**Dewey Avenue Corridor Traffic Calming Study**
**Town of Greece and City of Rochester, NY**
**Executive Summary, September 2010**

This report summarizes the analysis and preliminary design studies of the Dewey Avenue Corridor Traffic Calming Study. The Genesee Transportation Council (GTC) funded the preparation of the report under its Unified Planning Work Program (UPWP). The Town of Greece and the City of Rochester contracted with EDR and SRF Associates to conduct site analysis, assess feasibility, and produce concept-level planning and design for a traffic calming strategy along Dewey Avenue in the Town of Greece and the City of Rochester in Monroe County, New York. Guidelines for the design and implementation of the traffic calming improvements were prepared.

## Background

The Town of Greece and the City of Rochester are located in north-central Monroe County. Dewey Avenue is an urban minor arterial that begins at Lyell Avenue in the City of Rochester and extends 8 miles to the Town of Greece's northern border near Lake Ontario. The study area consists of portions of Dewey Avenue located in the Town of Greece and the City of Rochester, and covers approximately 3.75 miles from the intersection with Ridge Road West to the intersection with Latta Road. In the Town of Greece, Dewey Avenue is a Monroe County highway and in the City of Rochester, the road is a city street.

In 2001, the Town of Greece completed an update of their Community Master Plan. In order to implement the recommendations contained in this update, the Greece Town Board adopted a new Zoning Ordinance and Official Zoning Map in 2003. However, no major changes were made in the Dewey Avenue area because the Master Plan Update recognized Dewey Avenue as an area with special characteristics that was in need of further study, and the Town Board did not want to delay the overall, town-wide zoning effort.

The Town of Greece initiated the Dewey Avenue Corridor Study in 2006 to ensure that any future development in the corridor strengthened community character. The Corridor Study, completed by EDR in 2007, was a planning effort designed to create a more comprehensive work plan for preserving and revitalizing this area. In 2008, the Town of Greece had started to implement some of the study's recommendations, and determined that the next step was a feasibility study of traffic calming methods to determine how best to improve the pedestrian experience and lessen reliance on vehicular travel.

In pursuit of this goal, the Town of Greece, in cooperation with Monroe County DOT, pursued funding to undertake a comprehensive feasibility study for the corridor. The City of Rochester suggested that the study area be expanded to include a portion of Dewey Avenue in the City of Rochester. The joint study was approved by the GTC for funding in 2008. The purpose of the traffic calming study was to evaluate the options for reducing the adverse impacts of vehicular traffic on pedestrian circulation within the sections of the Dewey Avenue Corridor included in the study area.

## Vehicular Facility Analysis

The vehicular facilities in the Dewey Avenue Corridor were assessed to determine what traffic calming strategies would be most appropriate. The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *2000 Highway Capacity Manual* (HCM 2000). Traffic analysis software, SYNCHRO 7.0 (Build 761), which is based on procedures and methodologies contained in the HCM 2000, was used to analyze operating conditions at study area intersections. The procedure yields a LOS based on the HCM 2000 as an indicator of how well intersections operate. Existing operating conditions were documented in the field and modeled using traffic analysis software. The traffic analysis models were calibrated based on actual field observations, and included the 2009 lane changes near Latta Road.

The Intersection Capacity Utilization (ICU) can be thought of as an intersection wide volume-to-capacity ratio. ICU is well suited to the purpose of transportation planning studies. The intended applications for ICU are traffic impact studies, future roadway conceptual design, and congestion management programs. The primary output from ICU is analogous to the intersection volume-to-capacity ratio. The ICU does not provide a complete picture of intersection performance, but it does provide a clear view of the intersection's volume related to its capacity.

The capacity analysis data collected was used to assess the quality of vehicular traffic flow for the existing AM and PM commuter peak hour conditions at the signalized intersections in the study area. Analyses of the existing intersections indicate that all of the intersections studied are currently operating at level of service “C” or better on all approaches during the peak periods, with a few exceptions that currently operate at LOS “D”.

The ICU capacity analysis results indicate that all of the study intersections are currently operating at less than 65% of their capacity during both peak hours, except the Denise and Stone Road intersections during the PM peak hour and the West Ridge Road intersection during both peak hours, which are operating at approximately 75% of their capacity. These percentages indicate that there is excess capacity available at these intersections and throughout portions of the corridor. This suggests that opportunities may exist in many areas for pedestrian and bicycle enhancements without significantly compromising vehicular capacities.

In addition, historical traffic volume growth in the study area and planned developments in the corridor were reviewed and evaluated to determine a growth rate to account for normal increases in area-wide traffic growth. A twenty-year traffic forecast was derived and used for future traffic analyses. Analyses of the study intersections indicate that all of the intersections studied are operating at level of service “C” or better on all approaches during the peak periods under 2029 future no-build conditions with a few exceptions that are projected to operate at LOS “D”.

