

B. FUTURE LAND USE (CONTINUED)

CHARACTER AREAS

>> STREETS

OVERVIEW:

The design of the public right-of-way has a tremendous impact on community character and a sense of place, whether positive or negative, and directly affects the comfort and pleasure of all modes of transportation. The public right-of-way generally includes streets, sidewalks, light poles, fire hydrants, public trash cans, benches, bus stops, café seating, and tree lawns. The architectural edge and design of surrounding buildings also greatly contributes to the experience in this public realm. While not a land use category in the same sense as other Character Areas, streets and associated elements in the right-of-way make up about 12% of the land in the city and impact the daily lives of all residents and visitors. All streets must positively enhance the environment for pedestrians, bicyclists, and people with disabilities. Throughout the *Rochester 2034* process, the overwhelming majority of residents and stakeholders expressed a strong desire for pedestrian-scaled development and streetscape design, commonly referred to as “walkable streets” and/or “bike-friendly streets”.

In 2019, the City of Rochester completed the Comprehensive Access and Mobility Plan (CAMP), which included a Street Design Guide. The recommendations for the Streets Character Area are based on that Street Design Guide, with highlights included below. The Guide should always drive the design of future street projects, as it directs the dimensions and design for a range of street typologies.

RIGHT OF WAY ZONES:

The elements that make up streets, from sidewalks to travel lanes to bus stops, all vie for space within a limited right-of-way. To make clear the tradeoffs between different design choices, while optimizing the benefits the community receives from its streets, the Street Design Guide identifies three conceptual ‘zones’ that can make up the right-of-way of the street, as shown below. For each of the street typologies, the Street Design Guide presents recommendations related to each of these zones.





STREET TYPOLOGIES:

The Street Design Guide assigns a street type to all City streets based on a street's aspirational land use characteristics and transportation function. A street may not have the same typology for its entire length. For example, a street may travel through a low-density residential neighborhood to a neighborhood business district (i.e. South Avenue) or between industrial and commercial districts (i.e Lyell Avenue). Street types are driven by an overall vision for the intended future state, both localized and network wide. All types of streets must be complete streets that support a safe transportation environment and connectivity for users of all modes. However, since each street has limited space, some street designs may emphasize one or two modes over other modes while still recognizing that all modes will occasionally make use of the street.

- **Regional Activity** streets serve a larger purpose in the regional transportation network, often serving auto-oriented commercial uses as well as institutional and industrial land uses. Travel speeds should be kept low to encourage more urban land use patterns on nearby low-density or undeveloped parcels along these corridors. The design goals for redesigned Regional Activity streets are to improve street character, support current and planned land uses, maintain critical connectivity for through travel, and provide for safe movement for all modes. Examples include West Ridge Road, Upper Falls Boulevard, and portions of Lake Avenue.
- **Downtown Activity** streets are Rochester's principal employment and entertainment streets. They also support a number of residents, institutions, students, and workers at the highest densities in the city. These streets have specific design requirements to provide a high quality public realm that contributes to the city's sense of place. Future redesign of these streets should continue to create a distinctive sense of place while promoting access to downtown destinations via multiple modes of travel. Examples include Main Street, Clinton Avenue, and Chestnut Street.
- **Downtown Link** streets are connections that carry local traffic between Downtown Activity streets. Like Downtown Activity Streets, these streets serve the highest downtown densities and mixed uses. Unlike Downtown Activity, these streets may have lower traffic volumes and travel speeds should be kept low by design to respect the relatively high pedestrian traffic volume. Redesigned Downtown Link streets should continue to create a sense of place on less-traveled downtown streets and accommodate all modes. Examples include Fitzhugh Street, Pleasant Street, and Scio Street.

B. FUTURE LAND USE (CONTINUED)

CHARACTER AREAS

➤➤ STREETS (CONTINUED)

- **Neighborhood Activity** streets are primarily commercial corridors that also serve a critical role in the larger transportation network. They are unique areas that serve medium intensity mixed uses, including newer flexible mixed-uses and are defined as prime areas to accommodate infill development. Neighborhood Activity streets should support economic productivity of the corridor and enhance multi-modal access and through travel while enabling unobstructive goods delivery. Examples include Monroe Avenue, University Ave, and West Main Street outside of downtown.
- **Neighborhood Link** streets are predominantly residential corridors that serve a similar role to that of Neighborhood Activity streets in the transportation network. Community facilities such as parks, recreation centers, schools, or places of worship are common on these streets and may be interspersed with some limited commercial use. They may also serve as critical backbones of the on-street bicycle network. Redesigned Neighborhood Link streets should protect residential quality of life while accommodating crosstown connectivity via a variety of modes. Examples include Brooks Avenue, Bay Street, and Jay Street.
- **Neighborhood Local** streets provide access to local residents while inviting those residents to use the streets as public linear recreational space. They generally correlate to Low and Medium Density Residential Character Areas, lined primarily with single and multi-family houses or smaller apartment buildings. Neighborhood Local streets are not principal streets in the citywide vehicular network, but serve as an important link for pedestrians and cyclists who generally travel at lower speeds. Future redesign of these streets should maintain low travel speeds, emphasize green infrastructure and open space, and continue to provide access to residences. Examples include Linden Street, Post Avenue, and Grand Avenue.
- **Industrial Link** streets are regional connections that primarily serve large-scale industry, warehousing, and distribution uses. Redesign of these streets should recognize their primary function as supporting and strengthening economic activity. Safety should be emphasized through reducing conflict opportunity. Examples include Buffalo Road, Lexington Avenue, and portions of Lyell Avenue.
- **Industrial Local** streets typically serve smaller pockets of industry across the city. They are generally smaller streets than Industrial Link streets that connect to larger network link streets, but may also serve as access points to larger industrial properties. While these streets serve industrial uses and must accommodate commercial truck traffic, required travel lane width and travel speeds are lower, allowing for pedestrian and bicycle facilities as needed. Examples include Adirondack Street, Nassau Street, and Science Parkway.
- **Alleys** can be designed to play an important role in the street networks of commercial districts as well as residential areas. Both types of alleys serve a useful purpose, allowing for off-street loading and unloading, garage access, and refuse removal. They represent an opportunity to install porous pavements for more effective drainage while not degrading the alley's operation or function. Dependent on context and need, the City may choose to include alleys as links in pedestrian and bicycle networks. Examples include Pindle Alley, Ruff Alley, and Daus Alley.

