

MEMORANDUM

June 1, 2023 (originally submitted August 18, 2022)

To: Yixuan Lin

Organization: Monroe County Department of Planning & Development

From: Michael Blau, Wendell Joseph, and Tom Robinson (Bergmann)

Project: Monroe County Countywide Active Transportation Plan

Re: Task 3.1: Plan Review – FINAL

Introduction

Active transportation provides many social and individual benefits for Monroe County communities. This review draws on some of the critical active transportation planning work completed within the county, identifies overlaps in objectives across various planning efforts, and determines what gaps remain to be filled through the Monroe County Countywide Active Transportation Plan (CATP). The documents listed below were reviewed as part of this task based on guidance from Monroe County.

List of Documents

1. Three-Foot Safe Passing Law
2. Transportation and Poverty in Monroe County
3. Creating a Community for a Lifetime – An Action Plan for an Age-friendly/Livable Rochester and Monroe County
4. Active Transportation Recommendations
5. Active Transportation Response to Towns
6. Highway Geometric Design Standards
7. Monroe County Complete Streets Checklist
8. Monroe County Complete Streets Policy
9. Accessible Pedestrian Signal Devices Project Construction List
10. Bike Walk Brighton: A Comprehensive Pedestrian and Bicycle Master Plan
11. Pittsford Active Transportation Plan: The Town and Village Moving Together
12. Town of Chili - Bicycle & Pedestrian Master Plan
13. Town of Greece - Bicycle and Pedestrian Master Plan
14. Town of Henrietta - Active Transportation Plan
15. Town of Irondequoit - Active Transportation Plan
16. Town of Penfield - Bicycle Facilities Master Plan
17. Town of Perinton - Pedestrian and Bicycle Master Plan
18. Village of Brockport - Active Transportation Plan
19. Black Creek Trail Feasibility Study
20. Highland Park/Canalway Trail Planning and Concept Design

21. Hojack Trail Feasibility Study
22. I-590 Bicycle + Pedestrian Bypass Feasibility Study
23. Irondequoit Creek Valley Multi-Use Trail Feasibility Assessment and Design Recommendations
24. Irondequoit Seneca Trail Feasibility Study
25. JOSANA Rail-to-Trail Feasibility Study
26. Lehigh Valley Trail Feasibility Study: Corridor Acquisition and Rail-to-Trail Conversion
27. Urban Trail Linkages: Genesee Riverway & Eastman Trails

Key Findings

Most of the documents reviewed recognize the positives of active transportation. The most significant difference between the various studies is the quality of active transportation infrastructure. Older studies advocated for bike lanes but did not consider creating quality places that people want to bike and walk to. Many of the studies did not consider the impacts of environmental injustices (EJ) on active transportation infrastructure development. Some of the older documents were completed before the updated American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) design guides were released and do not align with current best practices.

While the contexts differed across each of the documents reviewed, there is overall consistency in active transportation related goals and recommendations among the documents that address walking and bicycling. Collectively, there was a strong focus on making people safer, safer places, safer roads, healthier environments, and strong economies.

Collectively, there was a strong focus on making people safer, safer places, safer roads, healthier environments, and stronger economies.

Data

The majority of the documents highlighted the extent to which local jurisdictions incorporated data-driven methodologies into their active transportation plans (ATPs) throughout the region. For instance, the documents referenced several emerging data-driven methodologies such as demand models, bicycle and pedestrian level of service models, and more traditional methods such as crash analyses, field investigations, stakeholder and community outreach, walkability workshops, and prioritization matrixes.

Environmental Justice

There was, however, inconsistency and a lack of commitment to remove systemic transportation barriers for traditionally underserved and under resourced communities, particularly in regard to allocating and prioritizing funding and investments in active transportation infrastructure at the level needed to overcome historic and contemporary injustices and inequities. Only 28 percent of the documents addressed environmental justice (EJ), and many of these instances are high-level goals and recommendations rather than detailed analyses of how to remove systemic transportation barriers for under-resourced communities within Monroe County. In some cases,

Monroe County should encourage communities to focus their efforts and resources on supporting environmental justice populations and centering their needs during future active transportation planning processes.

it may be unnecessary to incorporate EJ considerations; for example, Monroe County Department of Transportation's (MCDOT) Highway Geometric Design Standards are not related to transportation equity. However, most jurisdictions with local ATPs or other related documents reviewed during this task are home to some EJ communities, such as people of

color, low-income people, people who are unemployed, or people who are linguistically isolated. Monroe County should encourage these communities to focus more efforts and resources on supporting EJ populations and centering their needs during future active transportation planning processes.

Climate Change

In addition to an increased focus on environmental justice, the CATP should emphasize the importance of active transportation in addressing the climate crisis. The City of Rochester has completed a climate action plan, and Monroe County and the Town of Brighton have climate action plans underway, at the time of this writing. Climate-related funding sources, such as the New York State Climate Smart Communities grants, can be used to fund active transportation projects.

Climate change threatens the homes, livelihoods, and cultural and community assets of Monroe County residents. These losses will be felt more acutely in environmental justice communities, who are often on the frontlines of disasters. There is a strong link between environmental justice, climate change, and active transportation because lower income and Black, indigenous, and communities of color rely more heavily on public transit, walking, and bicycling as a means of transportation. By reduce carbon emissions, active transportation and transit are critical in the fight against climate change; however, people using these modes are disproportionately exposed to climate impacts, such as extreme heat, flooding, storms, and natural disasters. Designing safe and resilient transportation systems for the most vulnerable users should be a key consideration during plan implementation.

Most local ATPs make a clear, high-level, link between active transportation and the environment, identifying the environmental benefits of active transportation, including reduction of greenhouse gas emissions. The Henrietta plan provided additional details, including a green benefits analysis that calculated the reduction of green house gases that would result from implementation of the recommended active transportation improvements.

Most local active transportation plans make an explicit, albeit high-level, link between active transportation and the environment.

Funding

Lastly, with a few exceptions, the overwhelming majority of local agencies are adept in project funding mechanisms via philanthropic, local, regional, state, and federal sources. However, what is not known is the extent to which local agencies have been successful in procuring funding for the implementation of active transportation-related projects, particularly in EJ communities and traditionally underserved communities. Therefore, the procurement of active transportation-related funding should be a priority in the CATP.

Summary of the documents

Figures 1-5 provide summary information on the documents reviewed, such as the study area, document type, year written, and whether the document includes recommendations that aim to remove systemic transportation barriers for Environmental Justice (EJ) communities within Monroe County.

Figure 1 Study Area: Half of the reports focused on local municipalities, while a third focused on the county as a whole.

Figure 2 Document Type: A third of the documents reviewed were trail studies, while another third was dedicated to active transportation plans. The remaining third consisted of laws and policies, as well as other documents.

Figure 3 Year Written: There is a relatively even split between reports written before 2013 and between 2014-2018 and 2018-2021. Each category makes up roughly a third of the reports reviewed.

Figure 4 Addresses Environmental Justice: Environmental justice communities consist of those who have been systematically subjected to an undue burden of environmental harm. Just over a quarter of the reports reviewed focus on the transportation needs of EJ communities.

Figure 5 Contains Helpful data: Of the documents reviewed, almost 80%, or four out of five contain data that can be useful in the development of a countywide ATP.