The ICU results indicate that virtually all of the study intersections are projected to operate at less than 65% of their capacity during the AM peak hour under future no-build conditions. During the PM peak hour, several intersections are projected to operate at 70% or greater. Based upon the operational analyses and local development patterns, an intersection with an ICU greater than 70% may not be capable of accommodating major traffic calming improvements. An intersection with an ICU below 70% has excess vehicular capacity available, suggesting that opportunities may exist for pedestrian and bicycle enhancements without significantly compromising vehicular capacity.

According to *Intersection Capacity Utilization Evaluation Procedures for Intersections and Interchanges 2003 Edition published by Trafficware*, an intersection with an ICU between 64% and 73% is characterized as “having no major congestion. The majority of traffic should be served on the first cycle.” In reviewing the ICU results at intersections throughout the Dewey Avenue corridor, 70% is used to differentiate between intersections that are potential candidates for a road diet. However, it is noted that detailed capacity analyses are required to determine the appropriate geometry at each intersection.

**Bicycle and Pedestrian Facility Analysis**

Bicycle infrastructure and facilities were also inventoried in the corridor. Bicycle safety was judged on the presence or absence of a dedicated bicycle facility, shared lane widths including the on-street parking lane, and the amount of space a cyclist needs to safely maneuver. Other considerations that affect bicycle safety are speed limit, average annual daily traffic (AADT) volumes, percent heavy traffic, number of driveways, and any obstructions to the public realm, including overgrown landscaping and road grates.

The Dewey Avenue Corridor lacks dedicated bicycle facilities of any form. There are no road shoulders, and the widest outside lane is twelve feet wide, less than the fourteen-foot minimum recommended in the AASHTO Guide for the Development of Bicycle Facilities that is necessary to accommodate a bicycle traveling beside an automobile. Bicycle users must choose between (illegally) using the sidewalk, traveling a parallel street, or sharing the narrow outside lane of the road with automobiles traveling at higher speeds. There is an opportunity to improve the conditions that contribute to the safety and comfort experienced by bicyclists using the corridor.

Pedestrian safety was evaluated based on factors such as sidewalk width and quality, and the presence of a buffer zone (tree lawn). Pedestrian safety factors present in the travelway include crosswalk length and quality, presence or absence of medians, and the type of median. A pedestrian LOS was developed for the pedestrian realm on both sides of the roadway along the entire length of the corridor. Every zone of the Dewey Avenue pedestrian realm was scored based on a number of pedestrian realm variables. The quality of the pedestrian realm in the corridor ranges between a 'B' and a 'D', with most segments of the corridor performing at a LOS of 'C'. Generally, the LOS for corridor segments on the east side of Dewey Avenue was slightly better than those on the west side. Variables that negatively affected the LOS were: lack of sufficient buffer width, inadequate crossing opportunities, lack of support facilities, and poor sidewalk quality.

An inventory of all marked crosswalks that traverse Dewey Avenue at signalized intersections was performed for this study. Information was collected on the width, length, and presence of curb ramps and pedestrian signals at each signalized crosswalk location. This data was then analyzed to develop a LOS for each crosswalk that traverses Dewey Avenue at a signalized intersection. The results of this analysis indicate that there are no immediate safety concerns at crosswalk locations within the study area. On a grading scale of LOS 'A' through LOS 'F', the crosswalks on Dewey Avenue were rated with LOS 'B' or LOS 'C', meaning they provide an acceptable way for crossing the street in a reasonably safe and comfortable fashion. Although the results of the crosswalk assessment indicate that there are no apparent safety concerns, there are opportunities for crossing enhancements.

In general, there are pedestrian facilities currently in place along the Dewey Avenue Corridor, including sidewalks, marked crosswalks, and pedestrian signals. The LOS scores for most of the segments of the Dewey Avenue Corridor indicate that there is an opportunity to improve the conditions that contribute to the sense of safety and comfort experienced by pedestrians. Pedestrian LOS and Walk Score were analyzed side by side, which indicated segments of the pedestrian realm are deficient in quality, yet have a large number of pedestrian generators in close proximity. This important analysis provides a list of locations to be used to develop priorities for future pedestrian realm improvements.

**Traffic Calming Alternatives and Recommendations**

A number of traffic calming alternatives and their potential impacts were considered for the corridor. Multiple design, program and policy solutions can be used to solve each traffic calming issue. For each alternative, reviewing the design details, impacts, and viability for the Dewey Avenue Corridor was critical to selecting appropriate solution. Multi-modal transportation is very important, and the recommendations attempt to balance vehicular capacity with bicycle and pedestrian access in order to maximize corridor safety for all users.

