

DEWEY AVENUE CORRIDOR TRAFFIC CALMING STUDY

APPENDICES

PUBLIC INPUT SUMMARY

A

ALTERNATIVE TRANSPORTATION BENEFITS

B

COMPLETE STREETS

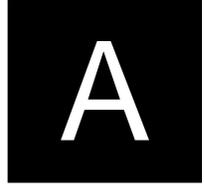
C

EXISTING CONDITIONS PHOTOS

D

COLLECTED TRAFFIC DATA *(Available Upon Request)*

E



PUBLIC INPUT SUMMARY



274 N. Goodman Street
Rochester, NY 14607
585.271.0040
F: 585.271.0042
www.edrpc.com

MINUTES OF MEETING

Date: September 28, 2009

Reference: Dewey Avenue Corridor Traffic Calming Public Meeting

EDR Project No. 08066

Present: Town of Greece and City of Rochester residents and business owners, Ron Sassone, Town of Greece; Erik Frisch, City of Rochester; Scott Leathersich, Monroe County Dept of Transportation; Robert Torzynski, Genesee Transportation Council; Amy Dake, SRF Associates; Tom Robinson, EDR; Sage Gerling, EDR

Issues / Comments:

Zone A

Issues Presented at Meeting:

- No bicycle facilities
- Places to walk, but poor pedestrian conditions (Poor sidewalk quality and maintenance- especially East side just North of Ridge Rd, and sidewalk located next to curb)
- Concentration of bicyclist collisions (Ridge Rd intersection) and pedestrian collisions (Eastman Ave intersection) with vehicles

Public Comments:

"Ride your bike on the sidewalk, giving way to pedestrians"

"This is unacceptable! Bicycling on the sidewalk is more dangerous than the road. A bicycle lane is needed"

"Put up a 'No Turn on Red' sign, possibly with restricted hours. Should help bikers"

"Consider a 'Bike Box' at intersections for bikes to move in front of cars"

"Many residences within walking/driving distance of the stores in this zone, but pedestrian/bicycle access is so poor that I'm sure residents would rather drive 3 blocks. I recommend placing physical barriers of some kind between sidewalks and road, so that pedestrians feel protected."

"Open up Eastman Ave between Dewey and Lake Ave, attract high-tech businesses and shopping"

Zone B

Issues Presented at Meeting:

- No bicycle facilities
- Places to walk, but unacceptable pedestrian conditions (both sides from Eastman Ave. to Velox St. and Merrill St. to Winchester St.)
- Motorist speed appears fast to pedestrians

Public Comments:

"Why so much emphasis on pedestrian traffic? I don't walk well so I need easy parking access to buildings I wish to shop at or whatever."

"Zoning: Stop turning single family homes into rental properties."

Zone C

Environmental Design & Research,
Landscape Architecture, Planning,
Environmental Services,
Engineering and Surveying, P.C.

Issues Presented at Meeting:

- No bicycle facilities
- Unacceptable pedestrian conditions (no sidewalk on East side)
- Bus stops lack ADA access (East side)

Public Comments:

“Walk on West side”

“No light to cross when sidewalk disappears”

“Crosswalk at intersection of Dewey and Eglantine/Florida Ave. by Kwik Fill”

“Thank you for looking into this issue:

- A walk way separated by trees would be nice. It can be frightening to walk on the sidewalk the way it is because the cars are going so fast.
- Less lanes for cars may be nice – one lane each way to prevent people going so fast.
- Better sidewalk area near the rail-road tracks would be safer.
- The cars make a lot of noise, even for people on side streets. More trees – slower traffic may help.

Thanks!”

“Do NOT want 3 lanes. Streets to close together cause more traffic, a lot of people turning into these streets.”

“Holy Sepulchre is a recreational / walking opportunity for many residents on the West side of Dewey, but lack of sidewalk and access points is a problem. Maybe cross walks might be the answer.”

Zone 1

Issues Presented at Meeting:

- No bicycle facilities
- No on-street parking, outside lane too narrow
- Places to walk, but unacceptable pedestrian conditions (both sides. No sidewalk East side from 170' South of Bennington to Barnard St.)
- Distance between marked crosswalks exceeds NYS guidelines (0.4 km or 1300') (Barnard St. to Bennington Dr. ~1500', Ellington Dr. to Dalston Rd. ~2200')

Public Comments:

“Pedestrian crosswalk needed at Barnard Crossing Library”

“Need family friendly, cost efficient restaurant (McDonalds, etc)”

“Would like to bring back village feel around Stone Rd.”

“Pappas Park – need cameras!”

“Turning into businesses an issue (No left turn off Dalston – certain hours – hard for businesses – need to remove) * Parking is not an issue for businesses because have public lots”

Zone 2

Issues Presented at Meeting:

- No bicycle facilities
- No on-street parking, outside lane too narrow
- Unacceptable pedestrian conditions
- No marked pedestrian crosswalks, and distance between marked crosswalks exceeds NYS guidelines (0.4 km or 1300') (Maiden Ln. to Briarcliff Rd. in Zone 3)
- Concentration of pedestrian and bicyclist collisions with vehicles (Stone Rd. area)

Public Comments:

"Recommend funding for business façade improvements and amenities, including signage and entrances, pedestrian friendly lighting and village appearance to be updated."

"Landscaping is a plus – control landlords to not over saturate a neighborhood"

"Transitional parking is a plus"

"Dewey / Stone intersection has many small businesses that would benefit from improved pedestrian / bicycle facilities. Parking / sidewalk situation is so hazardous that you have to be a thrill seeker to want to walk to the bakery or butcher shop. A covered 'bike parking' area would be nice, and possibly a gazebo for pedestrians to rest after shopping."

Zone 3

Issues Presented at Meeting:

- No bicycle facilities
- Unacceptable pedestrian conditions
- Unsignalized marked crosswalk (just North of Briarcliff Rd across from St. Joseph's Villa)
- Distance between marked crosswalks exceeds NYS guidelines (0.4 km or 1300') (Maiden Ln. in Zone 2 to Briarcliff Rd. ~1500', Briarcliff Rd. to Dorsey Rd., 1500')

Public Comments:

"Bus stop across street from St. Joseph's Villa needs crosswalk, Villa kids and staff need better / safer access."

"Cars traveling too fast – problem for traffic driving into or exiting S.J.V."

"Lake Ave. speed limit is 30 MPH (people still speed). Consider reducing speed limit."