Figure 1: Study Area

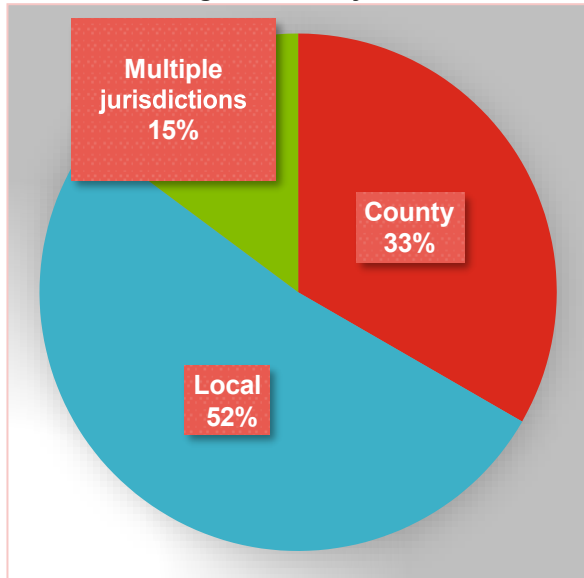


Figure 2: Document Type

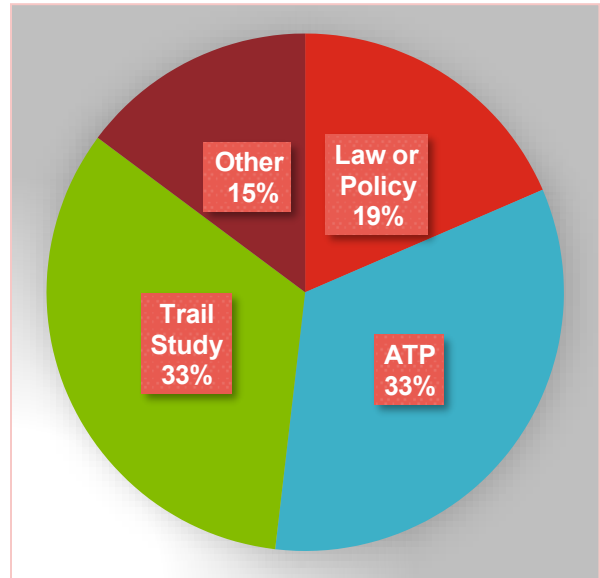


Figure 3: Year Written

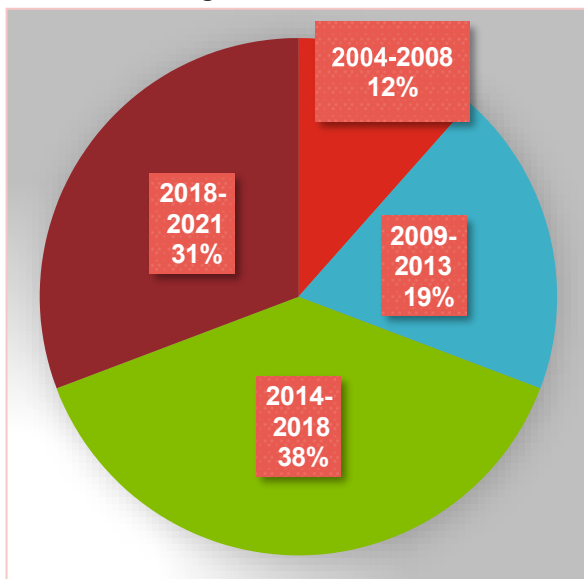


Figure 4: Addresses EJ

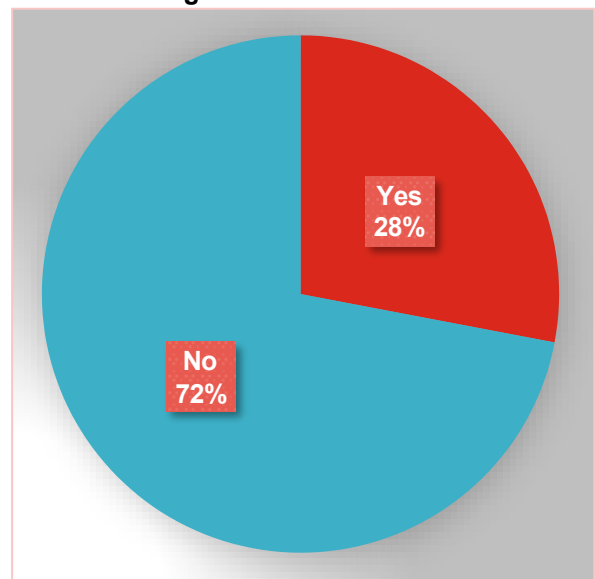
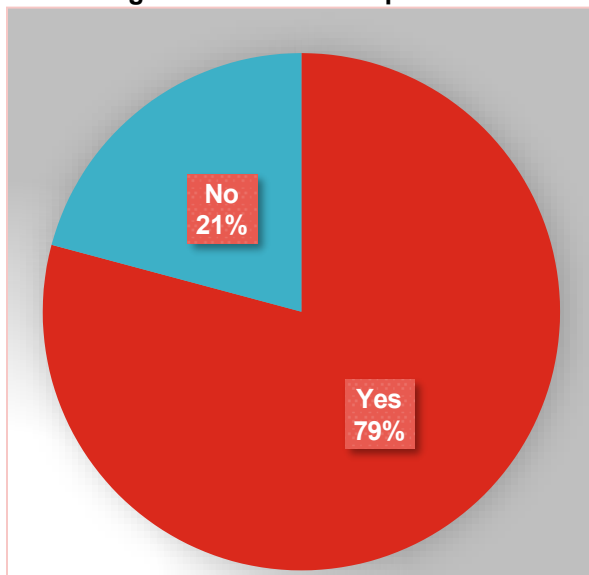


Figure 5: Contains Helpful Data



Plan and Policy Review

1. Three-Foot Safe Passing Law

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County Legislators	Year Written: 2021

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the policy establishes a minimum distance for the safe passing of bicycles by vehicles of three feet. This recommendation is still relevant. This standard exceeds the statewide standard (§ 1122-a), which only refers to a “safe distance” but does not specify a number. The three-foot standard has been adopted by 34 states. This standard is especially relevant in places like Monroe County, which features many rural roads where “bicyclist struck from behind” crashes are common.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

No.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Maintaining the safe minimum distance of three feet.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The policy was written by Monroe County legislators, who are a key stakeholder in the development of the ATP. Legislator Linda Hasman has been copied in all Project Advisory Committee (PAC) communications and will be informed of the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.

No.

2. Transportation and Poverty in Monroe County

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Reconnect Rochester	Year Written: 2018

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The report profiled the relationships between the patterns of where people live, where people work, how they get there,. There were no recommendations, and no content specifically related to active transportation.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, there are many datapoints related to travel patterns and commuting, with a focus on race and income disparities, such as:

- "...while in 1910 over 75% of the county's population lived within city limits, in 2010 only about 25% of Monroe County lived in Rochester." As a result, employment centers and job types (e.g., low-, mid-, and high-income jobs) have also shifted.
- "76% of workers rely on travel to other municipalities in order to find employment."
- "84% of the population in Monroe County gets to work by driving alone."
- "...almost 50% of those who commute via public transit earn below 150% of the poverty level (27% are living in poverty)."
- "...about 50% of those commuting via public transit are Black, while about 32% are white (e.g., 68% of transit riders in Monroe County are people of color, in comparison to 16% of drivers)."
- "The cost of car ownership requires an estimated 19-34% of pre-tax earnings for a full-time minimum wage worker."
- "In 2012-16, it took 21 mins. for those who drive to get to work, and roughly 42 mins for those relying on public transit."
 "A bus-dependent commuter living in Rochester can reach fewer of the jobs in Monroe County in an hour than a car commuter can reach in 20 minutes."

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

While there were no projects/goals stated, active transportation could help address the larger issue of transportation (in)equity that was raised in the report. Specifically, integrating active transportation networks with transit infrastructure to improve travel times for commuters with no vehicle access, and expanding travel options in low-income and Black communities could reduce the opportunity gap that these populations currently face.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The report was prepared for Reconnect Rochester. Renee Stetzer and Jesse Peers of Reconnect Rochester are both on the PAC and will be closely involved in the active transportation planning process.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The report does not provide recommendations, it simply shares data that illustrates the disparities in transportation experiences.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

3. Creating a Community for a Lifetime – An Action Plan for an Age-friendly/Livable Rochester and Monroe County

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County Office for the Aging & The Rochester/Monroe County Aging Alliance	Year Written: 2022

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the plan describes the importance that a strong transportation network has in addressing the domains of livability which impact the well-being of older adults. Recommendations put forward to meet these needs include:

- Increasing the availability of core mobility management services to centralize and simplify information and allow for greater navigation of complex systems.
 - Expand volunteer-based driver services such as Give-a-Lift, STAR, and other neighborhood-based transportation services.
 - Ensure the accessibility of affordable, on-demand transportation for evenings and weekends, including options for non-medical trips.
 - Expand bike rental options to include three-wheeled tricycles.
 - Improve transportation related services such as snow removal.
 - Increase active transportation infrastructure, such as seating/shelters at transit stops and pedestrian/cycling infrastructure.
 - Adopt a 'Transit First' approach to community development.
- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

No.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**
- Creation of a centralized information hub to access information about transportation and community resources resulting in increased awareness and usability of active transportation elements and supporting mobility management and travel training.
 - Centralized portal with all updated transportation options which is available electronically and in print.
 - Expanded seating and shelters at transit stops.
 - Improved snow removal, including maintaining sequencing for street and sidewalk plowing and creating neighbor-to-neighbor and intergenerational assistance.
 - Conduct walkability surveys to track ongoing needs for sidewalk repairs and curb transitions.
 - Street reconstructions, renovations, and improvements should:
 - Incorporate safe street designs to slow traffic.
 - Create more bike space.
 - Ensure transit needs and services are considered during the planning phase of community development projects.
 - Expand shared bike rental stations near older adult housing complexes.
 - Add three-wheeled trikes in bike-share and rental inventory.
 - Promote bike boulevards and urban bike trails.
- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Monroe County Office for the Aging and the Rochester/Monroe County Aging Alliance should both be kept informed of the planning progresses and given opportunities to provide input as to the effectiveness of the active transportation plan in meeting the needs of this community. Bill McDonald, former director of Monroe County Aging Alliance and his successor Leanne Rorick are on the PAC and will be closely involved in the active transportation planning process. Steve Newcomb, director of Monroe County Office for the Aging was included in our stakeholder interviews and will be informed and engaged in the planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

This plan does not name EJ communities as such by name, but does acknowledge the concentration of poverty among older adults and the related intersectionality's (21 percent of 60+ city residents live below

the Official Poverty Measure, and the poverty rate is highest for Latinx elders). The recommendations relevant to removing systemic transportation barriers for EJ communities are:

- Increasing overall access to affordable transportation options.
 - Removing cost barriers related to transportation allowing for greater engagement in social opportunities.
- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

The availability of funding assistance has not been specified in this plan; however, this plan includes a list of 19 member organizations that could be potential partners and funders for future active transportation improvement projects.

4. Active Transportation Recommendations (spreadsheet)

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Genesee Transportation Council	Year Written: 2021

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, this spreadsheet lists recommendations from local ATPs in Monroe County, which include strategic actions for bike lanes and bicycle boulevards, shoulders for bicycle use, road diets, and future studies where needed.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

No.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Any of these recommendations could be advanced/complemented by the CATP.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The spreadsheet was prepared by the Genesee Transportation Council. Bob Williams of Genesee Transportation Council is on the PAC and will be closely involved in the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No, the recommendations aim to improve active transportation infrastructure in communities but do not specify whether they are EJ-related or if the larger goal is removing systemic transportation barriers.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

5. Active Transportation Response to Towns

Source Document (link)	Jurisdiction: County
Plan Author: Monroe County Department of Transportation	Year Written: N/A

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

This document consists of a series of messages from the Chief of Traffic Signal Engineering and Operations at Monroe County Department of Transportation to seven towns in the county: Brighton, Chili, Greece, Henrietta, Irondequoit, Perinton, and Pittsford. While these messages are primarily about planned infrastructure improvements, they also acknowledge completed active transportation plans in these respective towns, the recommendations that overlap with planned infrastructure improvements, and whether those recommendations can/will be implemented.