The alternatives were categorized as on-street, off-street, or program and policy alternatives. On-street alternatives include all possible strategies within the roadway, such as bicycle lanes or a road diet. Off-street alternatives generally deal with the area from the curb to the front of a building with the main focus on the pedestrian experience. Program and policy alternatives provide strategies for zoning changes, educational programs, enforcement, maintenance, program effectiveness, and security. A brief summary of design details and benefits for each alternative is provided in the report.

In addition, each alternative was evaluated in relationship to impacts on budget, various user groups, and sustainability to ensure a process that assessed the tradeoffs between each alternative.

From the list of all the possible alternatives, a set of strategies was recommended for the corridor. Committee and public comments, cost, user and sustainability impacts, and appropriateness for the Dewey Avenue Corridor informed the selection of recommendations. The issues addressed by the recommendations include:

- No bicycle facilities, outside lane too narrow and no shoulders
- Pedestrian Level of Service (LOS) C or D
  - Lack of sufficient buffer
  - Poor sidewalk quality
  - High number of access drives introduce conflict and a lack of continuity for pedestrians
  - Inadequate crossing opportunities
  - Existing crossing needs enhancement
  - Lack of resting areas
  - No sidewalk
- Lack of pedestrian-oriented, human scale environments in an area with high potential for walking
- Lack of bus stop comfort and safety amenities
  - Unsafe crossings
  - Lack of seating
  - No ADA access
- Resident/Pedestrian perception of high vehicle speed
- Concentration of bicyclist collisions with vehicles
- Concentration of pedestrian collisions with vehicles

The report provides a detailed description and illustrations for each strategy that is recommended. The following solutions are recommended for the Dewey Avenue Corridor:

*On-street Recommendations*
- Bicycle boulevards
- Bicycle boxes
- Bicycle lanes/space
- Curb extensions
- High visibility crosswalks
- Refuge islands
- Road diet
- Signage and signalization changes

*Off-Street Recommendations*
- ADA-accessible bus stops
- Bicycle lockers
- Bicycle racks
- Sidewalk improvements
- Buffer areas
- Building changes
- Pedestrian-scale lighting
- Shared-access driveways
- Sidewalk amenity zone
- Coordinate with EBP
- Ped/bike-oriented parking

*Programs & Policies*
- Access management overlay district
- Bike/ped supportive code language
- Education programs
- Maintenance programs
- Other pedestrians
- Program effectiveness measures
- Residential speed watch program
- Security enhancements

**Phasing and Implementation**

The implementation of the recommended traffic calming strategies should be phased based on priority areas. The priority areas to be targeted are those with a high walk score and a low pedestrian LOS. In addition, those areas with a high incidence of pedestrian- and bicyclist-injury crashes should also be a priority in implementation.

*High Priority Areas*
- Ridge to Eastman (east side)
- Eastman to Velox (east side)
- Barnard to Shady Way (east side)
- Latta to Rumson (west side)
- Rumson to McGuire (west side)
- Velox to Ridge (west side)

The following locations have lower walk scores but also have low pedestrian LOS and should be considered next in terms of priority:

- Winchester to Bennington (east side)
- McGuire to Brookridge (west side) – this stretch spans several blocks
- Briarcliff to Maiden (west side)
- Beaumont to Dalston (west side)

The phasing of some of the physical improvements is contingent on the implementation of the Road Diet. That is, changes within the travel lanes, such as a bicycle lane, cannot happen until the Road Diet is approved and implemented. In addition, some of the recommendations will be most effective in conjunction with educational programs (e.g. bicycle boulevards). The following lists identify the priorities and phasing of the recommended improvements. Table 10 is an implementation matrix that identifies the precise locations of each recommended corridor improvement.

*On-Street Recommendations*

High Priority, Short-Term

- Road Diet with bicycle lanes/shoulders
- High Visibility Crosswalks
- Share the Road signs
- Leading Pedestrian Intervals
- Pedestrian Countdown signals
- Bicycle Boulevards

High Priority, Long-Term

- High Visibility Crosswalk with curb bump-outs
- High Visibility Crosswalk with refuge island and curb bump-outs

*Off-Street Recommendations*

High Priority, Short-Term

- New Sidewalks and Sidewalk Improvements in high priority areas
- Bicycle Racks at Destinations
- Benches and Resting Points

High Priority, Long-Term

- Bicycle Lockers
- Pedestrian & Bicycle-Oriented Parking Lots
- Shared-Access Driveways
- Sidewalk Amenity Zone