Zone 4

Issues Presented at Meeting:

- No bicycle facilities
- Places to walk, but unacceptable pedestrian conditions (both sides between Dorsey Rd. and Britton Rd., not including Britton Rd. intersection)
- Motorist speed appears fast to pedestrians

Public Comments:

"uneven sidewalks"

"Driveway and bicyclist conflicts"

"Dewey Ave. is the new Indy 500! Control Speeders!"

"Vintage is a 5 lane road, get to Dewey, it's a 2 lane, narrow. Not properly maintained. Plug. Needs to be 5 lanes; All roads should never be 2 lanes in 2009, all roads should be a minimum of 3 lanes"

(In highly populated areas). Since the Town of Greece can't afford to plow sidewalks on both sides of a street, they should only install 1 sidewalk. Every road does not need curbs, both of these suggestions would save cost in putting in a new road."

Zone 5

Issues Presented at Meeting:

- No Bicycle Facilities
- No on-street parking, outside lane too narrow
- Poor pedestrian conditions (West side of Britton Rd to between English Rd and Denise Rd, and both sides of Denise Rd. Intersection)
- High number of conflict points for pedestrians and vehicles alike (Especially access drives from Britton Rd to Denise Rd)
- Concentration of pedestrian and bicyclist collisions with vehicles (Northgate area)

Public Comments:

"With the way people drive today, as 'bikers' we don't even ride in 'Bike Lanes' when they are present. We ride on sidewalks. Consider widening those"

"Bicycle facilities at both Wegmans and Northgate would be very helpful. E.g.; secure racks in covered areas, bike lanes in driveways (entry ways)"

"Timed pedestrian crosswalk signs (all corridor). Control speeders!"

"Northgate Plaza was the first plaza in Monroe County! Put up a plaque or sign!"

"No, leave Northgate for local businesses. Not Wal-Mart or the interests of Wide Water"

"Since biking and walking are popular and healthy fitness, I think it is critical that more room is made for both events. Widening sidewalks with a lot of green space would enhance all neighborhoods and businesses along Dewey Avenue"

Zone 6

Issues Presented at Meeting:

- No bicycle facilities
- Places to walk, but unacceptable pedestrian conditions (West side from Rumson Rd. to McGuire Rd.)
- High number of conflicts for pedestrians and vehicles alike (especially access drives from Denise Rd. to McGuire Rd., both sides)
- Distance between marked crosswalks exceeds NYS guidelines (0.4 km or 1300') (Denise Rd. to Latta Rd. ~3900')

Public Comments:

"Wider shoulder not bicycle friendly. Not clean of debris, no liability if vehicles hit bicyclists."

"Woodcraft – current cut through and spill-off traffic."

"Safety issue from heading north to turn right into driveway causing backup of traffic behind, since cars don't cross solid yellow to go around."

"Leaving driveway on Dewey is more difficult with the new striping configuration because the traffic is now compressed into one lane."

"Traffic back up due to bus stopping"

“Lawson – turning left onto Dewey Ave., parking on both sides of street, group home on corner – people park on corner – congested.”

“Need pedestrian crosswalk”

“What about a pedestrian bridge over Dewey? (possibly 2 or 3)”

Zone 7

Issues Presented at Meeting:

- No bicycle facilities
- No on-street parking, outside lane too narrow
- Places to walk, but unacceptable pedestrian conditions (especially West side from Latta Rd. to Rumson Rd. Few pedestrian amenities – bus shelters, benches, trash receptacles, pedestrian scale lighting, signage)
- Distance between marked crosswalks exceeds NYS guidelines (0.4 km or 1300') (Denise Rd. to Latta Rd. ~3900')

Public Comments:

“Reducing a 4-lane to 2-lane. Why? First, there was no warning of a change. At one time 2 lanes was considered out-of-date and 4 lanes were created. Now we’re going back to 2-lanes again with accident-prone center turning lane – what does solid yellow line mean – it used to mean ‘Don’t cross ever.’ More traffic on 2 lanes will wear road down faster!”

These meeting minutes have been prepared by **Evan Brady** of Environmental Design & Research. If there are any discrepancies, please notify our office within three business days of receipt.

On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

The Lake Avenue "calming" measures have not appeared to work - speaking as a bicyclist that uses Lake Ave.

I strongly recommend bike lanes, bike boxes and increased number of crosswalks to make motorists more cautious around bicyclists and pedestrians. Dewey is a heavily residential area for much of its length - houses directly front onto it. However, its fast traffic flow acts as a "moat" that discourages pedestrians from walking next to it or across it. This depresses the value of the houses close to it. Easy ~~ped~~ and attractive access to the commercial clusters along Dewey for pedestrians and bicyclists would reduce ^{local} traffic and increase commercial foot traffic.

Please e-mail me when the next meeting is scheduled! - bcollins@crossroadsabstract.com - Bill Collins

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607
Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com
Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



Dewey Avenue Corridor Traffic Calming Study
Public Meeting Comment Form

September 28, 2009

On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns? East Side

I live at 2662 Dewey. Across the street, going south, there is a manhole cover, when trucks go over it, it is extremely noisy. This has been for years!

Catherine Hoyer

Young people dragging down the street from Wilson Farm (south of Barnard St.)

Sidewalks not in great shape

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street – Rochester, NY 14607
Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com
Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

Please Return Dewey Ave
North of Denise to a 1/4 lane
RD.

The traffic @ lane reduction
is poorly marked and I have
witnessed several near accidents at
that lane reduction.

With Wal-Mart to build in
Northgate in the near future, I
would think you would want to direct
the higher volume of traffic (via
4 lanes) to the Parkway.

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street – Rochester, NY 14607
Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com
Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



Dewey Avenue Corridor Traffic Calming Study
Public Meeting Comment Form

September 28, 2009

On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns? I walked over on bc to be here

today. I walk, drive & ride this area everyday. I walk in the
am, 5:00 traffic & 2:00 pm. This is the best corridor to walk
in Greece. Please do not hinder the walkers & bikes. If you put
trees on right of way it will hinder drivers more, they will not see the
pedestrians & bikes. This is open & a highly visible walking path & I
feel safer here, than any other area in Greece. I walk it all !!!
Put Phurs out if you want to beautify it. Cut Wheat Grass lower at
Wegmans (Britain) where right turn out of lot onto Dewey is. Possibly, with
all the technology you have an extra Flasher for right hand ^(drivers) turners on Red
all over corridor, to give an extra warning to Drivers to look for
pedestrians. We do not need any cross done to this area. It will cause
more pissed off drivers if you stop them longer & more - then, they
will not give pedestrians a second look, they will be trying to beat rights
& say "saw the walkers & riders". Longer cross walk signs to cross
Ridge at Lake & Dewey. Possibly an extra signal at Railroad area, by
curve, to slow those drivers - Nothing ELSE it will ruin this
walking & riding route. People actually look out of their driveway & sidewalks
here on this corridor because it once was the main walking area.