Where ATP recommendations **were not** implemented, County DOT provided some explanation. In most cases, recommendations were outside the scope of the infrastructure improvement projects or existing conditions on roadways were deemed adequate for active transportation. Where road narrowing was not recommended, it was due to the presence of school buses and other large vehicles. In fewer cases, it was determined that infrastructure improvements specific to active transportation were the responsibility of towns, not the county.

The following are instances when/where the County implemented local a recommendations:

- Town of Irondequoit (Cooper Road – Titus Avenue to St. Paul Boulevard): Provide as much width as possible in the lanes adjacent to the curbs to provide space for bicycles. Three “Bicycles In Lane” warning signs with accompanying sharrow pavement markings will be installed at locations where the paved shoulder drops, approximately: Cooper Road SB at Hedgegarth Drive, Cooper Road NB at Hoover Road, and Cooper Road SB at Biltmore Drive.
- Town of Brighton (Clover Street, Monroe Avenue [NYS Route 31] to East Avenue): Existing segments in this project area that have 11’ travel lanes in each direction with 5’ shoulders will be restriped with 10’ lanes and 6’ shoulders in each direction as part of the project.
- MCDOT’s approach has been updated for 2022, rather than sending out emails to each Town, they filled out a Compete Streets Policy checklist for each capital and maintenance project under construction. This will be the new approach for the following years.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

No.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

N/A

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Monroe County Department of Transportation Deputy Director Tom Polech is on the Project Advisory Committee and will be closely involved in the active transportation planning process.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

6. Accessible Pedestrian Signal Devices

Source Document (link) 2011 Study Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County DOT	Year Written: 2016 & 2011 (Study)

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes. The 2011 Study listed the goal of investigating where to implement audible/tactile pedestrian devices to improve accessibility for the blind and visually impaired community. This recommendation is still relevant.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Creating a safer and more accessible environment for people to walk is a fundamental part of active transportation planning. Monroe County's CATP would complement and support the Monroe County DOT's efforts to implement accessible pedestrian signal devices.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Monroe County DOT Deputy Director Tom Polech is on the PAC and will be closely involved in the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No. The document and the related 2011 Study have not specifically addressed transportation barriers for the EJ community.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

7. Highway Geometric Design Standards

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County Department of Transportation	Year Written: 2017

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The policy lists minimum and preferred widths for shoulders and travel lanes based on functional classifications in Monroe County, including Urban Principal Arterial, Urban Minor Arterial, Rural Minor Arterial, Rural Collector (Major/Minor), Urban Local Road, and Rural Local Road.

Upon review of similar standards in the American Association of State Highway and Transportation Officials Green Book (2018 version), Monroe County's Highway Geometric Design Standards appear to

confirm with national best practices; see figure below (colored boxes represent the comparable American Association of State Highway and Transportation Officials standard). The Green Book does not have specific information on drainage dimensions, nor does it have a chart on shoulder/lane use, but rather sections broken down based on rural and urban roads.

HIGHWAY FUNCTIONAL CLASSIFICATION	CURB	GUTTER	SWALE / DITCH	DESIRABLE LANE WIDTH	DESIRABLE PAVED SHOULDER WIDTH	MINIMUM ^A LANE WIDTH	MINIMUM ^A PAVED SHOULDER WIDTH
Urban Principal Arterial 4 lane/5 lane 2 lane 2 lane "	X - - -	-- X - -	-- - - X	12' ^B 12' 12' 12'	8' ^C 6' ^{C,D} 8' 6'	11' ^B 11' 11' 11'	6' ^C 4' ^{C,D} 6' 4'
Urban Minor Arterial 3 lane/4 lane/5 lane 2 lane " "	X - - -	-- X - -	-- - - X	12' ^B 12' 12' 12'	6' ^C 4' ^{C,D} 6' 6'	10' ^B 10' 10' ^B 10'	6' ^C 4' ^{C,D} 6' 4'
Rural Minor Arterial 2 lane	--	X	- X	11' 11'	4' ^D 6'	10' 10'	2' ^B 4'
Urban Collector (Major/Minor) 3 lane/4 lane 2 lane " "	X - - -	-- X - -	-- - - X	11' ^B 11' 11' 11'	6' ^C 4' ^{C,D} 6' 4' ^D 6'	10' ^B 10' 10' ^B 10'	6' ^C 4' ^{C,D} 6' 4' ^B 4'
Rural Collector (Major/Minor) 2 lane	--	X	- X	11' 11'	4' ^D 6'	10' 10'	2' ^B 4'
Urban Local Road 2 lane	--	--	X	11'	5' ^E	10'	2'
Rural Local Road 2 lane	--	--	X	11'	5' ^E	10'	2'

10-12 ft lanes - preference for 11 ft in general. 12 ft desirable in free flow condition in principal arterials. Shoulders desirable on 50-60 mph roads. In suburban and urban areas, curbs and closed drainage system.

10-12 ft lanes. Preference for paved shoulder between 4-8 ft. 2 ft if not expecting bikes to be accommodated.

10-12 ft lanes, 12 ft in industrial areas.

10-11 ft lanes. Shoulder between 2-6 ft depending on vehicle volumes.

9-11 ft lanes. Shoulder between 2-6 ft depending on vehicle volumes.

10-11 ft lanes but 12 ft in industrial areas. Nothing specific on shoulders.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

N/A.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Monroe County DOT Deputy Director Tom Polech is on the Project Advisory Committee and will be closely involved in the active transportation planning process.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

8. Monroe County Complete Streets Policy

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County DOT	Year Written: 2020

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the policy includes the following goals and objectives related to active transportation:

- Create a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational, retail centers, health care facilities, and public facilities.
- Provide safe and accessible accommodations for existing and future pedestrian, bicycle, and transit facilities.
- As active transportation plans, traffic studies, and other standing recommendations related to Complete Streets are developed, record the recommended Complete Streets action for each location in a spreadsheet so that each recommendation can be identified and considered for implementation as plans for future projects are developed and scoped. (see [Active Transportation Recommendations \(spreadsheet\)](#)).
- Establish a checklist of pedestrian, bicycle, and transit...with the presumption that they will be considered for inclusion in capital and maintenance projects based on the character and usage of the roadway and surrounding network, unless supporting documentation against inclusion is provided and found to be justifiable. (see [Monroe County Complete Streets Checklist](#)).
- Be aware that transportation facilities are long term investments that anticipate future demand for all users, including bicycle and pedestrian facilities, and not preclude the provision of future improvements.
- Consider paved shoulders through road widening, multilane reduction “road diets”, or reducing travel lane widths, as a preferred alternative to bike lanes, to provide safety and operational advantages for all road users, especially where sidewalks are not provided.
- Consider connections for Safe Routes to School (SRTS), transit stops, trail crossings, and areas or population groups with limited transportation options.
- Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges, and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and logical.
- Design bicycle and pedestrian facilities to the most recently available standards and practices.
- Make provisions for bicyclists and pedestrians when closing roads, bridges, culverts, or sidewalks for construction projects.
- Research, develop, and support new technologies in improving safety and mobility.
- For all maintenance projects involving primarily pavement work, upon identifying the location and scope of the project, identify all active transportation plans, traffic studies, and other standing recommendations associated with the project location to determine whether each recommendation can and should be incorporated into the maintenance project. Consideration should be given to the scope of the project, Town priorities and support, environmental constraints, right-of-way limitations, funding resources, practicality and appropriateness of the recommendation, and bicycle and/or pedestrian compatibility. Communicate the results of this review with the local municipality to ensure their concurrence and to coordinate with any other plans that the municipality may have.

This policy is an internal document for MC DOT, which has not been adopted by the County Legislature. Some legislators are working to have the Complete Streets policy adopted as County law.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

No.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

All of the goals listed above could be advanced through the Countywide Active Transportation Plan.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Monroe County Department of Transportation Deputy Director Tom Polech authored this document; he is on the Project Advisory Committee and will be closely involved in the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

9. Monroe County Complete Streets Checklist

Source Document (link)	Jurisdiction: Monroe County
Plan Author: Monroe County Department of Transportation	Year Written: 2021

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes. This document was mandated through the County’s Complete Streets Policy, which aimed to:

Establish a checklist of pedestrian, bicycle, and transit accommodations such as ADA compliant curb ramps, crosswalks, accessible pedestrian signal devices, countdown pedestrian timers, bicycle detection, signs, median refuges, curb extensions, shoulders, shared use lanes, and bus shelters, with the presumption that they will be considered for inclusion in capital and maintenance projects based on the character and usage of the roadway and surrounding network, unless supporting documentation against inclusion is provided and found to be justifiable.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The document includes a list of bicycle and pedestrian infrastructure treatments that should be considered for inclusion in transportation capital and maintenance projects. The user must check off whether each treatment was considered for the project and provide an outcome for each treatment and justification for the decision to incorporate or omit said treatment from the project. The list of treatments includes signage, signals, pavement markings, sidewalks, and policy/program related options like Safe Routes to Schools, Transit Stops, and Trails.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

There are no goals included in the document, however it does require that “all Active Transportation Plans, traffic studies, and other standing recommendations related to Complete Streets within the project limits have been reviewed and considered.” As such, completing a countywide active transportation plans will dramatically expand the scope and leverage of the Complete Streets Checklist, since it will require that the Countywide Active Transportation Plan is reviewed for every capital or maintenance project once the plan is complete.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Monroe County Department of Transportation Deputy Director Tom Polech authored this document; he is on the Project Advisory Committee and will be closely involved in the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