*Program and Policy Recommendations*

High Priority, Short-Term

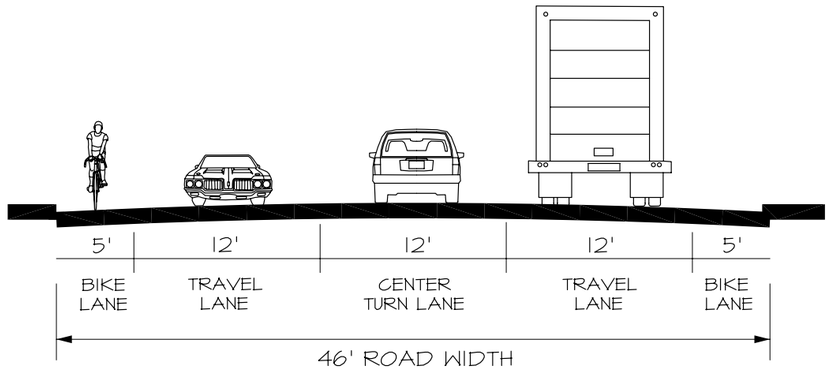
- Educational Programs
- Program Effectiveness Measures
- Maintenance Programs

High Priority, Long-Term

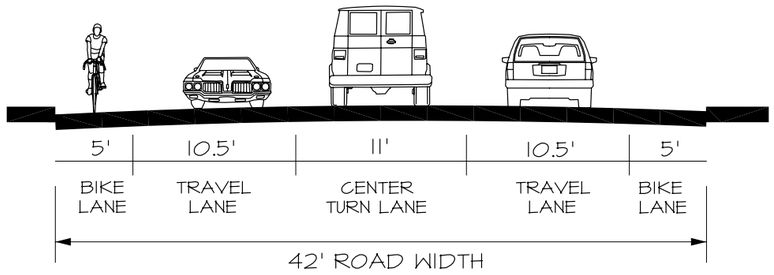
- Access Management Overlay District
- Pedestrian/Bicycle Supportive Code Language

The implementation matrix also details the priority, timing, location, regulatory approvals needed and the responsible parties for each of the recommended strategies.

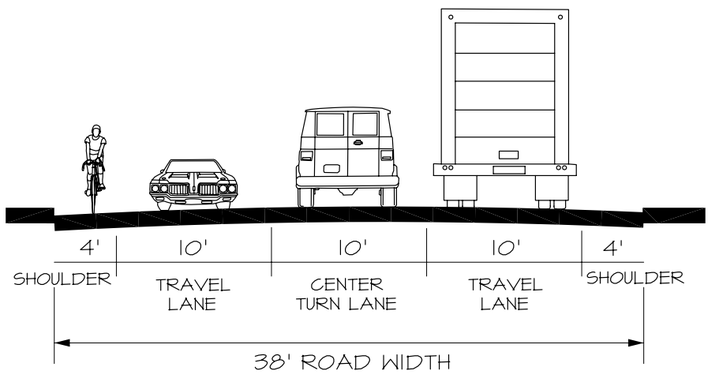
12' TRAVEL LANES, 12' CENTER TURN LANE, 5' BIKE LANES
46' WIDTH: BRITTON RD. TO DORSEY RD.
DORSEY RD. TO SOUTH OF BRIARCLIFF
NORTH OF WILLISTON TO STUDLEY ST.