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607
Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com
Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



Handwritten signature or initials

now, more kids & people are driving & not walking. Bikes have increased due to gas prices, but over all it is a good area with the best areas to cross. The lights are exceptional for length for crossing. If you good with this area you will ruin the best area for walking & crossing the road. I understand you are doing this study due to what I said & I've been at every one of those meetings, so I know what those plans are as well. I am not talking out of school, but live & walk this area stopping it regularly. I walk all year round & have found no other area safer to cross than Dewey. You ruined Latta with bike lanes & hindered walkers because no one looks for them because of bikes in the Rd. You made people forget about pedestrians. Don't do this to the Dewey Ave Corridor. It is well lit, well open for visibility & well lengthed with crossing signals. Please consider these things. People are more aware of bikes & walkers in this area & look - I can't say that for the west of Greece. Again, I walk this area at any hour year round & I ~~am~~ am not running off at the mouth, but am speaking out of experience. Your people here representing this study do not live here & do not walk this daily. I drive, am handicapped, but Choose to walk this area, as I have to be here today - please hear my plea for this area. Thank you.



Dewey Avenue Corridor Traffic Calming Study
Public Meeting Comment Form

September 28, 2009

On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

There is no problems with the Dewey Ave Corridor. I have lived on California Dr. for 40+ years and travel Dewey Ave on a daily basis. To change this 4 lane road would be a big mistake.

The 4 lanes are needed for many reasons, rush hour for one and Bus runs. If a bus stops for pickup or drop off the traffic would come to a halt with 3 lanes.

Please, please, please - Don't Fix What's Not Broken.

If and when WalMart goes into North State plaza we will have a nightmare, with the change.

Lynne Ford
110 California Dr.
Rock, NY 14616

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607

Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com

Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

Concerned of having a traffic light exiting
Wal Mart across from Sitorus Drive.

People would easily use this as a
cut through to get to English Rd. (From Tait)

Need to block entrance to Sitorus - or funnel
traffic strictly in a north or south direction on
Dewey.

(Or Dead End Sitorus Drive)

Thanks -

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607
Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com
Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612



Dewey Avenue Corridor Traffic Calming Study
Public Meeting Comment Form

September 28, 2009

On behalf of the Town of Greece, EDR and SRF consultants, are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

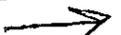
- 1.) TRANSITIONAL PARKING IN FRONT OF STORES IS A PLUS!
- 2.) LIMIT THE HOURS TO BUSINESS HOURS - ENFORCED PARKING HOURS
- 3.) PEDESTRIAN FRIENDLY LIGHTING - "VILLAGE LIKE" IS NICE
- 4.) LANDSCAPING WOULD ENHANCE THE CORRIDOR - MAYBE A "NEIGHBORHOOD PROJECT" OF SORTS TO BUILD COMMUNITY AWARENESS AND PRIDE.
- 5.) CONSIDER NEW "SIGNAGE + FACADE" ENHANCEMENTS TO UNIFY ALL BUSINESSES IN THE AREA TO APPEAR FRIENDLY AND SAFE, WITH NEW SIGNAGE + WASTE BASKETS.
- 6.) MIXED USE WITH ZONING REGULATIONS MAY POSE A PROBLEM IF LANDLORDS ARE NOT ATTENTIVE TO PROPERTY UPKEEP OR TENANT COMPLIANCE ISSUES. * ZONING ENFORCEMENT FOR THE SPECIAL DISTRICT WITH REGARDS TO MAINTIANCE ISSUES,
- 8.) INCREASE SAFETY IN THE AREA SO SHOPPERS "FEEL SAFE",
- 10.) DO NOT PUT TREES ALONG ROADSIDE AS THEY RARELY GET WATERED AND DO NOT SURVIVE LONG DUE TO SALT + DAMAGE
- 11.) ENFORCE SKATEBOARDING ORDINANCE - TO IMPROVE SAFETY.
- 12.) KEEP IN MIND ALL BUSINESSES NEED PARKING AND ABILITY TO

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607

Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com

Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612

MAINTAIN THEIR PROPERTY WITH REGARDS TO SNOW REMOVAL.



21) IN SOME CASES THERE IS NOT ENOUGH PARKING TO CONDUCT BUSINESS, UNLESS OTHER BUSINESSES ENCROACH UPON NEIGHBORING BUSINESSES, THIS MAKES IT MORE DIFFICULT TO MAINTAIN PROPERTY IN AN ORDERLY FASHION.

- 14.) IMPROVE STORE STORAGE WITH BLOCK GRANT MONEY.
- 15.) INVITE RESIDENTS TO ASSIST IN PLANTINGS - COMMEMORATE SOME AREAS.
- 16.) RESTRICT COLOR USES IN THE BUSINESS DISTRICT TO APPEAR MORE VILLAGE LIKE, MAYBE SMALL SHOPS WITH CHARM, NO BODEGAS NO NAIL SHOPS. THE CITY OF ROCHESTER ON LAKE AVE, DRIVING PARK AND DENVER TO DRIVING PARK, ARE OVERTAKEN NOW BY SHODDY LANDWORK RESTRICT THE MULTIFAMILY USE AND ENFORCE IT.
- 17.) BASEMENT LIVING IS NOT PERMITTED YET IT OCCURS AND PUTS A BURDEN WITH REGARDS TO PARKING.
- 18.) RELAX SOME ZONING ISSUES TO ALLOW OWNERS TO MAKE UPDATES TO PROPERTY
- 19.) ZONE A, B, ARE COST TO DECAYING HOMES. WHY?
- 20.) DOES ST JOSEPHS VILLAS GENERATE ENOUGH TAX DOLLARS TO REQUIRE A TRAFFIC LIGHT FOR A CROSSWALK?

THANKS FOR THE OPPORTUNITY TO INPUT
I WORK IN ZONE 2 AREA

ANTHONY FURFFER
293 MT. RIDGE CIRCLE
ROCHESTER NY 14616

Dewey Avenue Corridor Traffic Calming Study
Public Meeting Comment Form

September 28, 2009

On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

I really feel it would be a mistake to change Dewey Ave into a 3 lane road. We need to keep traffic moving, 1) the streets (side streets) are too close together people are going to have a hard time making lefts on it.

2) ~~the~~ People will be road raging down the side streets, where kids are playing.

3) Fear more traffic will be on Bennington, Willis, Oakwood, again where more kids are

4) We^{you} already improved the sidewalks for pedestrian's. And the 6 nice rest stations.