10. Brighton Pedestrian and Bicycle Master Plan

Source Document (link)	Jurisdiction: Town of Brighton, NY Monroe County
Plan Author: Brighton	Year Written: 2012

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Bike Walk Brighton is a town-wide active transportation plan for the Town of Brighton, an inner-ring suburb of Rochester. Recommendations were made for active transportation improvements in the categories of on-road facilities, off-road facilities, and programs and policies. Inter-municipal corridors such as Monroe Avenue received special focus in the plan. Several of the key recommendations are still relevant both to the Monroe County Active Transportation Plan and the City of Rochester Active Transportation Plan.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Bike Walk Brighton contains significant data and analyses that could support the Countywide Active Transportation Plan. The Plan evaluated 43.6 miles of arterials and collectors throughout the Town of Brighton, as well as road and trail connections with Penfield, Pittsford, Henrietta, and Rochester. Connections to the University of Rochester Medical Center and River Campus, Rochester Institute of Technology, and the Brighton campuses of Monroe Community College were also assessed.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Several projects recommended in Bike Walk Brighton have been constructed and are now integral to Monroe County's active transportation system. These include the Brickyard Trail, Highland Crossing Trail, and improvements to the Auburn Trail in Brighton. Recommended projects still pending include the Elmwood Avenue sidepath project, and the Rochester Multiversity concept. Those two projects, if constructed, would have significant positive impacts for the active transportation network in Monroe County.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Brighton Town Engineer, Evert Garcia, is on the Project Advisory Committee and will be closely involved in the active transportation planning process. Concurrent with the Countywide Active Transportation Plan, Brighton is creating the town Climate Action Plan (CAP). The Climate Action Plan is emphasizing active transportation and Complete Streets as important tools for reduction of greenhouse gas emissions.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

Bike Walk Brighton recognizes population diversity in the Town and supports an inclusive approach to active transportation planning. The Plan focused on walking and bicycling access and connectivity for residents without automobile access. Recommendations also included improvements to public transit. Those recommendations are still relevant.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, The Plan describes several sources of funding, including:

Federal

- o National Highway Performance Program (NHPP)
- o Congestion Mitigation & Air Quality Program (CMAQ)
- o Surface Transportation Program (STP)
- o Highway Safety Improvement Program (HSIP)
- o Transportation Alternatives Program (TAP)
- o Safe Routes to School (SRTS)
- o State and Community Highway Safety Grants
- o HUD Community Development Block Grants (CDBG)
- o Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Programs for Other than Urbanized Area
- o National Park Service Land and Water Conservation (LWCF) Grants

State / Regional

- o Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- o The Greater Rochester Health Foundation

Private / Other

- o Robert Wood Johnson Foundation
- o Bikes Belong Coalition
- o Global ReLeaf Program
- o The Conservation Alliance Fund
- o Surdna Environment/Community Revitalization
- o American Hiking Society National Trails Fund

11. Pittsford Town/Village Active Transportation Plan

Source Document (link)	Jurisdiction: Town and Village of Pittsford
Plan Author: Pittsford	Year Written: 2019

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The Town of Pittsford lies southeast of the City of Rochester and is home to a number of local and regional destinations that will benefit from an enhanced active transportation network. The village of Pittsford, located along the Erie Canal, is the oldest of Monroe County's ten incorporated villages. Pittsford is home to 11 town parks, St. John Fisher and Nazareth Colleges, and a major commercial area centered around Pittsford Plaza. Regional trails in Pittsford include the Auburn Trail and the Erie Canalway Trail, part of the 750-mile Empire State Trail. Monroe Avenue (NY SR 31) is an important inter-municipal corridor that connects from the Village of Pittsford through the Town of Brighton and into the City of Rochester.

A vision statement was developed for town and village, and the following community transportation goals were listed for both the town and village:

1. Create a bicycle and pedestrian transportation network that connects neighborhoods, commercial areas, and community uses located in the town and villages of Pittsford and East Rochester.
2. Provide an area around the Villages that slows incoming traffic and notifies motorists that they are entering an area with a large number of pedestrians and bicyclists.
3. Create a multi-modal transportation network that connects the southern portion of the Town to the Village of Pittsford and the commercial destinations along Monroe Avenue.
4. Foster a network and culture that makes commuting on foot or by bicycle a viable travel option.
5. Increase driver and community awareness of pedestrians and bicyclists in a manner that positively impacts the behavior of motorists.

The Plan also includes specific infrastructure recommendations for the town and village regarding pedestrian networks, traffic calming, trail facilities, bicycle networks, and future planning considerations. Finally, the Plan offers policy and regulations related to off-street parking, bike parking, access management, traffic impact studies, incentive zoning, bicycle commuting, complete streets in the town, village speeds, and balancing emergency vehicle access with friendly streets. Since the Plan was adopted only three years prior, most of these goals and recommendations are still relevant. However, it should be noted that the Town of Pittsford is currently undergoing a zoning update, which may impact the relevancy of the some of the zoning recommendations made in the active transportation plan.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes. The Plan contains an “Inventory & Analysis” section, which describes and graphically presents traffic volumes, speed limits, crash statistics, and pedestrian and bicycle infrastructure throughout the Town and Village of Pittsford.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

All of the Plan’s goals are relative to active transportation.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town and Village of Pittsford are important stakeholders that should be involved in the active transportation planning process. While they are not on the Project Advisory Committee, there are other opportunities to involve them, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

No.

12. Town of Chili Bicycle and Pedestrian Master Plan

Source Document (link)	Jurisdiction: Town of Chili
Plan Author: Chili	Year Written: 2015

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Chili is a town in southwest Monroe County, home to approximately 30,000 residents. Much of the town is rural in character, however there are several development clusters such as Chili Center and North Chili that would benefit from a cohesive active transportation network. The purpose of this plan is to provide guidance to decision makers within the Town and the region to help improve connectivity for bicyclists and pedestrians. Several goals were stated in the Plan, including improving safety and comfort, increasing accessibility and connectivity, enhancing the character of the public realm, expanding transportation choices, promoting healthy and active lifestyles, realizing economic benefits associated with complete streets, and protecting the environment.

The Plan includes several specific alternatives and recommendations for North Chili, West Chili, and Chili Center as well as Town-wide. Policy, program, and zoning recommendations are also listed in the Plan. All of these recommendations were consolidated into a few key recommendations:

1. These areas should provide the highest level of bicycle and pedestrian accommodations (bike lanes and sidewalks on both sides of the road): the “four corner” areas of North Chili and West Chili, Chili Avenue in Chili Center from West Chili to Westside Drive, and Paul Road from Chestnut Ridge to Carriage House Lane.
2. Bike lanes and a sidewalk on the north side of Buffalo Road from Riga to Attridge Road to increase the comfort of students walking to North Chili from the Churchville Chili School Campus.
3. Sidewalks on one side of the road in areas where residential development is predominately located on one side of the road and the opposite side is parkland or farmland.
4. Better access from Chili Center to the Genesee Valley Greenway.
5. Widening shoulders in the southern portion of the Town where residential development is relatively sparse.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the Plan includes an Inventory & Analysis section, which presents data on roadway jurisdiction, crashes, traffic volume, and pedestrian and bicycle networks across the Town of Chili.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

All of the Plan’s goals are related to active transportation.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Chili is an important stakeholder that should be involved in the active transportation planning process. While they are not on the Project Advisory Committee, there are other opportunities to involve them, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No, but it does identify social equity as a benefit of advancing active transportation efforts.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes. The plan describes the following sources of funding:

Federal:

- Federal Highway Administration Planning Funds (FHWA-PL)
- Federal Highway Administration Capital Improvement Funds (FHWA-CAP) Transportation Improvement Program (TIP)

- Federal Highway Administration Capital Improvement Funds (FHWA-CAP) Transportation Alternatives Program (TAP)

State:

- NYS Consolidated Local Street & Highway Administration Capital Improvement Program (CHIP)
- Community Development Block Grant (CDBG)
- NYS Consolidated Funding Application (CFA)

Local:

- Town Sidewalk Fund

13. Town of Greece Bicycle and Pedestrian Master Plan

Source Document (link)	Jurisdiction: Town of Greece
Plan Author: Greece	Year Written: 2014

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

As an inner ring suburb of Rochester, Greece is the largest town by population in Monroe County. The Greece Bicycle and Pedestrian Master Plan puts forth a strategy to accomplish the Greece’s vision of a safer, more convenient non-motorized transportation network. To support this vision, the Plan examines existing conditions for on-street bicycling and the sidewalk network, identifies a series of specific facility needs, establishes design guidance for new such facilities, and recognizes existing and future opportunities for programmatic outreach and education activities that can lead to increased levels of bicycling and walking. Analysis and several key recommendations in the Greece Plan are relevant to the Countywide Active Transportation Plan.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The Greece Plan contains the following information which can benefit the Countywide Active Transportation Plan:

- Analysis of existing conditions, focusing on the town’s existing bicycling conditions and the identification of locations that have the greatest potential for increased bicycling and walking.
- Identification of numerous specific locations for, and types of, new bicycling and walking facilities, as well as detailed descriptions of several of these proposed facilities.
- Design guidance for established and emerging facility types that the Town can use as a reference as the Plan’s infrastructure-related recommendations are implemented.
- A detailed review of the town’s existing zoning and development regulations, as they relate to bicycling and walking, as well as specific recommended enhancements to these codes that have the potential to bring about a more bicycle- and pedestrian-friendly community.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Goals of the Plan include:

- Increase the viability of biking and walking as transportation and recreation.
- Use active transportation to provide basic mobility – and therefore access to work, school, and necessary personal appointments – for people who cannot afford a car or who are unable to drive or are prohibited from driving, and provide transportation options for those people who would prefer not to travel by automobile on all trips.
- Use bicycling and walking to serve as the final leg of transit trips to and from other parts of Monroe County, allowing riders to get between home and their boarding stop and between their disembarking stop and their final destination.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Greece is an important stakeholder for active transportation in Monroe County; Greece Director of Planning and Development Scott Copey is on the Project Advisory Committee. Of particular relevance for the Countywide Active Transportation Plan are pending improvements to the 390 Trail in Greece, which will connect to the city's Eastman Trail and the Genesee Riverway Trail.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for environmental justice communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The Greece Plan includes several key recommendations that would enhance safety, access and connectivity for environmental justice communities in Monroe County including:

- Dewey Avenue Road Diet
- Greenleaf Road pedestrian connectivity improvements
- Latta Road/Long Pond Road intersection improvements
- Town Hall campus internal circulation and external connectivity
- Route 390/Lake Ontario State Parkway Trail signage
- Several roadway restriping candidates to create new paved shoulders or designated bike lanes
- Badgerow Park connection trail

These recommendations provide walking, bicycling and transit connectivity to schools, businesses, essential services, and town facilities.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Federal

- National Highway Performance Program (NHPP)
- Congestion Mitigation & Air Quality Program (CMAQ)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TA)
- Safe Routes to School (SRTS)
- State and Community Highway Safety Grants
- HUD Community Development Block Grants (CDBG)
- Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Programs for Other than Urbanized Area
- National Park Service Land and Water Conservation (LWCF) Grants
- Highway Safety Section 402 Grants.

State / Regional

- Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- The Greater Rochester Health Foundation

Private / Other

- Robert Wood Johnson Foundation
- Bikes Belong Coalition
- Global ReLeaf Program
- The Conservation Alliance Fund
- Surdna Environment/Community Revitalization
- American Hiking Society National Trails Fund

14. Town of Henrietta Active Transportation Plan

Source Document (link)	Jurisdiction: Town of Henrietta
Plan Author: Henrietta	Year Written: 2015

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The Henrietta Active Transportation Plan is a guide to accomplish the town's vision for developing a network of sidewalks, on-road bicycle facilities, and trails that allow for safe and convenient travel in and around Henrietta. With a population of about 42,500, Henrietta is south of Rochester, but does not share a border with the city. A short section of the Erie Canal passes through the northeastern side of the town. Henrietta is home to the Rochester Institute of Technology, and the National Technical Institute for the Deaf. Recommendations from the Henrietta Plan are relevant to the Countywide Active Transportation Plan.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

An evaluation of existing bicycling and pedestrian conditions was conducted for the Town's network of arterial and collector roads (approximately 221 segments totaling about 21 centerline miles) using the Bicycle and Pedestrian Level of Service Models. The presence of sidewalks was assessed along all streets in Henrietta. Existing sidewalk facility data was provided by the Town. There are over 72 miles of concrete public sidewalk in Henrietta. A safety evaluation was conducted for the Town of Henrietta using 10 years of historical data from the Genesee Transportation Council. Pedestrian and bicycle crash locations were each mapped to identify areas that may present opportunities to improve bicyclist and pedestrian safety. The status of existing and planned trails in Henrietta and overall connectivity of the network was analyzed. Trail assessments were accomplished through desktop analysis of existing databases and documents, inquiries to local trail managers and operators, input from residents, and field verification.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The Henrietta Active Transportation Plan identifies numerous strategic, location-specific facility needs that will help complete the town's bicycle and pedestrian network, based on existing conditions and public/stakeholder input. The recommendations include new bicycle facilities, important sidewalk connections or gaps, new or improved shared use paths and trails that tie into the region's extensive off-road network, and transit stop improvements. The Lehigh Valley Trail (LHVT) has particular significance for active transportation in Monroe County. The trail connects on the western end with the Genesee Valley Greenway and on the east end to the Auburn Trail. It provides partial connectivity between Rochester Institute of Technology and the University of Rochester, and linkages to destinations in Henrietta, Brighton, Rush, Mendon and Victor. The northern branch of the Lehigh Valley Trail connects to the Erie Canalway Trail.

The Henrietta Active Transportation Plan identifies alternative enhancements to the trail segments in Henrietta, and strategies for integrating it with other on- /off- road improvements. Recommendations provide direction for maximizing the value of the Lehigh Valley Trail as both a recreational asset and an active transportation facility.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Henrietta is an important stakeholder for active transportation in Monroe County, and is represented on the Project Advisory Committee by Director of Engineering & Planning Chris Martin. Rochester Institute of Technology, located in Henrietta, is also an important active transportation stakeholder in Monroe County.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The Plan addresses systemic transportation barriers facing specific groups and areas of the Town. Over 3,000 Rochester Institute of Technology students live off campus in the Town. Many are international students who do not own cars and are accustomed to a more pedestrian/bike friendly environment. Affordable apartments that are attractive to students also provide housing for lower income residents.

The Plan also supports an inclusive system that recognizes the needs of the Town’s deaf population. The Rochester metro area has the largest deaf and hard-of-hearing per capita population among adults ages 18 to 64 in the country. The National Technical Institute for the Deaf (NTID), located at Rochester Institute of Technology in Henrietta, is the first and largest technological college in the world for students who are deaf or hard of hearing. About 1,300 deaf students are enrolled at National Technical Institute for the Deaf. For the Henrietta Active Transportation Plan, staff and students from National Technical Institute for the Deaf identified access barriers and safety hot spots. The deaf community is represented on the Project Advisory Committee by Center for Disability Rights Deaf Systems Advocate, Ayisha Salifu Mamudu and disability right advocate Erika Miller.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Federal

- o National Highway Performance Program (NHPP)
- o Congestion Mitigation & Air Quality Program (CMAQ)
- o Surface Transportation Program (STP)
- o Highway Safety Improvement Program (HSIP)
- o Transportation Alternatives Program (TA)
- o Safe Routes to School (SRTS)
- o State and Community Highway Safety Grants
- o HUD Community Development Block Grants (CDBG)
- o Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Programs for Other than Urbanized Area
- o National Park Service Land and Water Conservation (LWCF) Grants
- o Highway Safety Section 402 Grants.

State / Regional

- o Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- o The Greater Rochester Health Foundation
- o The Green Innovation Grant Program (GIGP)

Private / Other

- o Robert Wood Johnson Foundation
- o Bikes Belong Coalition
- o National Trails Fund
- o Global ReLeaf Program
- o The Conservation Alliance Fund
- o Surdna Environment/Community Revitalization

15. Town of Irondequoit Active Transportation Plan

Source Document (link)	Jurisdiction: Town of Irondequoit
Plan Author: Irondequoit	Year Written: 2017

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Irondequoit is adjacent to the City of Rochester and the towns of Webster, Penfield, and Brighton. The Town includes waterfront areas of Lake Ontario, the Genesee River and Irondequoit Bay. Important active transportation destinations and employment centers include Rochester General Hospital and the I-Square mixed-use development. The Irondequoit Active Transportation Plan responds to multiple driving forces supporting the need for active transportation planning within the Town:

- Ongoing trail development in the town which will benefit from coordinated planning and prioritization of improvements.
- The Town's focus on quality of life and preserving Irondequoit as "Town for a Lifetime."
- Pedestrian and bicycle safety concerns.
- Developments external to the town, including the adoption of complete streets legislation by New York State as well as the completion of active transportation plans for many adjacent communities.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The Plan includes Bicycle and Pedestrian Level of Service Models to assess how well the Town's roadway network accommodates active transportation users. In addition to these supply-based evaluations, the existing conditions components also includes a non-motorized demand assessment that identifies areas with the greatest potential for increased levels of bicycling and walking based on the proximity of key trip origins and destinations. An evaluation of existing transit stops identified four stops as prototypes for potential improvements, based on highest volume of ridership. Other existing conditions evaluations included a review of safety related to crash locations, proximity and access to schools, and five priority intersections identified by the project committee. Several of the roadways of concern are under the jurisdiction of MCDOT. As part of the Irondequoit ATP, a training session was conducted for Town Planning Board members on the benefits of active transportation. An Active Transportation Checklist was provided as a tool to assist Planning Board members with site plan reviews.

What projects or goals from the plan or policy could be advanced or complemented by active transportation?

Several recommendations in the ATP are relevant for the CATP including:

- Proposed lane reductions on arterials connecting to adjacent municipalities.
- Improvements to the Genesee Riverway Trail, Irondequoit Bay Trail, Seabreeze Trail and Irondequoit Lakeside Multi-Use Trail.
- Improved connectivity to the shorelines of Lake Ontario, Genesee River, and Irondequoit Bay.
- Improved connectivity to Monroe County Parks including Seneca Park, Durand-Eastman Park, and Irondequoit Bay Park West.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Irondequoit is an important stakeholder that should be involved in the active transportation planning process. While it is not part of the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

Some areas of Irondequoit are identified as potential environmental justice areas by New York State Department of Environmental Conservation. Connectivity to basic services for these neighborhoods is a

priority in the Irondequoit ATP. Recommended improvements to transit and safety enhancements at key intersections are especially relevant for the CATP.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

The Irondequoit ATP Plan includes recommendations to continue several ongoing strategies to construct new non-motorized facilities and to pursue the abundance of funding sources, both traditional and innovative, that are available to the town as it seeks to implement this Plan. Each of these sources is described, including the programs contained in the Federal transportation legislation, Fixing America’s Surface Transportation Act, as administered through the New York State Department of Transportation, as well as many of the state’s, regional, and private sector resources that provide grants for facilities and programs alike.