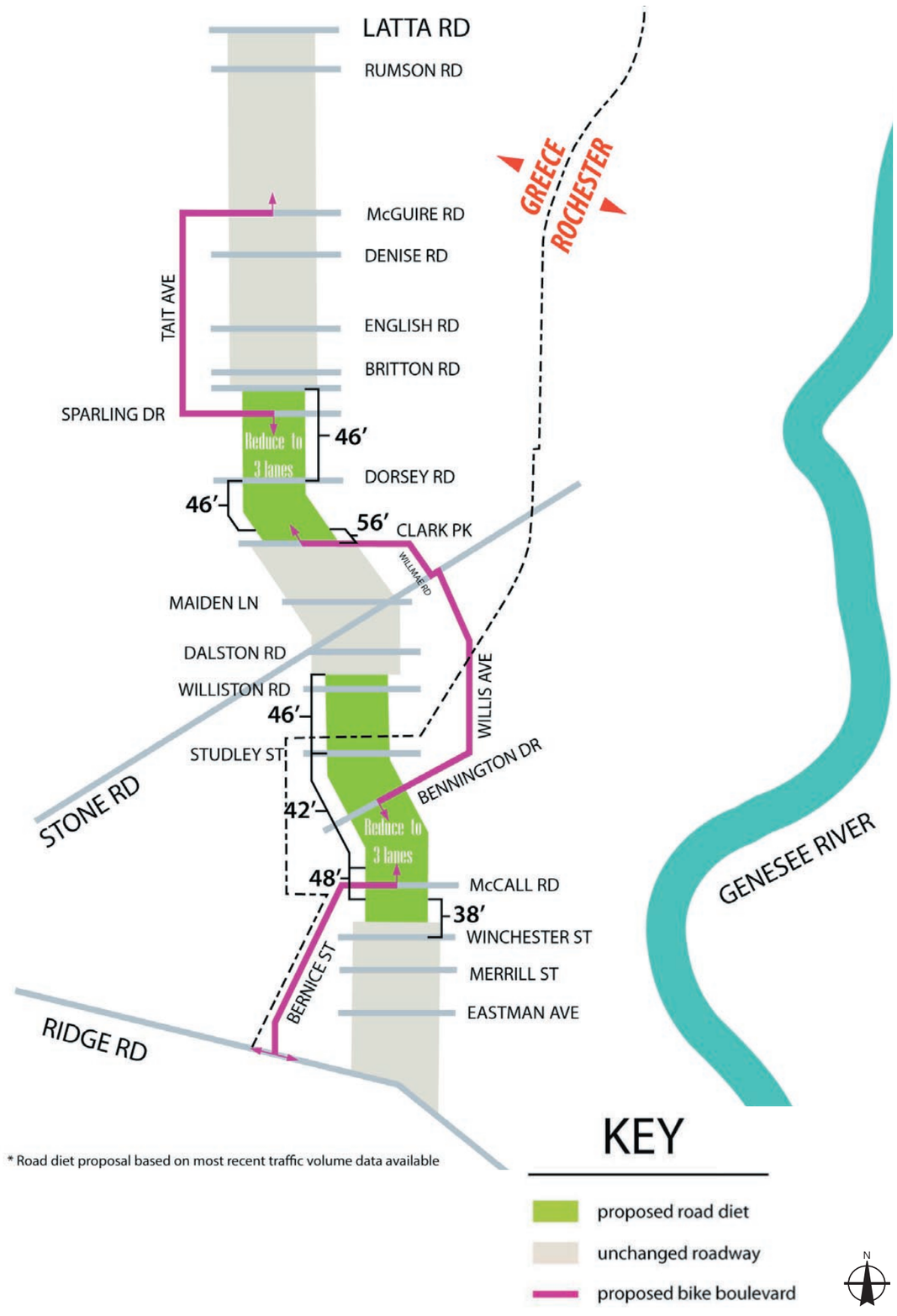



10.5' TRAVEL LANES, 11' CENTER TURN LANE, 5' BIKE LANES
42' WIDTH: STUDLEY ST. TO NORTH OF MCCALL RD.




10' TRAVEL LANES, 10' CENTER TURN LANE, 4' SHOULDERS
38' WIDTH: MCCALL RD. TO WINCHESTER ST.




EDR

SRF ASSOCIATES

**DEWEY AVENUE CORRIDOR TRAFFIC CALMING STUDY**

City of Rochester and Town of Greece, Monroe County, New York

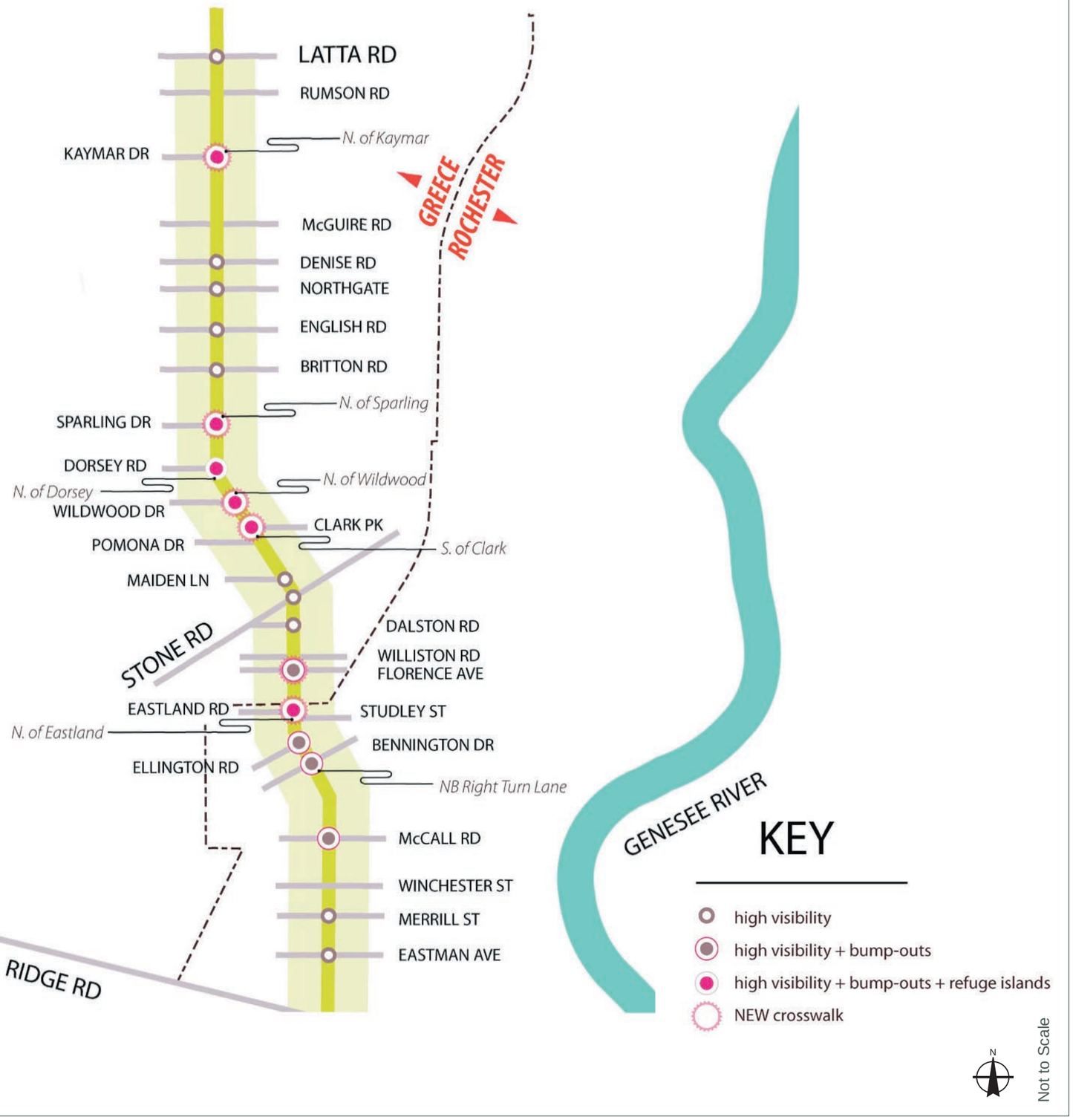
Attachment 1: Proposed Road Diets and Bicycle Boulevards