5) It's a bus route, don't want to be stuck with no way around.

Robin Walton

17 Barnard St

Roch. NY 14616

Please don't fix what
Not Broke.

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607

Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com

Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612

RECEIVED

OCT 02 2009



FRONT COUNTER
TOWN OF GREECE



On behalf of the Town of Greece, EDR and SRF consultants are collecting data and developing recommendations for the Dewey Avenue Corridor Traffic Calming Study. During this process, we are hoping to understand the different opportunities and concerns of which we may not be aware. Please take a few minutes and let us know if you have any ideas or suggestions.

Ideas, Suggestions, Opportunities, Concerns?

Concern: The cars go above the speed limit on Dewey. I live on a side street near the Holy Sepulcher Cemetery. Bard road tracks and the Greece Town line. There is a long curve in the road and the speeding cars generate a lot of traffic noise. In addition it can be difficult to walk/bike along Dewey due to fast traffic. The area has the potential to be a nice residential area - but is more of a drive thru. It seems that it has become difficult for this area to remain permanent residential and more and more rental homes are popping up, and people are leaving instead of investing in the area.

① - Can you look at speed bumps along the big curve in the road to help slow the cars down? Several years ago Stacie Gertru was killed by a car speeding in this area. Stacie was on his bike. ⊕

② Can the idea of making Dewey Ave

Please return comments tonight or send them to Tom Robinson at Environmental Design and Research
274 North Goodman Street - Rochester, NY 14607

Phone: 271-0040 Fax: 271-0042 trobinson@edrpc.com

Or drop off at: The Town of Greece, Attn: Ron Sassone, One Vince Tofany Blvd., Greece, 14612

⊕ there have also been accidents due to cars losing control while speeding around this curve.



In the past 18

years - I remember at least 4.



the city into a 2 lane road ^(instead of 4) (2)
considered. It appears that this has been
done on lower Denny ave in Greece.

Turning lanes could be established as needed
for side streets.

Can the second or removed lane be used
as a "Green Area" (that is a tree but
smaller) between traffic lanes - or could a
"Green Area, w/ trees etc. be established on
the road side of road side walk, thus
creating a ~~buffer~~ buffer area between ~~walkers~~^{walkers}
and traffic.

It would be good to bring some 'claim'
and neighbor hood feel back to this area of
the city.

Thank you

Lia Dore

36 Beavell Ave

Rock. Ny 14616

585-461-8870

P.S. also with more traffic tickets for spectators

☺

Dewey Avenue Corridor Traffic Calming Study
2nd Public Meeting
Comment Form

April 26, 2010

On behalf of the Town of Greece, EDR and SRF consultants are collecting the public's comments on the proposals contained in the draft Dewey Avenue Corridor Traffic Calming Study, prior to the study's finalization. Please take a few minutes to let us know if you have any suggestions or concerns.

Suggestions and Concerns:

TRAFFIC CALMING MUST INCLUDE
DRIVER RE-EDUCATION - THRU FINES
AND STIFF PENALTIES! -

A DEWEY AVE RESIDENT DIDN'T WANT
TO WAIT BEHIND THE LINE OF CARS
WAITING IN THE SOUTHBOUND LANE
OF DEWEY AT LATTA - SO HE RACED
UP THE RIGHT-TURN ONLY LANE
RODE UP THE BIKE LANE ALMOST
TO BURGER KING BEFORE CUTTING
IN LINE AND THEN MADE A
LEFT TURN INTO HIS DRIVEWAY.

MIKE PARKER, MANYHATS24@GMAIL.COM

Please return comments tonight or send them to:
Tom Robinson at Enviromental Design and Research
274 North Goodman Street Rochester, New York 14607
Phone: 271-0040 Fax: 271-0041 trobenson@edrpc.com
or drop off at:
Town of Greece
Attention Ron Sassone
One Vince Tofany Blvd. Greece, New York 14612

Dewey Avenue Corridor Traffic Calming Study
2nd Public Meeting
Comment Form

April 26, 2010

On behalf of the Town of Greece, EDR and SRF consultants are collecting the public's comments on the proposals contained in the draft Dewey Avenue Corridor Traffic Calming Study, prior to the study's finalization. Please take a few minutes to let us know if you have any suggestions or concerns.

Suggestions and Concerns:

Would Love to see the Eckerd building used as a library/community center. Barnard Crossing library is too small and that would really make that building a cornerstone for the community.

Korana Kelly 621-8167

Also Equestrian having the bike path zig zag somewhat. Many bicyclists may choose to stay on Dewey for faster route.

Please return comments tonight or send them to:
Tom Robinson at Environmental Design and Research
274 North Goodman Street Rochester, New York 14607
Phone: 271-0040 Fax: 271-0041 trobinson@edrpc.com
or drop off at:
Town of Greece
Attention Ron Sassone
One Vince Tofany Blvd. Greece, New York 14612

Dewey Avenue Corridor Traffic Calming Study
2nd Public Meeting
Comment Form

April 26, 2010

On behalf of the Town of Greece, EDR and SRF consultants are collecting the public's comments on the proposals contained in the draft Dewey Avenue Corridor Traffic Calming Study, prior to the study's finalization. Please take a few minutes to let us know if you have any suggestions or concerns.

Re: Road "Diet" Activities

Suggestions and Concerns:

CHANGING from 4 lanes to 2 lanes and
a 3rd turning lane has worked well on both
Mt Road near Latta Rd, and nearly on Dewey
between Denise and Latta. This would keep
auto traffic further away from sidewalks and
bike lanes, BUT when the "extra" traffic
going to Wal-Mart at Northstar Plaza
piles up, will there be enough capacity
to handle the Dewey Ave traffic, without
"pile up" bumper to bumper at Rush
hours?

I suspect the answer will be no
problem, but "slowing" traffic will make
those travelling to Wal-Mart somewhat
frustrated, on occasion

Surprise! Surprise!

Please return comments tonight or send them to:
Tom Robinson at Environmental Design and Research
274 North Goodman Street Rochester, New York 14607
Phone: 271-0040 Fax: 271-0041 trobinson@edrpc.com

or drop off at:

Town of Greece
Attention Ron Sassone
One Vince Tofany Blvd. Greece, New York 14612

Down here

Dewey Avenue Corridor Traffic Calming Study
2nd Public Meeting
Comment Form

April 26, 2010

On behalf of the Town of Greece, EDR and SRF consultants are collecting the public's comments on the proposals contained in the draft Dewey Avenue Corridor Traffic Calming Study, prior to the study's finalization. Please take a few minutes to let us know if you have any suggestions or concerns.