Federal

- o National Highway System (NHS)
- o Bridge (BRI)
- o Surface Transportation Program (STP)
- o State and Community Traffic Safety Program (402)
- o State/Metropolitan Planning Funds (PLA)
- o Highway Safety Improvement Program (HSIP)
- o Safe Routes to School Program (SRTS)
- o Transportation and Community and System Preservation Pilot Program (TCSP)
- o Transportation Enhancement Activities (TEA)
- o Access to Jobs/Reverse Commute Program (JOBS) Congestion Mitigation/Air Quality Program (CMAQ) Recreational Trails Program (RTP Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- o The Greater Rochester Health Foundation
- o The Green Innovation Grant Program (GIGP)

Private / Other

- o Robert Wood Johnson Foundation
- o Bikes Belong Coalition
- o Global ReLeaf Program
- o The Conservation Alliance Fund
- o Surdna Environment/Community Revitalization
- o American Hiking Society National Trails Fund

16. Town of Penfield Bicycle Facilities Master Plan

Source Document (link)	Jurisdiction: Town of Penfield
Plan Author: Penfield	Year Written: 2008

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The Town of Penfield is located in eastern Monroe County and includes a mix of urban, suburban and rural environments. Penfield is surrounded in all four directions by neighboring towns. To the north is Webster, to the south is Perinton, to the east is Walworth (Wayne County), and to the west are Irondequoit and Brighton. This plan focused specifically on bicycle facilities within the town, and connections to adjacent municipalities. The plan uses a multiple-solutions approach that addresses the following critical issues:

- o Community consensus building that includes involvement with town staff, steering committee, residents, civic and business groups, visitors, and the relevant agencies.

- Connectivity to community resources, adjacent neighborhoods, existing parks and trails systems, public transportation, and regional destinations.
- Safety for bicyclists, pedestrians, and motorists.
- Recreational opportunities for residents and visitors.
- Sustainability that rests upon appropriate planning/design, quality construction, consistent maintenance, educational programming, and policy change. Each step of the planning, design, and implementation process must remain conscious of all these factors.

Recommendations centered on connectivity to regional destinations are relevant for the CATP

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Detailed information and specialized knowledge of local cyclists was heavily used for the Penfield Plan. Based on input from the Penfield bicycling community, a list of community destinations was derived and mapped. Community destinations include schools (both public and private), parks, community centers, and commercial areas. The best roadways accessing and connecting the community destinations were identified and mapped as priority bicycle routes. The priority routes include roughly 61 miles of roadway, and fall under town, county, and state jurisdiction. Input from the cycling community was solicited to identify a number of hot spots. Hot spots are areas along priority routes that have problems in need of immediate attention or repair. Analysis of Penfield cycling facilities can support the CATP. Community destinations would need to be updated to include recent construction in Penfield.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

East-West bicycle routes in Penfield that connect to adjacent municipalities are especially relevant for the CATP.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Penfield is an important stakeholder that should be involved in the active transportation planning process. While not part of PAC, there are other opportunities to involve it, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

An implementation and phasing strategy with next steps and cost estimates is included to facilitate implementation of the recommendations. Information is included on potential funding programs from federal, state, local, and private sources.

Federal:

- National Highway System (NHS)
- Bridge (BRI)
- Surface Transportation Program (STP)
- State and Community Traffic Safety Program (402)
- Highway Safety Improvement Program (HSIP)
- State/Metropolitan Planning Funds (PLA)
- Safe Routes to School Program (SRTS)

- Transportation and Community and System Preservation Pilot Program (TCSP)
- Transportation Enhancement Activities (TEA)
- Access to Jobs/Reverse Commute Program (JOBS)
- Congestion Mitigation/Air Quality Program (CMAQ)
- Federal Lands Highway Program (FLH)
- Federal Transit Capital, Urban & Rural Funds (FTA)
- Scenic Byways (BYW)
- Transit Enhancements (TE)

State:

- Recreational Trails Program (RTP)

Local / Private:

- Bonding
- Donations
- Real Estate Taxes
- Sales Tax Increase
- The Foundation Center

17. Town of Perinton Pedestrian and Bicycle Master Plan

Source Document (link)	Jurisdiction: Town of Perinton
Plan Author: Perinton	Year Written: 2016

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The Town of Perinton, located on the east side of Monroe County, is locally known as “Trail Town USA”, based on the wide variety of trails, parks, and conservation areas throughout the community. In addition, Perinton has several centers of economic activity, most notably the Village of Fairport. The town found it imperative to undergo a focused effort to understand the existing bike and pedestrian network, and to identify issues and opportunities that restrict the connectivity and functionality of the non-motorist network. The vision of the community, as illustrated in the plan, is to “have a cohesive, safe, and convenient active transportation network consisting of trails, sidewalks, and on-street bicycle facilities that are accessible to people of all ages and abilities for both recreational and utilitarian purposes.”

The plan’s goals include:

- Connectivity: maintain and expand the active transportation network linking neighborhoods, schools, parks, employment, retail centers, and other community destinations.
- Education: utilize education and public outreach to raise awareness and encourage respect for the rights and responsibilities of all motorized and non-motorized transportation users.
- Safety: maintain a safe system of trails, sidewalks, intersections, and on-street bicycle facilities using industry best practices.
- Equity: develop a variety of active transportation options that are accessible to people of all ages, incomes, and abilities.
- Quality: develop a network of pedestrian and bicycle facilities that promotes the health, environmental and social benefits of active transportation while fostering a sense-of-community pride.

The plan also includes specific recommendations related to pedestrian and bicycle networks, traffic calming, trail facilities, policies, and programs.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes. The plan includes an “Existing Conditions” section, which describes and maps on-street bicycle and pedestrian accommodations, trails, transit, traffic volumes, speed limits, and crashes within the Town of Perinton.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

All of the goals and recommendations within the Plan are related to active transportation.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Perinton is an important stakeholder that should be involved in the active transportation planning process. While not part of the PAC, there are other opportunities to involve it, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

Yes. One of the plan’s goals is to “develop a variety of transportation options that are accessible to people of all ages, incomes, and abilities,” however, this is not elaborated upon or operationalized elsewhere in the plan.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes. The plan recommends seeking programming and facility funding through the Safe Routes to School program, administered by the Federal Highway Administration-Transportation Active Plan program.

18. Village of Brockport Active Transportation Plan

Source Document (link)	Jurisdiction: Village of Brockport
Plan Author: Brockport	Year Written: 2015

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Brockport is a village in the Town of Sweden, about 20 miles west of Rochester. The village is located on the Erie Canal, and is also home to the College at Brockport, part of the State University of New York system (SUNY). Brockport has a population of about 8,400. The Village covers an area of 2.2 square miles and is the smallest community in Monroe County with a standing active transportation plan. Recommendations in the Brockport ATP may be relevant to many smaller communities in Monroe County.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Data and analysis in the Brockport ATP include existing bicycle and pedestrian facility conditions, evaluations of five priority intersections, assessment of existing shared use trails, and evaluations of Erie Canalway bridge facilities. Conditions of and connectivity to the Erie Canalway Trail in Brockport is relevant to the Countywide Active Transportation Plan.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Key issues for Brockport include addressing existing safety concerns, identifying network gaps, and providing guidance for creating a Complete Streets environment that will be safe, attractive, and supportive for pedestrians and bicyclists. The proximity of the village center to the canal, the college, and

the central school district campus, provides opportunities for an integrated active transportation network that will provide safety, connectivity, and mobility for all residents.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Village of Brockport is an important stakeholder for active transportation in Monroe County, and is represented on the PAC by Brockport ATP Committee Chair, Robert LeSuer.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The Village does not include any EJ communities, but the plan emphasizes providing equitable transportation choices for all residents and visitors. A large number of Brockport SUNY students live off campus, do not own cars, and rely on walking, bicycling and transit for everyday transportation.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

The Brockport Plan includes a funding and implementation strategy that identifies and discusses numerous federal, state, and private sources which can be used to provide monetary assistance for bicycle and pedestrian facilities and programs.

Federal

- o National Highway Performance Program (NHPP)
- o Congestion Mitigation & Air Quality Program (CMAQ)
- o Surface Transportation Program (STP)
- o Highway Safety Improvement Program (HSIP)
- o Transportation Alternatives Program (TA)
- o Safe Routes to School (SRTS)
- o State and Community Highway Safety Grants
- o HUD Community Development Block Grants (CDBG)
- o Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Programs for Other than Urbanized Area
- o National Park Service Land and Water Conservation (LWCF) Grants
- o Highway Safety Section 402 Grants.

State / Regional

- o Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- o Green Innovation Grant Program (GIGP)
- o The Greater Rochester Health Foundation

Private / Other

- o Robert Wood Johnson Foundation
- o Bikes Belong Coalition
- o Global ReLeaf Program
- o The Conservation Alliance Fund
- o Surdna Environment/Community Revitalization
- o American Hiking Society National Trails Fund

19. Black Creek Trail Feasibility Study

Source Document (link)	Jurisdiction: Town of Riga, Town of Chili, Village of Churchville
Plan Author: Genesee Transportation Council, Town of Chili, Town of Riga, and Village of Churchville	Year Written: 2013

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

This study explores the feasibility of a fifteen-mile trail connecting the village of Churchville through the towns of Riga and Chili to the Genesee Valley Greenway. The trail was identified as a mid-term priority by the Genesee Transportation Council. The proposed trail follows the Black Creek from west to east to its confluence with the Genesee River.

