NEW YORK STATE | Department of Transportation

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Public Involvement Open House Summary

A public involvement open house was held on January 20, 2026, for New York State Department of Transportation (NYSDOT) project PIN 40C1.04 – Route 31 from City of Rochester to I-590. The meeting and comments received were a mix of positive feedback and concerns identified below. The following is a summary of the questions/comments received on scroll plots, comments and emails. Responses are noted in italics.

General Comments:

- Bicycle and Pedestrian Facilities
  - Request to paint bike lanes green
    - ***Response:*** *The project is not proposing to install dedicated bike lanes. Green colored pavement is typically reserved for areas with high conflict to heighten motorist awareness of bicyclists. NYSDOT evaluates the use of green pavement markings on a case-by-case basis in accordance with the MUTCD and Department policy.*
  - Request for wider sidewalks
    - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Expansion of the existing sidewalk width throughout the corridor is outside the scope of the project and would require significant regrading, drainage alterations, and potential Right-of-Way (ROW) acquisitions.*
  - Full sidewalk replacement on the entire project
    - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. The sidewalk scope of work for the project is limited to spot repairs of deteriorated sections and the upgrade of curb ramps and sidewalk sections to meet Americans with Disabilities Act (ADA) standards.*
  - Request for concrete to be used as sidewalk material (rather than porous concrete that is currently present in some sections)
    - ***Response:*** *Sidewalks within the project limits will be replaced with concrete where replacement is warranted. Concrete sidewalks are the Department's standard material due to durability, long-term performance, and accessibility considerations, including compliance with the Americans with Disabilities Act (ADA).*
  - Request for cyclist detection at traffic lights
    - ***Response:*** *Existing traffic signal loop detection will be replaced with video detection at signalized intersections. The proposed detection system will detect bicycles.*
  - Request for Leading Pedestrian Intervals (LPIs) and No-Turn-On-Red (NTOR) restrictions at every signalized intersection
    - ***Response****: A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern where a "Leading Pedestrian Interval" or a "No Turn on Red" sign would be appropriate. The existing "No Turn on Red" signs within the project limits will be retained as part of the project.*

  Recommendation to create a "Green Corridor" or protected cycle tracks by reducing street width and using separate paved paths for non-drivers

- ***Response**: This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Alterations to the existing pavement width throughout the corridor is outside the scope of the project and would require significant regrading, drainage alterations, utility impacts and significant Right-of-Way (ROW) acquisitions.*

- Request to extend shoulder/bike lane markings as dashed lines across all intersecting roadways to increase visibility
  - ***Response:** The project is not proposing to install dedicated bike lanes. The MUTCD does not generally require or recommend extending standard lane markings through intersections, as intersections represent areas of complex vehicle movements where markings must be minimized to avoid confusion. Where appropriate, intersection conflict areas may be addressed through approved pavement markings or signage consistent with MUTCD guidance and NYSDOT standards.*
- Request to narrow the road and curb and create bike paths at the sidewalk grade
  - ***Response:** This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies. Alterations to the existing pavement width throughout the corridor is outside the scope of the project and would require significant regrading, drainage alterations, utility impacts and potential Right-of-Way (ROW) acquisitions.*
- Suggestion to implement continuous sidewalks and bike paths that maintain their grade at intersections to force cars to slow down
  - ***Response:** Per NYSDOT design guidance, raised crosswalks and intersections are not permitted on this type of facility due to the operating speeds of the facility.*
- Request to include signage for the shoulders to reinforce that drivers need to share the road with cyclists
  - ***Response:** Signage will be installed in accordance with the MUTCD and the NYS Supplement to the MUTCD.*
- Requests to continue new sidewalks/infrastructure included in this project to connect to the Auburn Trail
  - ***Response:** The Town of Brighton is planning to install sidewalk from Edgewood Avenue to the Auburn Trail crossing on Allens Creek Road. NYSDOT is coordinating with the Town of Brighton and installing the sidewalk section within our project limits. The Town has stated they will provide the remaining sidewalk connections as part of their improvement project.*
- Concerns over maintenance of bike lanes (snow/salt)
  - ***Response:** The project is not proposing to install dedicated bike lanes. NYSDOT is responsible for maintaining the proposed pavement and shoulders on Monroe Avenue throughout the project limits.*
- Comments/Requests opposing the installation of bike lanes
  - ***Response**: The project is not proposing to install dedicated bike lanes. NYSDOT does evaluate opportunities to enhance safety and operations for all users of the corridor including bicyclists. The proposed shoulders, pedestrian upgrades, curb ramp improvements, and intersection enhancements are intended to improve safety for all users.*
- Requests for enhanced bike-boulevard crossing treatments, including cross-bike markings, center-running/diverter concepts, protected approaches, and two-stage bicycle turn boxes.
  - ***Response**: A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at these locations These treatments generally require dedicated bicycle*

facilities which would require additional right-of-way. Alterations to the existing pavement width throughout the corridor is outside the scope of the project and would require significant regrading, drainage alterations, utility impacts and potential Right-of-Way (ROW) acquisitions.