July 2010


HIGH VISIBILITY CROSSWALK


HIGH VISIBILITY CROSSWALK + CURB BUMP-OUTS


HIGH VISIBILITY CROSSWALK + CURBS + REFUGE ISLAND

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**DEWEY AVENUE CORRIDOR TRAFFIC CALMING STUDY**

City of Rochester and Town of Greece, Monroe County, New York

Attachment 2: Proposed Crosswalk Upgrades

July 2010

**TABLE 10: IMPLEMENTATION MATRIX - ON-STREET RECOMMENDATIONS**

| Recommended Action | Priority | Timing | Municipality | Location | Regulatory Approvals Needed* | Responsible Parties* |
|---|---|---|---|---|---|---|
| Road Diet with bike lanes/shoulders | High | Long | Greece | Mosley Road to Clark Park | MCDOT | MCDOT |
| Road Diet with bike lanes/shoulders | High | Short | Greece | North of Williston Road to Studley Street | MCDOT | MCDOT |
| Road Diet with bike lanes/shoulders | High | Short | Rochester | Studley Street to North of Winchester Street | City of Rochester, MCDOT | City of Rochester, MCDOT |
| High Visibility Crosswalks (5 are new crosswalk locations)** | High | Short | Greece | 14 intersections | Town of Greece | Town of Greece |
| High Visibility Crosswalks (1 is a new crosswalk location)** | High | Short | Rochester | 6 intersections | City of Rochester, MCDOT | City of Rochester, MCDOT |
| Share the Road signs | High | Short | Greece | Various locations | MCDOT | MCDOT |
| Share the Road signs | High | Short | Rochester | Various locations | MCDOT | MCDOT |
| Leading Pedestrian Intervals and Pedestrian Countdown Signals | High | Short | Greece | East side, Barnard Street to Shady Way | MCDOT | MCDOT |
| Leading Pedestrian Intervals and Pedestrian Countdown Signals | High | Short | Greece | Stone Road intersection | MCDOT | MCDOT |
| Leading Pedestrian Intervals and Pedestrian Countdown Signals | High | Short | Greece | Northgate Plaza area | MCDOT | MCDOT |
| Leading Pedestrian Intervals and Pedestrian Countdown Signals | High | Short | Greece | Both sides, Rumson Road to Latta Road | MCDOT, NYSDOT (at Latta Road) | MCDOT, NYSDOT |
| Leading Pedestrian Intervals and Pedestrian Countdown Signals | High | Short | Rochester | Both sides, Ridge Road to Velox Street | MCDOT, NYSDOT (at Ridge Road) | City of Rochester, MCDOT, NYSDOT |
| Bicycle Boulevard** | High | Short | Greece | McGuire Road to Tait Ave to Sparling Drive | Town of Greece | Town of Greece |
| Bicycle Boulevard** | High | Short | Greece | Clark Park to Willmae Rd to Stone Rd to Willis Ave | Town of Greece | Town of Greece |
| Bicycle Boulevard** | High | Short | Rochester | Willis Ave to Bennington Drive | City of Rochester | City of Rochester, MCDOT |
| Bicycle Boulevard** | High | Short | Rochester | McCall Road to Bernice Street | City of Rochester | City of Rochester, MCDOT |
| Curb Bumpouts** | High | Long | Greece | 6 intersections (see Attachment 2) | MCDOT | MCDOT |
| Curb Bumpouts** | High | Long | Rochester | 4 intersections (see Attachment 2) | City of Rochester, MCDOT | City of Rochester |
| Refuge Islands** | High | Long | Greece | 5 intersections (see Attachment 2) | MCDOT | MCDOT |
| Refuge Islands** | High | Long | Rochester | 1 intersection (see Attachment 2) | City of Rochester, MCDOT | City of Rochester |
| Investigate no turn on red | Low | Short | Greece | Stone Road intersection | MCDOT | MCDOT |
| Investigate no turn on red | Low | Short | Greece | Northgate Plaza intersection | MCDOT | MCDOT |
| Bicycle Boxes** | Low | Long | Greece | All traffic signals in corridor | MCDOT, NYSDOT (at State intersections) | MCDOT, NYSDOT |
| Bicycle Boxes** | Low | Long | Rochester | All traffic signals in corridor | City of Rochester, MCDOT | City of Rochester, MCDOT |