The goal of the proposed trail is to “provide a non-motorized transportation facility which connects neighborhoods, parks, schools, retail and service establishments and employment centers and to provide a connection to other existing and planned trails in the larger regional trail network.”

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the plan includes data on land use, land cover, property ownership, natural features, the transportation network, and demographics within the project area, which could be helpful for the CATP

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The overall goal of the Black Creek Trail Feasibility Study is related to active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

As the project funder, the Genesee Transportation Council is a critical stakeholder for this project and for active transportation in Monroe County generally. The town is represented on the PAC by Active Transportation Program Manager, Bob Williams. The Towns of Riga and Chili and the Village of Churchville are also important stakeholders that should be involved in the active transportation planning process. While they are not participating in the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan describes several sources of funding, including:

Federal

- Congestion Mitigation & Air Quality Program (CMAQ)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Transportation Enhancements (TE)
- Safe Routes to School (SRTS)

State

- Clean Air/Clean Water Bond Act and the Environmental Protection Fund
- State Multi-Modal Program

Local

- Robert Wood Johnson Foundation’s Active Living
- Bikes Belong Coalition

20. Highland Park/Canalway Trail Planning and Concept Design

Source Document (link)	Jurisdiction: City of Rochester, Town of Brighton
Plan Author: City of Rochester, Town of Brighton, Genesee Transportation Council	Year Written: 2004

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The goal of this project was to “develop a recommended concept engineering design for a multi-use neighborhood connector trail between the Erie Canal Heritage Trail (the “Canalway Trail”) on the south, Brighton Town Park, Highland Park, and the Genesee Riverway Millennium Trail on the west near Mt. Hope Cemetery.”

The Highland Connector Trail has been built and was able to largely achieve its intended goal of connecting the Erie Canal, via Highland Park, to the Genesee Riverway Trail. These trails were already connected as they cross each other where the Canal and River meet about 2 miles west. However this new connection allows residents of Brighton and southern parts of Rochester to more easily get to Downtown without having to go west first, then north.

The final route of this trail differed slightly from the concept design. One thing that was not achieved was a path or sidewalk connection that follows Goodman Street from Elmwood to Highland Avenue. Field observations noted people regularly walking and biking along the road on this section, using the shoulder or in the grass on the roadside. Many people also use this route to get to the Lilac Festival.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The Plan contains cost estimates for trail amenities and construction materials, but they are likely now outdated due to the age of the Plan.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The overall goal of the Plan supports active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The City of Rochester, Town of Brighton, and Genesee Transportation Council are all important stakeholders that should be involved in the active transportation planning. All three entities are represented on the PAC.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes. The Plan identifies the following funding sources:

Federal & State

- Surface Transportation Program (STP)
- Transportation Enhancement Program (TEP)
- Recreational Trails Program
- Community Development Block Grant Program

- Land and Water Conservation Fund
- Environmental Protection Act of 1993 – Title 9
- Environmental Protection Act of 1993 – Title 3
- NYS Clean Water/Clean Air Bond Act of 1996
- Legislative Appropriations

Private & Community Sources

- The Rochester Area Community Foundation
- The Eastman Kodak Company
- Bikes Belong Coalition
- Genesee Region Trails Coalition
- Trust for Public Land

Other

- Parks and Recreation Trust Fund
- Bonding
- Land Purchase and Sale
- Land Rights Less than Fee Simple

21. Hojack Trail Feasibility Study

Source Document (link)	Jurisdiction: Town of Greece, Town of Parma, Village of Hilton
Plan Author: Town of Greece, Town of Parma, Village of Hilton	Year Written: 2016

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

The purpose of the Hojack Trail Feasibility Study is to assess the feasibility of developing a 6.3 mile multi-use trail with associated trail amenities along the former Hojack Rail Line from the New York State Route 390 Bike Path in the Town of Greece west to the village of Hilton. Recommendations in the study are relevant to the CATP, such as connectivity to existing sidewalks, new trailhead access points, and establishment of safe road crossings for trail users.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The study includes an inventory and analysis phase where the existing conditions in and around the Hojack Trail study area were assessed. Topography, soils, ecological character, habitat, drainage, wetlands, land use, destinations, adjacent property ownership, access, circulation, infrastructure and utilities were all evaluated.

The project assesses a number of opportunities and constraints including connectivity to the regional trail system, adaptive re-use of a transportation corridor, habitat diversity, scenic views, historic resources, active transportation, and property ownership. Construction of the Hojack Trail could make a significant contribution to the active transportation network in Monroe County.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The purpose of the feasibility study is to help create an inclusive trail system that accommodates a wide range of pedestrians and bicyclists. The Hojack Trail will ultimately help the municipalities harvest the long-term economic, environmental, health, and social benefits of active transportation and multi-use trails.

Project goals include:

- Establish active transportation connections with neighboring communities.

- Connect residents with the regional trail network.
- Maintain user safety.
- Provide opportunities for universal access.
- Improve access to walking and cycling facilities.
- Protect and enhance existing resources.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Greece is an important stakeholder for active transportation in Monroe County, and is represented on the PAC by Director of Planning and Development Scott Copey. The Town of Parma and Village of Hilton are also important stakeholders that should be involved in the active transportation planning process. While they are not participating on the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

New York State Department of Environmental Conservation has mapped several potential environmental justice areas in the Town of Greece. The recommended Hojack Trail alignment passes through one of these areas west of Manitou Road and south of Wilder Road. Construction of the Hojack Trail would provide an important east-west connector that would eliminate some transportation barriers to EJ communities.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

The study includes a section that identifies and discusses numerous sources of monetary assistance for bicycle and pedestrian facilities and programs. Federal, state, and private funding sources are discussed in terms of grant requirements and applicability for the Hojack Trail projects. Federal transportation funding programs have changed significantly since completion of the study.

Federal

- National Highway Performance Program (NHPP)
- Congestion Mitigation & Air Quality Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- HUD Community Development Block Grants (CDBG)
- National Park Service Land and Water Conservation (LWCF) Grants
- Highway Safety Section 402 Grants
- Highway Safety Section 405 Grants
- Recreational Trails Program (RTP)
- Transportation Investment Generating Economic Recover (TIGER)
- Title 49 USC Urbanized Area Formula Grants

State / Regional

- Consolidated Local, State, and Highway Improvement Programs (CHIPS)
- New York State Consolidated Funding Application (CFA)
- 1. The Greater Rochester Health Foundation

Private / Other

- PeopleforBikes
- Robert Wood Johnson Foundation
- Bikes Belong Coalition
- Global ReLeaf Program
- The Conservation Alliance Fund

- Surdna Environment/Community Revitalization
- American Hiking Society National Trails Fund

22. I-590 Bicycle / Pedestrian Bypass Feasibility Study

Source Document (link)	Jurisdiction: Town of Brighton
Plan Author: Town of Brighton	Year Written: 2009

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

This feasibility study recommends the construction of a multi-use trail that will connect the Town Hall Complex on Elmwood Avenue with the Erie Canalway Trail in Meridian Centre Park. The trail would also link to Buckland Park on Westfall Road. The Erie Canalway Trail, the trail's southern terminus, is an important east-west recreational corridor within New York State, connecting Albany and Buffalo. The portion of Canalway Trail through Brighton links the town with Pittsford, Fairport, Greece, and the City of Rochester. The Town of Brighton has completed the Brickyard Trail which runs between Elmwood Avenue and Westfall Road.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the Plan contains data on land use, property ownership, natural features, and the transportation network that could be helpful for the CATP. It also includes cost estimates for amenities and construction materials that could be useful to reference, although these may be out of date.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The overall goal of the plan is complementary to active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

Brighton Town Engineer, Evert Garcia, is on the PAC and will closely be involved in the active transportation planning process.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan identifies several sources of funding, including:

Federal

- Surface Transportation Program (STP)
- Transportation Enhancements Program (TEP)
- Safe Routes to School Program (SRTS)
- Recreational Trails Program (RTP)
- Congestion Mitigation and Air Quality Program (CMAQ)

State

- Clean Air/Clean Water Bond Act and the Environmental Protection Fund
- State Multi-Modal Program

Private & Community Foundations

- Rochester Area Community Foundation (RACF)

- Genesee Region Trails Coalition (GRTC)
- Other**
- Kodak American Greenways Awards Program (includes the Eastman Kodak Company, The Conservation Fund, and the National Geographic Society)
 - Bikes Belong Coalition

23. Irondequoit Creek Valley Multi-Use Trail Feasibility Assessment and Design Recommendations

Source Document (link)	Jurisdiction: Town of Penfield
Plan Author: Genesee Transportation Council, Town of Penfield	Year Written: 2008

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

This report summarizes the analysis and preliminary design studies for the proposed Irondequoit Creek Valley Multi-Use Trail. Irondequoit Creek runs along the western border of the Town of Penfield, and is a partial eastern border to the Towns of Brighton and Irondequoit. The Town of Penfield and Irondequoit Creek, are both in eastern Monroe County. The section of the Irondequoit Creek Valley that was investigated for the potential feasibility of a multi-use trail follows Irondequoit Creek from Panorama Plaza at Penfield Road to the south end of Irondequoit Bay, near Empire Boulevard. Recommendations in this report are relevant for the CATP. They include:

- Phased development of a 4.8-mile multi-use trail along Irondequoit Creek.
- Balance a mix of recreation and alternative transportation uses with the preservation of sensitive ecosystems.
- Provide alternative pedestrian and bicycle access to the Panorama Plaza commercial area.
- Provide off-road connectivity between Channing Philbrick Park, Ellison Park, and the Ellison Wetlands.
- Contribute to the establishment of a contiguous trail corridor from the Erie Canal to the Seaway Trail along Lake Ontario.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

The Irondequoit Creek Valley Multi-Use Trail report includes site analysis, feasibility assessment, and concept-level planning and design for a multi-use trail along Irondequoit Creek in Monroe County. Guidelines for design development, construction and maintenance of the trail system were also prepared. The recommended trail alignment, if constructed, would support active transportation in Monroe County.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The Irondequoit Creek Valley Multi-Use Trail is envisioned as a key community connector – both an interesting active transportation route and an exciting recreational pathway – for bicycles and pedestrians traveling in the Irondequoit Creek Valley. The 4.8-mile multi-use trail proposed in this study would complete the northern connection from Panorama Plaza to Irondequoit Bay. The proposed trail connects to the existing 1.3-mile segment of multi-use trail that follows the creek from Panorama Plaza to Channing H. Philbrick Park. A future mile-long connection is planned to link Philbrick Park to Spring Lake Park and the Crescent Trail Network in Perinton.