- Crossings and Pedestrian Safety
    - Request to add crosswalk and pedestrian island at #1392 for bus stop and apartments
        - ***Response:*** *A pedestrian crossing study has been completed for this location and concluded a marked crosswalk is not appropriate. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
    - Suggestion that every bus stop along the corridor should have a nearby safe pedestrian crossing, specifically near significant apartment complexes and commercial hubs
        - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at these locations. Several of the bus stop locations have had pedestrian crossing studies conducted as part of this project and have concluded that a marked crosswalk is not appropriate. In addition, portions of the project will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
    - Request for unsignalized crosswalks at all temples for Shabbat
        - *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at these locations. These locations will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
    - Request for automatic signal changes for pedestrians at Sylvan and Glen Ellyn for synagogues (cannot use push buttons or potentially detection during shabbat)
        - ***Response:*** *The traffic signal at this location will be removed and a marked mid-block crossing with a raised median will be installed as part of the project.*
- Traffic Calming
    - Implement more traffic calming features
        - Raised median islands
        - Raised crosswalks to slow traffic
        - Curb bump outs
        - Add trees in green space
        - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Raised median islands are not feasible throughout the corridor due to the frequency of driveways. Per NYSDOT design guidance, raised crosswalks and intersections are not permitted on this type of facility due to the operating speeds of the facility. Curb extensions are not feasible due to the narrow shoulder widths through the corridor. Green space is also not feasible through the corridor due to the existing widths available behind the existing curb.*

- Request for speed reduction, change in speed limit to 30 mph (vs. 35 mph) or the Town of Brighton's residential speed limit at 25 mph
  - ***Response:*** *Recent speed studies found the existing speed limit is appropriate for the roadway. However, a follow-up study will be conducted following project completion. According to the Highway Design Manual (HDM), design speeds should align with the anticipated operating speed of the facility.*
- New York State's 2022 Climate Scoping Plan specifies that VMT needs to be cut by ~15% in order to meet climate targets so the project should be designed with an expectation for reduced private motor vehicle traffic on our roads
  - ***Response:*** *The project has been developed in accordance with the NYSDOT Highway Design Manual (HDM), which establishes required design criteria based on roadway functional classification, traffic volumes, and operational needs. While statewide climate initiatives are acknowledged, NYSDOT projects must be designed to meet adopted engineering standards and safety requirements. The HDM does not provide criteria for assuming reduced private motor vehicle demand in geometric design, and the roadway is therefore designed to safely and efficiently accommodate forecasted traffic volumes.*
- Support for keeping the existing speed limit as it is consistent with other main roads in Town and instead increase enforcement for speeding vehicles
  - ***Response:*** *Comment Noted. The project proposes to maintain the existing speed limit along the corridor.*
- Request for the Town to enforce the existing speed limit especially for those speeding down Monroe southbound between Highland and 12 Corners
  - ***Response:*** *We will share these concerns regarding enforcement with the Town of Brighton Police Department.*

- Tree lawn
  - Protect existing green infrastructure and replace any damaged ones and expand into additional parts of Monroe
    - ***Response:*** *The project will seek to preserve the existing green infrastructure installed by the Town where feasible however it is anticipated that some of the elements will need to be removed and not replaced. This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits; therefore, the expansion of the green infrastructure is outside the scope of this project.*
  - Increase size of tree lawn
    - Concern with how narrow existing tree lawn is for safety
    - Request for green buffer in tree lawn
    - Request for shade trees in tree lawn
    - Dislike of asphalt tree lawn treatment
      - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Alterations to the existing pavement width and adjacent area throughout the corridor are outside the scope of the project and would require significant regrading, drainage alterations, utility impacts and substantial Right-of-Way (ROW) acquisitions. Regarding the material used in the snow storage area (tree lawn), NYSDOT standard practice is to replace existing materials in kind unless the adjacent property owner requests a change in material type.*
- Road diet comments
  - Appreciate cars slowing down and safety benefits
    - ***Response:*** *Comment Noted.*