Suggestions and Concerns:

Bike path - Bennington Drive is a
short cut - speed - Rest of streets
on path rather quiet - good

D. Merkel

Please return comments tonight or send them to:
Tom Robinson at Enviromental Design and Research
274 North Goodman Street Rochester, New York 14607
Phone: 271-0040 Fax: 271-0041 trobinson@edrpc.com
or drop off at:
Town of Greece
Attention Ron Sassone
One Vince Tofany Blvd. Greece, New York 14612

Dewey Avenue Corridor Traffic Calming Study
2nd Public Meeting
Comment Form

April 26, 2010

On behalf of the Town of Greece, EDR and SRF consultants are collecting the public's comments on the proposals contained in the draft Dewey Avenue Corridor Traffic Calming Study, prior to the study's finalization. Please take a few minutes to let us know if you have any suggestions or concerns.

Suggestions and Concerns:

the islands - do not
like the way they look
on Ridge Rd - do not think
it is a good idea on Dewey
many trees are dead &
are not cared for very well
on Ridge litter accumulates
not attractive

Please return comments tonight or send them to:
Tom Robinson at Enviromental Design and Research
274 North Goodman Street Rochester, New York 14607
Phone: 271-0040 Fax: 271-0041 trobinson@edrpc.com
or drop off at:
Town of Greece
Attention Ron Sassone
One Vince Tofany Blvd. Greece, New York 14612

ALTERNATIVE TRANSPORTATION BENEFITS

Alternative Transportation Benefits

Transportation accounts for more than 30 percent of U.S. carbon dioxide emissions (West, 2007). However, there are a number of alternative transportation possibilities, such as walking, bicycling, and taking public transportation. According to the American Public Transportation Association (APTA), public transportation in the United States saves approximately 1.4 billion gallons of gasoline and about 1.5 million tons of carbon dioxide annually (APTA, 2007). Walking and bicycling as a means of transportation reduces those figures even further. Walking, bicycling and public transportation offer benefits to the global environment as well as to personal health, finances, time, and stress.

A. Environmental Benefits

Only 14 million Americans use public transportation daily while 88 percent of all trips in the United States are made by car—and many of those cars carry only one person (West, 2007). Switching to alternative transportation reduces emissions of greenhouse gases and other pollutants that contribute to global warming, smog, and acid rain. Greenhouse gases are atmospheric gases, primarily carbon dioxide, methane and nitrous oxide, which trap the sun's heat, making the Earth a greenhouse. Emissions of greenhouse gases enhance the Earth's greenhouse effect contributing to climate change. Air pollution includes ground level ozone and fine airborne particles, as well as carbon monoxide, nitrogen oxides and sulphur oxides. This mix of substances is often called smog. (SES, 2007)

Half of the average person's greenhouse gas emissions are from transportation. Choosing alternative transportation is an easy way to reduce greenhouse gas emissions. Shorter trips, which are most suited to alternative transportation, are the least fuel-efficient and generate the most pollution per mile when a motor vehicle is used. (SES, 2007)

B. Health Benefits

The most valuable natural resource of any community is the health of the residents. In 2005, the Centers for Disease Control and Prevention (CDC) reported the following statistics:

- Obesity has risen significantly among adults in the last 20 years
- 30% of U.S. adults age 20 and older – over 60 million people – are obese
- The percentage of young people who are overweight has more than tripled since 1980
- 16% of young people age 6-19 years – over 9 million people – are considered overweight

In Upstate New York, children obesity trends exceed or match national trends. For example in 2004, twenty-one percent of Upstate New York 3rd graders were obese, which exceeds the national rate of 16% (Upstate NY, 2004). Childhood overweight and obesity is a precursor for adult obesity. The *Strategic Plan for The Prevention of Childhood Overweight and Obesity in Monroe County, NY 2007-2017*, cites “the physical environment and the lack of affordable and safe recreational venues for many children,” as a factor in childhood overweight and obesity. The *Greater Rochester Health Foundation* and its task force has set the following goal to decrease childhood obesity:

- Reduce the prevalence of overweight and obesity, as measured by Body Mass Index (BMI), from 12,244 (15%) to 4,081 (5%) of Monroe County children ages 2-10 by 2017.

Increased physical activity and creating safe environments are strategies that will be employed to meet the goal.

Health care costs and insurance rates are escalating, causing serious impacts to the local economy. In 2000, health care costs associated with physical inactivity topped \$76 billion (CDC, 2005). Lack of physical activity is a contributing factor to a growing number of serious illnesses and health problems among all age groups. Land use and building patterns exacerbate the problem by providing new neighborhoods that have few opportunities for walking or biking. Lifestyles have become increasingly sedentary in a post-industrial society.

Despite the proven benefits, more than 50% of American adults do not get enough physical activity to provide health benefits (CDC, 2005). With this in mind, opportunities for exercise and healthful outdoor activity are more than expendable extras. Parks, trails, and open space resources take on new meaning and value. Opportunities for recreation and active transportation support the health and wellness of local residents, and have significant and quantifiable economic impacts. Active transportation, such as walking and bicycling, provides an opportunity to incorporate regular physical activity into the daily routine.

Regular physical activity has the benefit of looking and feeling better, but also reducing the risk of disease. Unhealthy diet and physical inactivity can cause or aggravate many chronic diseases and conditions, including type 2 diabetes, hypertension, heart disease, stroke, and some cancers (CDC, 2005). Regular physical activity is an important component of a healthy lifestyle, and aids in the prevention of many chronic diseases, disabling conditions and chronic disease risk factors (CDC, 2007).

In addition, research studies have found that overweight and obese children have lowered academic achievement in standardized test scores (CA Dept of Ed, 2005). Also, findings in other studies show that children who are physically active perform better academically and miss fewer days of school (Dwyer, 1996). Bicycling provides an opportunity to simultaneously obtain the benefits of transportation and physical exercise.

C. Financial Benefits

In addition to health-related costs, operating a personal automobile is very expensive. Of every dollar earned, the average household spends 18 cents on transportation, 94% of which is for buying, maintaining and operating cars, the largest source of household debt after mortgages (APTA, 2007). The average vehicular commuter spends over \$7,500 per year on commuting expenses, which include the cost of gas, vehicle wear and tear, vehicle maintenance, and insurance. In contrast, the average transit rider spends between \$200 and \$2600 annually on public transportation, depending on mileage traveled and other factors, such as transfers, distance, and parking charges (APTA, 2007).

For some households, alternative transportation can even reduce the need for additional cars, which can be a yearly expense between \$5,000 and \$11,800 (APTA, 2007). With the money saved on a vehicle, or even just the additional parking, fuel and maintenance required to commute in a vehicle, an active commuter can pay for transit expenses, purchase a good quality bicycle, or buy new walking shoes, with money left over.