As described in the Statewide Comprehensive Outdoor Recreation Plan for New York State, the Irondequoit Creek Valley Multi-Use Trail would be a significant element in the establishment of a contiguous trail corridor from the Erie Canal to the Seaway Trail along Lake Ontario.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Penfield is an important stakeholder that should be involved in the active transportation planning process. While not participating on the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The Irondequoit Creek Trail is envisioned primarily as a recreational trail connecting important open space resources in Monroe County. There are no environmental justice areas mapped along the planned trail alignment.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

The report includes schematic cost estimates and a section on potential funding from federal, state, local and private sources. Most of the funding programs identified for trail development are still valid. The planned Irondequoit Creek Trail project would be eligible for funding from the New York State Local Waterfront Revitalization Fund.

Federal

- Transportation Enhancements Program (TEP)

State

- Environmental Protection Fund (EPF) and/or Land & Water Conservation Fund (LWCF)
- Erie Canal Greenway Program
- Local Waterfront Revitalization Fund
- Snowmobile Development & Maintenance
- Recreational Trails Program (RTP)

Private & Community Foundations

- Bonding
- Donations
- Fees & Charges
- Real Estate Taxes
- Sales Tax Increase
- The Foundation Center

24. Irondequoit Seneca Trail Feasibility Study

Source Document (link)	Jurisdiction: Town of Irondequoit
Plan Author: Genesee Transportation Council, Town of Irondequoit	Year Written: 2013

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the plan recommends developing a multi-route trail north of and through Seneca Park in Rochester:

- Northern section: Along abandoned CSX railroad from Thomas Avenue to Seneca Park Avenue.
- Central section: Riverside Trail (along river) and Railroad Pathway (along railroad corridor).
- Southern section: Riverside Trail splits into three segments by Olmstead Landing; both Riverside Trail and Railroad Pathway connect to El Camino Trail.

A 1.1-mile loop within the trail system is planned to be American with Disabilities Act (ADA) compliant and accessible.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the plan includes data and analysis that are relevant to the CATP. The study area is 274 acres, located in both the Town of Irondequoit and the City of Rochester and is primarily comprised of a 3.7-mile-long inactive railroad corridor and Seneca Park. The “inventory and analysis” include property ownership, soils, topography, and descriptions of intersecting roadways and existing sidewalks. The plan identifies over 40 destinations and points of interest along or near the proposed trail alignment. The trail is designed to link the existing El Camino Trail with the existing Irondequoit Lakeside Multi-Use Trail and the proposed Genesee River Promenade Boardwalk.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The objectives of this project are to:

- Provide active transportation between community resources and destinations.
- Provide opportunities for universal access.
- Maintain user safety.
- Offer a high-quality user experience.
- Protect and enhance existing resources.
- Emphasize sustainability and maintainability.

All of these objectives are supported by active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Irondequoit is an important stakeholder that should be involved in the active transportation planning process. While they are not participating on the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

The plan briefly mentions improving walking and bicycling conditions for people without vehicle access but does not elaborate on specific populations within the study area that would benefit from the trail.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan identifies potential funding sources that could apply to a variety of active transportation initiatives:

Federal

- Transportation Enhancements Program (TEP)
- Recreational Trails Program (RTP)

State

- Environmental Protection Fund (EPF) and/or Land & Water Conservation Fund (LWCF)
- Erie Canal Greenway Program
- Local Waterfront Revitalization Fund
- Snowmobile Development & Maintenance

Private & Community Foundations

- Bonding
- Donations
- Fees & Charges
- Real Estate Taxes

- Sales Tax Increase
- The Foundation Center

25. JOSANA Rail-to-Trail Feasibility Study

Source Document (link)	Jurisdiction: City of Rochester
Plan Author: Genesee Transportation Council, City of Rochester	Year Written: 2015

» **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the purpose of this plan is to “evaluate the feasibility of converting a former rail bed, including four rail bridges, into a multi-use trail” in the JOSANA neighborhood of the City of Rochester.

» **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the plan includes a Neighborhood Characteristics section, which contains data on land use, zoning and other regulations, property ownership, street networks, trails, pedestrian access, bicycle facilities, environmental conditions, natural features, and utilities. There is also a thorough description of the railroad corridor and numerous intersections along it.

» **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The project purpose is complementary to active transportation.

» **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The City of Rochester and the Genesee Transportation Council are both important stakeholders that should be involved in the active transportation planning; both entities are represented on the PAC.

» **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

» **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan identifies the following funding sources:

Federal

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails (RT)
- Transportation Alternatives Program (TAP)
- Safe Routes to Schools (SRTS)

State

- Clean Air/Clean Water Bond Act and the Environmental Protection Fund
- State Multi-Modal Program

Private & Community Foundations

- Robert Wood Johnson Foundation

26. Lehigh Valley Trail Feasibility Study Corridor Acquisition and Rail-to-Trail Conversion

Source Document (link)	Jurisdiction: Town of Mendon, Village of Honeoye Falls
Plan Author: Town of Mendon, Village of Honeoye Falls	Year Written: 2009

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the plan proposes developing a rail-to-trail that generally follows a former branch of the Lehigh Valley Railroad from the existing Lehigh Valley Trail to the Livingston County border.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

This feasibility study recommends the construction of a multi-use trail that will connect the Village of Honeoye Falls with the main line of the existing Lehigh Valley Trail, an important multi-use trail corridor within the Rochester region about 1.5 miles north of the village. Site inventory and analysis support the expansion of the regional trail network within Monroe County, and are relevant to the CATP.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

Goals of this project include, but are not limited to, enhancing the community's transportation system (not just recreation), connecting public spaces, establishing a greenway system, supporting all types of users, and complementing surrounding uses. Many of these goals could be supported through active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The Town of Mendon and Village of Honeoye Falls are important stakeholders that should be involved in the active transportation planning process. While they are not participating in the PAC, there are other opportunities to involve them, such as Task 3.4 interviews.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan includes a summary of potential funding sources:

Federal

- Surface Transportation Program (STP)
- Transportation Enhancements Program (TEP)
- Safe Routes to School Program (SRTS)
- Recreational Trails Program (RTP)
- Congestion Mitigation and Air Quality Program (CMAQ)

State

- Clean Air/Clean Water Bond Act
- Environmental Protection Fund (EPF)
- State Multi-Modal Program

Private and Community Foundations

- Genesee Region Trails Coalition (GRTC)
- Bikes Belong Coalition
- Kodak American Greenways Awards Program

27. Urban Trail Linkages: Genesee Riverway and Eastman Trails

Source Document (link)	Jurisdiction: City of Rochester
Plan Author: City of Rochester	Year Written: 2013

- » **Does the plan or policy include goals or recommendations for active transportation or related topics? If so, describe/list. Are these recommendations still relevant?**

Yes, the purpose of this plan is to understand the feasibility of implementing two trails: the Genesee Riverway Trail, an off-road alternative to an existing sidepath trail, and the Eastman Trail, which would link the planned Route 390 Trail extension to the Genesee Riverway Trail.

- » **Does the plan or policy contain data, performance measures, analyses, or other information that could be beneficial to this planning process?**

Yes, the “Inventory & Analysis” section includes data on land use, property ownership, community features, the transportation network, environmental features, and the Eastman Business Park, which could be useful for the CATP. It also includes cost estimates for construction materials and amenities that could be helpful to reference, although they may be outdated.

- » **What projects or goals from the plan or policy could be advanced or complemented by active transportation?**

The purpose of the plan is complementary to active transportation.

- » **Should the entity that wrote the plan or policy be involved in or informed about this active transportation planning process?**

The City of Rochester is an important stakeholder that should be involved in the active transportation planning; it is represented on the PAC by Active Transportation Planner, Darin Ramsay, plus several advocacy and user groups based in Rochester.

- » **Does the plan or policy include recommendations that aim to remove systemic transportation barriers for EJ communities within Monroe County? If so, describe/list. Are these recommendations still relevant?**

No.

- » **Does the plan or policy include strategies for procuring funding assistance from federal, state, and local sources? If so, describe the types of programs or projects that require funding, the availability of funds, eligibility requirements.**

Yes, the plan identifies the following funding sources:

Federal

- Transportation Alternatives Program
- Surface Transportation Program
- Congestion Mitigation and Air Quality Program

State

- Environmental Protection Fund (EPF) Municipal Grant Program
- Local Waterfront Revitalization Program (LWRP)
- Canalway Grants Program
- State Multi-Modal Program

Private & Community Foundations

- Genesee Region Trails Coalition (GRTC)
- Bikes Belong Coalition

- Kodak American Greenways Awards Program (includes the Eastman Kodak Company, The Conservation Fund, and the National Geographic Society)