On-Street Recommendations

Timing: Short-term - Projects that will commence and be completed within 0-4 years, and Long-term - Projects that will commence and be completed within 4-10 years.
* Subject to change based on timing, municipal procedures, and the approach that each municipality takes to implement the recommendation.
** These particular measures may require additional planning, design review, and community input prior to implementation.

**TABLE 10: IMPLEMENTATION MATRIX - OFF-STREET RECOMMENDATIONS**

| Recommended Action | Priority | Timing | Municipality | Location | Regulatory Approvals Needed* | Responsible Parties* |
|---|---|---|---|---|---|---|
| Sidewalk improvements in area of poor sidewalk quality | High | Short | Greece | Barnard Street to Shady Way | None | Town Department of Public Works |
| Sidewalk improvements in area of poor sidewalk quality | High | Short | Rochester | East side, just north of Ridge Road | None | City Department of Environmental Services |
| New sidewalk | High | Short | Greece | East side, Town line until 170' south of Bennington Drive | Town Planning Board | Town Department of Public Works |
| New sidewalk | High | Short | Rochester | East side, along Holy Sepulchre Cemetery | City Planning Commission | City Department of Environmental Services |
| Bicycle racks | High | Short | Greece | Commercial and retail establishments | None | Public-private partnership |
| Bicycle racks | High | Short | Rochester | Commercial and retail establishments | None | Public-private partnership |
| Benches and resting points | High | Short | Greece | Entire corridor at existing bus stops and/or every 1500' | None (if located in ROW) | Town or Public-private partnership |
| Benches and resting points | High | Short | Rochester | Entire corridor at existing bus stops and/or every 1500' | None (if located in ROW) | City or Public-private partnership |
| Bicycle lockers | High | Long | Greece | Commercial and retail establishments | None | Public-private partnership |
| Bicycle lockers | High | Long | Rochester | Commercial and retail establishments | None | Public-private partnership |
| Pedestrian & bicycle-oriented parking lots | High | Long | Greece | Commercial and retail establishments | Town Planning Board | Public-private partnership |
| Pedestrian & bicycle-oriented parking lots | High | Long | Rochester | Commercial and retail establishments | City Planning Commission | Public-private partnership |
| Sidewalk amenity zone and buffer area | High | Long | Greece | East side, Barnard Street to Shady Way | Town Planning Board | Public-private partnership |
| Sidewalk amenity zone and buffer area | High | Long | Greece | West side, McGuire Road to Rumson Road | Town Planning Board | Public-private partnership |
| Sidewalk amenity zone and buffer area | High | Long | Greece | Both sides, Rumson Road to Latta Road | Town Planning Board | Public-private partnership |
| Sidewalk amenity zone and buffer area | High | Long | Rochester | Both sides, Ridge Road to Velox Street | City Planning Commission | Public-private partnership |
| Sidewalk amenity zone and buffer area | High | Long | Rochester | East side, Velox Street to City line | City Planning Commission | Public-private partnership |
| Shared access driveways | High | Long | Greece | West side, Britton Road to between English and Denise | Town Planning Board | Public-private partnership |
| Shared access driveways | High | Long | Greece | Both sides, Just north of Denise Road | Town Planning Board | Public-private partnership |
| ADA accessible bus stop | Low | Short | Rochester | East side, along Holy Sepulchre Cemetery | City Planning Commission | RGRTA |
| Sidewalk improvements | Low | Long | Greece | West side, McGuire Road to Rumson Road | None | Town Department of Public Works |
| Sidewalk improvements | Low | Long | Greece | Both sides, Rumson Road to Latta Road | None | Town Department of Public Works |
| Sidewalk improvements | Low | Long | Rochester | Both sides, Ridge Road to Velox Street | None | City Department of Environmental Services |
| Buildings oriented to street, building awnings, pedestrian scale lighting | Low | Long | Greece | East side, Barnard Street to Shady Way | Town Planning Board | Public-private partnership |
| Buildings oriented to street, building awnings, pedestrian scale lighting | Low | Long | Greece | West side, McGuire Road to Rumson Road | Town Planning Board | Public-private partnership |
| Buildings oriented to street, building awnings, pedestrian scale lighting | Low | Long | Greece | Both sides, Rumson Road to Latta Road | Town Planning Board | Public-private partnership |
| Buildings oriented to street, building awnings, pedestrian scale lighting | Low | Long | Rochester | Both sides, Ridge Road to Velox Street | City Planning Commission | Public-private partnership |
| Pedestrian scale lighting | Low | Long | Rochester | East side, Velox Street to City line | City Planning Commission | Public-private partnership |
| Buffer area | Low | Long | Greece | Entire corridor unless otherwise specified | Town Planning Board | Public-private partnership |
| Buffer area | Low | Long | Rochester | Entire corridor unless otherwise specified | City Planning Commission | Public-private partnership |