D. Time and Stress Benefits

Alternative transportation can save time and reduce stress. Carpooling or taking a bus allows commuters to use the HOV lanes and by-pass traffic. Carpooling and mass transit also provide the passengers a break from driving and allow them to use their time in other ways like sleeping,

APPENDIX



B

reading, or doing work. Riding a bicycle allows a commuter to choose a less busy route and by-pass traffic lights. Walkers and cyclists see more of their community than stoplights, white lines and car bumpers, and benefit from the stress relief that accompanies physical exercise.

Studies have shown that the longer the regular commute, the greater amount of stress that a commuter feels. Stress often leads to fatigue, headaches, and irritable moods, which can subsequently affect work performance and household dynamics. Active transportation increases social interaction with the community. It is easier and less expensive to park a bike than a car, which further reduces the stress of commuting.

Sources:

American Public Transportation Association (APTA), May 2007, *Public Transportation Fact Book*, 58th Edition.

American Public Transportation Association website, October 2007.
<http://www.apta.com/media/facts.cfm>

California Department of Education, April 2005. *A Study of the Relationship Between Physical Fitness and Academic Achievement in California using 2004 Test Results*; and Dwyer T., Sallis J.F., Blizzard L., et. al. Relation of academic performance to physical activity and fitness in children. *Pediatric Exercise Science*, 2001; 13:225-237.

Dwyer T., Blizzard L., Dean K. 1996. Physical activity and performance in children. *Nutritional Review*; 54(4, pt II):S27-S31.; Kennedy E, Davis C. U.S. Department of Agriculture School Breakfast Program. *American Journal of Clinical Nutrition* 1998; 67(4):798S-803S; and Geier AB, et. al. The relationship between relative weight and school attendance.

Greater Rochester Health Foundation, 2007. *Strategic Plan for The Prevention of Childhood Overweight and Obesity in Monroe County, NY 2007-2017*.

Saskatchewan Environmental Society (SES) website, October 2007. *Alternative Transportation*.
<http://www.environmentalsociety.ca/issues/alt-trans/index.html>

Upstate New York, 2004. *Grade 3 Oral Health, Physical Activity and Nutrition Survey*.

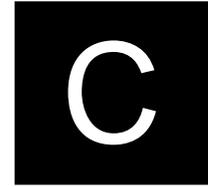
U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, July 2005. Fact Sheet: *Preventing Chronic Diseases: Investing Wisely in Health – Preventing Obesity and Chronic Diseases Through Good Nutrition and Physical Activity*. Retrieved from website in October 2007.

U.S. Department of Health and Human Services, Centers for Disease Control and Prevention. (Publish date unknown). Fact Sheet: *Promoting Active Lifestyles Among Older Adults*. Retrieved from website in October 2007.

West, Larry. October 2007. *Public Transportation: Fast Track to Fewer Emissions and Energy Independence*. http://environment.about.com/od/greenlivingdesign/a/public_transit.htm.
Published by About.com, part of the New York Times Company.



COMPLETE STREETS



Complete Streets

In addition to understanding the opportunities and constraints specific to the study area, we can look to the complete streets¹ concept for solutions. According to the National Complete Streets Coalition (NCSC), complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users². Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street³. Complete streets also create a sense of place, improve social interaction, and generally increase land values of adjacent property.

Complete streets look different in different places. They must fit with their context and to the transportation modes expected⁴. Although no singular formula exists for a complete street, an effective one includes at least some of the following features⁵:

- sidewalks
- bike lanes
- wide shoulders
- plenty of crosswalks
- refuge medians
- bus pullouts
- special bus lanes
- raised crosswalks
- audible pedestrian signals
- sidewalk bump-outs (bulb-outs)

These features make a street safer and more pleasant for pedestrians and vehicles. A Federal Highway Administration safety review found that designing a street for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%⁶. The practice of complete streets is not only about allocation of street space, but also about selecting a design speed that is appropriate to the street typology and location, and that allows for safe movements by all road users⁷.

Complete streets have a number of different benefits, primarily related to⁸:

- gas prices
- climate change
- economic revitalization
- safety
- children
- people with disabilities
- older people
- health
- transit
- transportation costs

Gas Prices

Walking, biking and using public transit saves money and reduces the United States' dependence on oil. Walking and bicycling require no gasoline usage and transit's fuel usage is more efficient than automobiles. Almost fifty percent of all trips in metropolitan areas are three miles or less and 28

¹ <http://www.completestreets.org>

² National Complete Streets Coalition website, <http://www.completestreets.org>, December 2008.

³ Ibid.

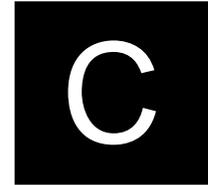
⁴ John Laplante and Barbara McCann. "Complete streets: We can get there from here," ITE Journal, May 2008.

⁵ National Complete Streets Coalition brochure. March 2009.

⁶ Ibid.

⁷ John Laplante and Barbara McCann. "Complete streets: We can get there from here," ITE Journal, May 2008.

⁸ National Complete Streets Coalition website, <http://www.completestreets.org>, December 2008.



percent are one mile or less, which are distances that many people can cover by foot or bicycle if streets are safe. T⁹ If each American substituted driving with walking or bicycling for the distance recommended for daily exercise, oil consumption in the U.S. could be reduced by 35 to 38 percent.¹⁰

Climate Change

Currently, the transportation sector is the fastest growing carbon dioxide source in the U.S. with emission rates rising 2 percent every year. By 2030, carbon emissions from transportation are projected to be 41 percent above today's level if driving is not curbed.¹¹ Complete streets encourage Americans to drive less and use streets for walking, bicycling, and using public transit. In part due to streets that are unsafe for walking, bicycling or taking transit, automobiles currently account for 65 percent of trips less than one mile. Developing complete streets would help convert these short automobile trips to multi-modal travel. Other studies have found that using non-motorized transport could eliminate five to ten percent of urban automobile trips.¹²

Economic Revitalization

Business owners and residents can benefit economically from infrastructure for non-motorized transportation and lowering automobile speeds by changing road conditions. Creating complete streets in retail and commercial areas accommodates customers and employees that lack transportation or do not feel safe walking, bicycling or using public transit in an automobile-centric environment. When San Francisco's Mission District reduced traffic lanes to slow down cars and accommodate other users, merchants reported a 40 percent increase in sales, a 60 percent increase in local resident shoppers, and a significant increase in pedestrian and bicycling activity.¹³ In addition, complete streets contribute to an increase in property values, including residential properties, due to a willingness to pay more to live and work in walkable communities.

