run across the roadway. Parents biking with their children to and from the El Camino trail rely on this traffic light to provide safe crossing. The lack of a signal here also promotes the flow of vehicle traffic over the needs of vulnerable road users, placing them in a more dangerous intersection. Especially in peak times, this signal is critical for the pedestrian and cyclist network.

Oakman Street Bike Boulevard Connection



Providing an all-ages-all-abilities connection between Oakman Street and the cycle track proposed in this project is critical as this would provide an all-ages-all-abilities link from Downtown to Irondequoit. **We strongly believe that the cycle track or at least on street protected bike lanes should continue to Oakman Street and provide a safe crossing.** At the minimum, a two stage turn box should be included for cyclists turning from North Clinton Ave to Oakman Street as depicted in figure 4. This can be made even more comfortable through including one or two concrete barriers (depicted as the orange rectangle in figure 4) to protect cyclists waiting for a break in traffic to cross. A two stage turn box and a barrier would only impact one parking space here and provide a higher comfort crossing.

Figure 4: A potential configuration of a two stage turn box at the intersection of Oakman and N Clinton. The orange box represents a concrete barrier which is optional.

Two Stage Turn Boxes (Ward Street & Norton Street)

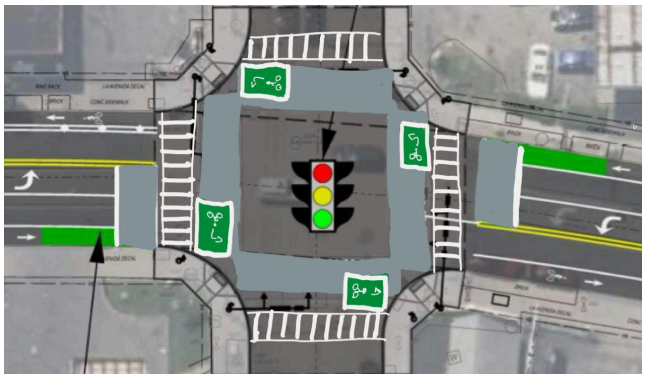


Figure 5: Two stage turn boxes and directional curb cuts at the intersection of N Clinton & Norton

The design presented to the public at the October 7th meeting included two stage turn boxes which were placed in the bike lane. This placement goes against AASHTO design guidance and the MUTCD. Two stage turn boxes must be placed outside of the bike lane. Wherever possible, two stage turn boxes should be included opposed to traditional bike boxes as two stage turn boxes are intuitive, encourage safer turning movements, reduce cyclist conflicts with vehicles, and don't require as much courage and cycling savvy riding. For example, two stage turn boxes could be included at the intersection of Ward Street and Norton Street. Refer to figure 5 for our proposal to accommodate two stage turn boxes by installing directional curb cuts.

North Clinton & Upper Falls intersection

The intersection with Upper Falls Blvd is the most important intersection within this project to maximise safety, to match modern engineering guidance, and to ensure the connectivity of Rochester's active transportation network. The February 27 public meeting presented crash data showing that between August of 2020 and December of

2023 76 crashes were reported at the intersection of Upper Falls Blvd and North Clinton Ave, over 36% of all intersection crashes along the over 2 mile corridor.

We believe it is critical this project connects the all ages all abilities infrastructure south of Upper Falls Blvd through the intersection. At the minimum, we encourage designers to include painted cross-bikes within the intersection to communicate right-of-way and for the signal to be timed with bicycles in mind. Making the bus stops at the intersection follow the floating bus stop design as discussed earlier in the letter would have allowed for the installation of a protected intersection and for all-ages-all-abilities infrastructure to connect to Oakman Street. Please refer to page 3 of our previous letter for more information.

Thank you for taking the time to consider our input.

Sincerely,

Bill Collins
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And…
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