The Street Design Guide provides additional detail on objectives, typical features, design principles, and streetscape elements for each of these typologies. See www.cityofrochester.gov/camp for more information. In addition, the Transportation Action Plan of *Rochester 2034* contains numerous Strategies for addressing safety, comfort, connectivity, and enjoyability of the streetscape experience for all modes of transportation.

Street Typologies

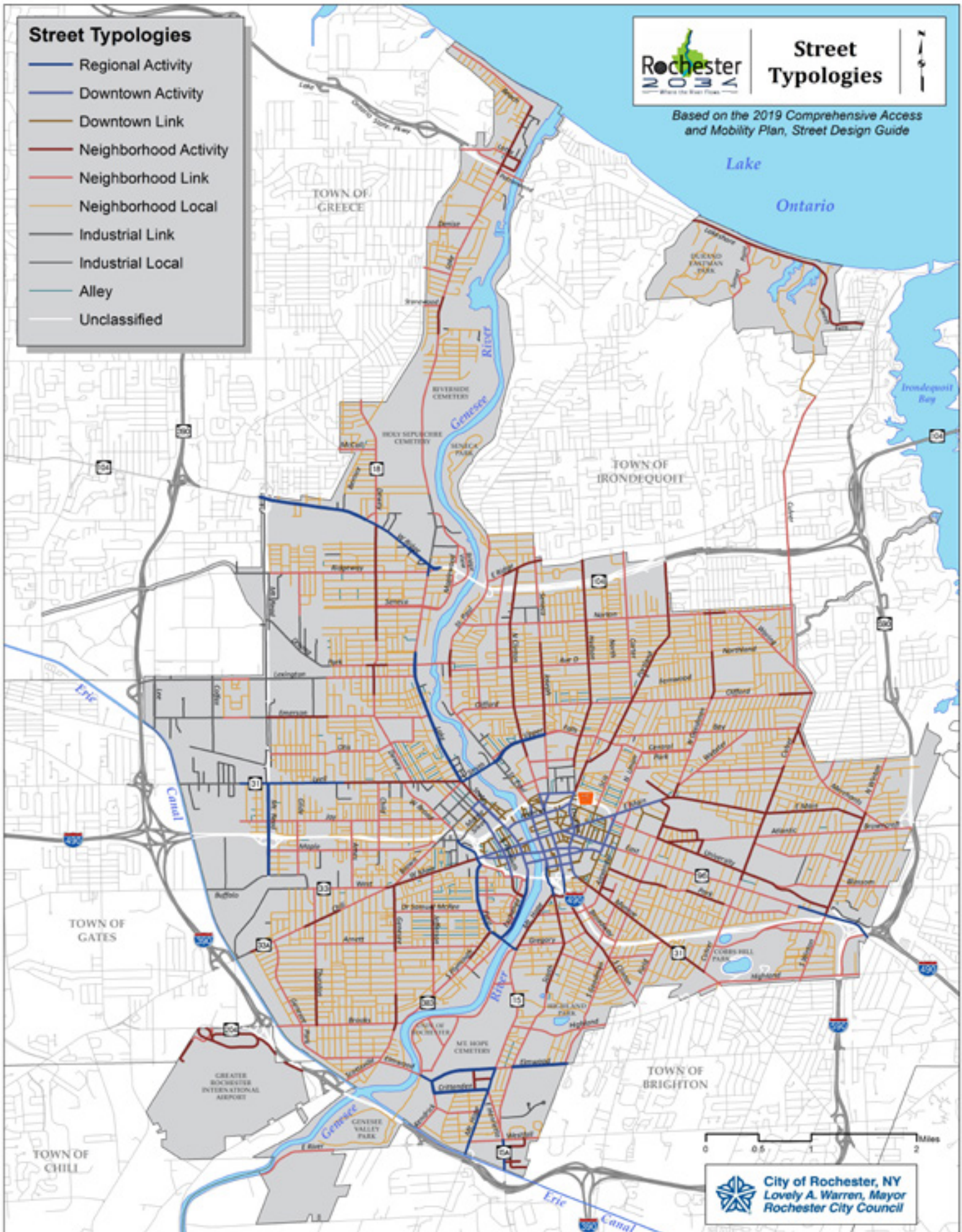
- Regional Activity
- Downtown Activity
- Downtown Link
- Neighborhood Activity
- Neighborhood Link
- Neighborhood Local
- Industrial Link
- Industrial Local
- Alley
- Unclassified



Street Typologies



Based on the 2019 Comprehensive Access and Mobility Plan, Street Design Guide



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