Safety

Streets lacking safe places to walk, cross, catch a bus, or operate a bicycle are a safety hazard. Almost 5,000 pedestrians and bicyclists die and more than 70,000 are injured each year on U.S. roads.¹⁴ Pedestrian crashes are more than twice as likely to occur in places without sidewalks.¹⁵ Designing streets for pedestrians with sidewalks, raised medians, better bus stop placement, traffic calming measures, and accommodations for disabled travelers contribute to improved pedestrian safety.¹⁶ Some design features, such as medians, improve safety for all users. Medians enable pedestrians to cross busy roads in two stages and reduce bicyclist injuries from left-turning motorists. Speed reductions created through enlarging sidewalks, installing medians, and adding

⁹ 2001 National Personal Transportation Survey.

¹⁰ Higgins, Pat. Exercise Based Transportation Reduces Oil Dependence, Carbon Emissions and Obesity Environmental Conservation 2005

¹¹ Ewing, Reid. Growing Cooler: The Evidence on Urban Development and Climate Change. Urban Land Institute/Smart Growth America, 2007.

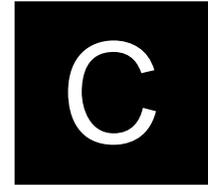
¹² Litman, Todd. TDM Encyclopedia (ADONIS, 1999; Mackett, 2000; Socialdata Australia, 2000; Cairns et al, 2004).

¹³ Drennen, Emily. *Economic Effects of Traffic Calming on Urban Small Businesses*. 2003. http://www.emilydrennen.org/TrafficCalming_full.pdf.

¹⁴ Michelle Ernst, *Mean Streets 2004: How Far Have We Come?*, Surface Transportation Policy Project (2004).

¹⁵ B.J. Campbell and others, *A Review of Pedestrian Safety Research in the United States and Abroad*, Federal Highway Administration Publication # FHWA-RD-03-042 (January 2004).

¹⁶ Ibid.



bicycle lanes, help to lower fatality rates. Eighty percent of pedestrians struck by an automobile going 40 mph will die, however the fatality rates decrease with speed. Forty percent will die when hit by a vehicle traveling 30 mph and only 5 percent will die when hit at 20 mph¹⁷. Also, bicyclists are safer riding with traffic in bicycle lanes than on sidewalks due to unexpected conflicts at driveways and intersections.

Children

A lack of complete streets inhibits children from walking or bicycling to school and playing in their neighborhoods. Pedestrian injury is a leading cause of unintentional, injury-related death among children, ages 5 to 14.¹⁸ Currently, only 17 percent of children walk or ride their bicycles to school compared to 71 percent of their parents when they were children.¹⁹ Sidewalks, footpaths, safe street crossings, and reduced vehicle speeds in school zones contribute to an increase in children walking and bicycling to school.²⁰ In addition, complete street policies can augment Safe Routes to School (SRTS) programs, to help communities implement complete street design elements into their roadway improvements.

People with Disabilities

Incomplete streets often create unsafe conditions, inhibit use or are a source of frustration for people with disabilities. For example, unpaved surfaces and disconnected, narrow, or deteriorated sidewalks provide unstable or poor conditions for wheelchair travel. High-speed traffic through wide intersections limits mobility for older persons. WALK signals that are solely visual provide no cues to visually impaired pedestrians. Bus stops without adequately paved surfaces and seating are often inaccessible and uncomfortable. Complete street programs provide communities with transportation investments that accommodate all users. For example, complete street designs incorporate inclusive details, such as curb ramps and retimed signals to account for slower movement at intersections, smooth sidewalks free of obstacles, with usable benches along pedestrian routes and ample space to approach, wait, and board safely at transit stops.

Older People

By 2025, the U.S. Census Bureau projects that the portion of Americans over 65 will increase from 12 percent to nearly 20 percent, totaling 62 million Americans. Many older adults prefer not to drive for safety reasons; however, many roads do not provide safe alternatives to driving. In 2005, older Americans made up 20 percent of all pedestrian fatalities. A national poll found that 47 percent of Americans over 50 could not safely cross main roads near their homes, 40 percent did not have adequate neighborhood sidewalks, and 48 percent had no comfortable place to wait for the bus.²¹ Also, incomplete streets contribute to older Americans' isolation at home due to a lack of transportation options. Over 50 percent of older adults who reported unsafe walking, bicycling, and transit facilities near their home said they would walk, bicycle, or take transit more often if their

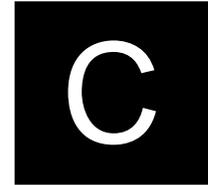
¹⁷ W.A. Leaf and D.F. Preusser, "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups," US Department of Transportation, National Highway Traffic Safety Administration (1999).

¹⁸ *Surface Transportation Policy Project (2004) Mean Streets.*

¹⁹ Appleyard, B. (2005), *Livable Streets for Schoolchildren.* NCBW Forum.

²⁰ Ewing, R. Will Schroeder, William Greene. *School location and student travel: Analysis of factors affecting TRB*, National Research Council, Washington, D.C., 2004, pp. 55-63.

²¹ AARP, *Fighting Gas Prices, Nearly A Third of American sage 50+ Hang Up Their Keys To Walk But Find Streets Inhospitable, Public Transportation Inaccessible.* http://www.aarp.org/research/press-center/presscurrentnews/aarp_poll_fighting_gas_prices_nearly_a_third_of_am.html



streets were improved. Examples of complete street designs include retiming signals to account for slower walking speed, constructing median refuges or sidewalk bulb-outs to shorten crossing distances, and installing curb ramps, sidewalk seating and bus shelters with seating. Also, improved lighting, signage, and pavement markings are among the measures that can benefit drivers of any age, but particularly older drivers.

Health

Obesity is a major American health issue. A recent study found that 32 percent of American adults are obese²², and the number of overweight or obese American children almost tripled from 1980 to 2004.²³ According to health experts, inactivity is a major contributor to obesity and other diseases, such as diabetes, heart disease, and stroke. Fifty-five percent of American adults fall short of recommended activity guidelines, and approximately 25 percent report being completely inactive.²⁴ Complete streets encourage active travel by providing a network of safe sidewalks and bikeways. A study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels and among those without safe places to walk just 27 percent met the recommendation.²⁵

Transit

Incomplete streets are barriers to transit riders. Poor street design hinders many pedestrians, seniors, and people with disabilities from getting to transit stops in a safe and convenient manner. Communities providing complete streets understand that buses and trains carry more people at a lower cost than automobiles, and help reduce congestion and air pollution. Complete streets accommodate buses moving through traffic and provide accessible bus stops and sidewalks. For example, since 2000 Los Angeles uses a priority signal system that allows buses to shorten red lights and extend green lights. As a result, ridership has increased over 30 percent and travel time has decreased by 25 percent.²⁶ Also, improving access to transit aids in reducing usage of more costly transportation alternatives, such as paratransit or private transportation services. The Maryland Transit Administration calculated that a daily paratransit commuter costs about \$38,500 a year for one person while basic improvements to a transit stop cost approximately \$7,000, and extensive improvements (lighted shelter, bench, new sidewalk) cost around \$58,000.