Off-Street Recommendations

Timing: Short-term - Projects that will commence and be completed within 0-4 years, and Long-term - Projects that will commence and be completed within 4-10 years.
* Subject to change based on timing, municipal procedures, and the approach that each municipality takes to implement the recommendation.
** These particular measures may require additional planning, design review, and community input prior to implementation.

**TABLE 10: IMPLEMENTATION MATRIX - PROGRAM AND POLICY RECOMMENDATIONS**

| Recommended Action | Priority | Timing | Municipality | Location | Regulatory Approvals Needed* | Responsible Parties* |
|---|---|---|---|---|---|---|
| Educational Programs | High | Short | Greece | Related to corridor improvements and safety issues | None | Public-Private Partnership |
| Educational Programs | High | Short | Rochester | Related to corridor improvements and safety issues | None | Public-Private Partnership |
| Program Effectiveness Measures | High | Short | Greece | Related to corridor changes and improvements | None | Municipality/Hire Consultant |
| Program Effectiveness Measures | High | Short | Rochester | Related to corridor changes and improvements | None | Municipality/Hire Consultant |
| Maintenance Programs | High | Short | Greece | Entire corridor, particularly Zone 1 | None | Public-Private Partnership |
| Maintenance Programs | High | Short | Rochester | Entire corridor, particularly Zones A and C | None | Public-Private Partnership |
| Access Management Overlay District** | High | Long | Greece | West side, Britton Road to between English and Denise | Planning, Zoning & Town Boards, NYSDEC | Municipality/Hire Consultant |
| Access Management Overlay District** | High | Long | Greece | Both sides, Just north of Denise Road | Planning, Zoning & Town Boards, NYSDEC | Municipality/Hire Consultant |
| Bicycle and Pedestrian Supportive Code Language | High | Long | Greece | Entire corridor | Planning, Zoning & Town Boards, NYSDEC | Municipality/Hire Consultant |
| Bicycle and Pedestrian Supportive Code Language | High | Long | Rochester | Entire corridor | City Planning Commission, City Council, NYSDEC | Municipality/Hire Consultant |
| Security enhancements, other pedestrians | Low | Long | Greece | East side, Barnard Street to Shady Way | None | Public-Private Partnership |
| Security enhancements, other pedestrians | Low | Long | Greece | West side, McGuire Road to Rumson Road | None | Public-Private Partnership |
| Security enhancements, other pedestrians | Low | Long | Greece | Both sides, Rumson Road to Latta Road | None | Public-Private Partnership |
| Security enhancements, other pedestrians | Low | Long | Rochester | Both sides, Ridge Road to Velox Street | None | Public-Private Partnership |
| Security enhancements, other pedestrians | Low | Long | Rochester | East side, Velox Street to City line | None | Public-Private Partnership |
| Residential Speed Watch Program | Low | Long | Greece | Entire corridor unless otherwise specified | None | Public-Private Partnership |
| Residential Speed Watch Program | Low | Long | Rochester | Entire corridor unless otherwise specified | None | Public-Private Partnership |

Program and Policy Recommendations

Timing: Short-term - Projects that will commence and be completed within 0-4 years, and Long-term - Projects that will commence and be completed within 4-10 years.
* Subject to change based on timing, municipal procedures, and the approach that each municipality takes to implement the recommendation.
** These particular measures may require additional planning, design review, and community input prior to implementation.