Transportation Costs

Transportation costs are the second largest expense for American households. On average, automobile purchases, operation, and maintenance account for 98 percent of the money spent for transportation by American households. Families living in auto-reliant communities without sidewalks, bicycle lanes, and convenient public transit cannot choose less expensive transportation options. Households in auto-reliant communities spend 20 percent more on transportation than in

²² U.S. CDC. (2006) *Physical Activity and Good Nutrition: Essential Elements to Prevent Chronic Disease and Obesity*.

²³ U.S. CDC. (2004) *Physical Activity and the Health of Young People*.

²⁴ U.S. Department of Health and Human Services (2000) *Healthy people 2010*. 2nd edition. Washington, DC: U.S. Government Printing Office.

²⁵ Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). Places to walk: convenience and regular physical activity. *American Journal of Public Health*, 93, 1519-1521.

²⁶ Los Angeles County Metropolitan Transportation Authority. *Metro Rapid Demonstration Program, Final Report*. March 2002.

APPENDIX



complete street communities.²⁷ Complete streets encourage families to choose bicycling, walking, or taking public transit over driving. Households residing near public transit drive an average of 16 fewer miles per day compared to households without public transportation options. When residents can reduce their transportation costs, they often invest more in the local economy, which in turn creates new jobs and more tax revenue.²⁸ In addition, property values increase in pedestrian-friendly communities and communities with convenient transit stops. For example, in Chicago, houses within a half-mile of a suburban rail station sell on average for \$36,000 more than homes located farther away.²⁹

²⁷ McCann, Barbara. *Driven to Spend: Sprawl and Household Transportation Expenses*. STPP, March 2000. <<http://www.transact.org/report.asp?id=36>>

²⁸ Bekka, Khalid. *Economic Benefits of Public Transit*. Wisconsin Department of Transportation, November 2003. <<http://on.dot.wi.gov/wisdotresearch/database/briefs/03-07transitbenefits-b.pdf>>

²⁹ *What Happens to a Capital Investment in Public Transportation?* American Public Transportation Association. <http://publictransportation.org/reports/asp/pub_business.asp>



EXISTING CONDITIONS PHOTOS

■ **Zone A**
Area of Dewey Avenue and
Ridge Road Intersection
City of Rochester



■ **Dewey Avenue Corridor Traffic Calming Study**
City of Rochester and Town of Greece, Monroe County, New York
Appendix D: Existing Conditions Photos

Zone B
Eastman Avenue to Winchester Street
City of Rochester

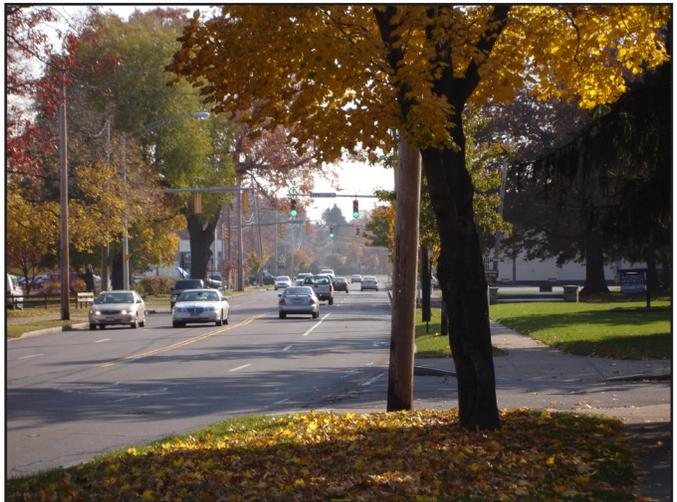


Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

■ **Zone C**
Holy Sepulchre Cemetery
Winchester Street to Railroad Tracks
City of Rochester



■ **Dewey Avenue Corridor Traffic Calming Study**

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

Appendix D: Existing Conditions Photos

Zone 1
Railroad Tracks to Haviland Park
City of Rochester & Town of Greece



Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

Zone 2
Area of Dewey Avenue and
Stone Road Intersection
Town of Greece



Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

Zone 3
St. Joseph's Villa Area
Clark Park to Dorsey Road
Town of Greece

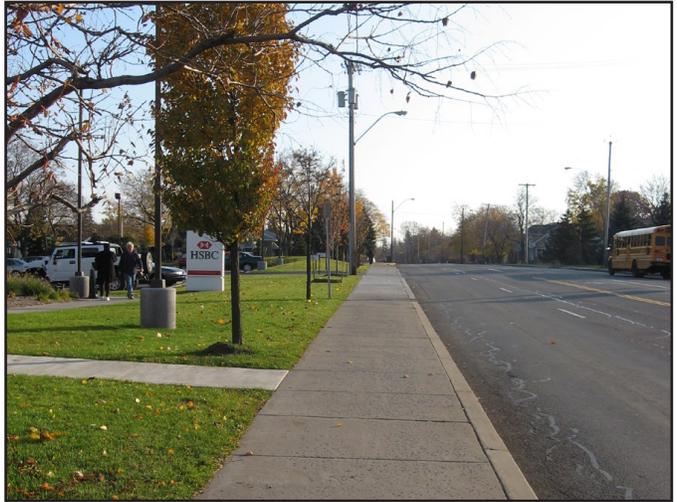


Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

■ **Zone 4**
Dorsey Road to Britton Road
Town of Greece



■ **Dewey Avenue Corridor Traffic Calming Study**

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

Appendix D: Existing Conditions Photos

Zone 5
Northgate Plaza Area
Britton Road to McGuire Road
Town of Greece



Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

■ Zone 6
Lawson Road to Rumson Road
Town of Greece



■ Dewey Avenue Corridor Traffic Calming Study

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

Appendix D: Existing Conditions Photos

■ **Zone 7**
Area of Dewey Avenue and
Latta Road Intersection
Town of Greece



■ **Dewey Avenue Corridor Traffic Calming Study**

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

Appendix D: Existing Conditions Photos