- General support for the "road diet" concept as a long-overdue safety improvement
  - ***Response:*** *Comment Noted.*
- Request to reduce center two way left turn lane width to 10 feet, and use excess for 5-foot bike lanes
  - ***Response:*** *Per NYSDOT design standards this would create a non-standard feature.*
- Redesign falls short of "Complete Streets"
  - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. The project does however look for opportunities to make incremental improvements where achievable within the scope of the project. The proposed lane reconfiguration is being proposed to provide an enhancement for both pedestrians and bicycles through the corridor.*
- Request for wider shoulders to be designated as bike lanes
  - ***Response:*** *Wider shoulders cannot be accommodated within the existing pavement width without creating non-standard travel lanes or center turn lane widths that would have the potential to dimmish overall safety.*
- Suggestions to adopt "European-style" street designs (e.g., Munster, Germany) that prioritize people over vehicle throughput
  - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Significant alterations to the roadway corridor are outside the scope of the project.*
- Concerns regarding how safely a cyclist can travel along Monroe Avenue
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern along the corridor. The project will reconfigure a portion of the roadway in an effort to improve accommodations through the project corridor. Cyclists have the ability to travel within the existing travel lanes, along shoulders or sidewalks based on individuals comfort levels associated with the vehicular traffic traveling along the corridor.*
- Requests to implement protected bike lanes through the intersection at 12 Corners
  - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limits. Significant alterations to the roadway corridor are outside the scope of the project.*
- Reduce by one thru lane through 12 Corners to create shoulder
  - ***Response:*** *The Twelve Corners intersections currently handle high traffic volumes that necessitate the existing lane configuration to maintain acceptable Levels of Service (LOS). Traffic analysis indicates that the intersection is operating at or near capacity during peak hours. Removing a through lane to create a shoulder would significantly reduce capacity, leading to severe congestion, increased queuing, degraded traffic operations and the potential for increased crashes. Therefore, reducing the number of through lanes at this critical intersection is not feasible without causing significant negative impacts to mobility and safety.*
- Concerns were raised about motorists misusing the center two way left turn lane to illegally pass slow traffic
  - ***Response:*** *Use of a center two-way left-turn lane (TWLTL) for passing or through travel is prohibited by New York State Vehicle and Traffic Law. The TWLTL is intended solely for left-turn movements and access to adjacent properties. The project will include new signage and pavement markings consistent with the MUTCD to clearly delineate the lane's proper use.*
- Implement 9-foot travel lanes
  - ***Response:*** *This would result in a non-standard travel lane width and have the potential to dimmish overall safety through the corridor.*

- Request to start road diet at St. Regis instead of Sylvan/Warrington
  - ***Response:*** *The lane reconfiguration is intended to improve accommodation through the project corridor. Limits were determined based on pavement width, traffic volumes and capacity through signalized intersections. The limits near the City Line were determined to be the northernmost limit to achieve these goals. This is also consistent with Active Transportation Plans and the City of Rochester's plans to reduce travel lanes at our project limit. This would therefore provide a consistent section through our project limits and into the City of Rochester.*
- Request to end road diet at Edgewood (instead of 590)
  - ***Response:*** *The lane reconfiguration is intended to improve accommodation through the project corridor. Limits were determined based on pavement width, traffic volumes and capacity through signalized intersections. The limits near the I-590 southbound off ramp were determined to be the southernmost limit to achieve these goals and maintain a continuous bicycle space through the corridor.*
- Strong opposition, stating Monroe Avenue is inappropriate for a road diet and that fluctuating between 3 and 4 lanes creates confusion
  - ***Response:*** *The lane reconfiguration is intended to improve accommodations through the project corridor. Limits were determined based on pavement width, traffic volumes and capacity through signalized intersections. The traffic analysis through the 12 corners section concluded that a reduction in travel lanes would result in unacceptable levels of service. However, the adjoining sections that the project proposes to reconfigure provide the opportunity to make meaningful improvements for significant lengths of the project corridor.*
- Concern the road diet will divert traffic onto parallel side streets
  - ***Response:*** *The traffic analysis conducted for the project indicates that the proposed roadway configuration will continue to operate at acceptable levels of service and is not expected to result in delays that would result in drivers being motivated to divert onto adjacent local streets to reduce travel times between destinations.*
- Concerns that reducing to one lane each way will cause "intolerable" backups and gridlock
  - ***Response:*** *The traffic analysis conducted for the project indicates that the proposed roadway configuration will continue to operate at acceptable levels of service.*
- Has the new design taken into account peak hour traffic volumes such as school dismissal and shift changes from Strong Memorial hospital
  - ***Response:*** *Traffic operations were analyzed for peak hour conditions in accordance with NYSDOT procedures, including weekday peak hours. The analysis accounts for higher-demand conditions to ensure the proposed design functions acceptably during peak traffic periods. Traffic modeling for the 2048 design year indicates acceptable Level of Service (LOS).*
- Concern the road diet will impede larger vehicles like snow plows and emergency services
  - ***Response:*** *The proposed design accommodates large vehicles in accordance with the NYSDOT HDM. An emergency vehicle will be able to use the center two-way left-turn lane as needed to bypass vehicles pulled over.*

- Other
  - Catch basins are not at the curb or catching water
    - ***Response:*** *The project proposes cleaning and adjusting the existing catch basins throughout the project corridor to address drainage concerns.*
  - Reduce driveway curb cuts
    - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limit. Reestablishing driveway*

widths throughout the project limits requires replacement of the curb that is outside the scope of the project.

- Require businesses to obtain cross access easements for parking lots
  - ***Response:*** *NYSDOT does not have the authority to require property owners to obtain cross access agreements.*
- Improve street lighting
  - ***Response:*** *Per NYSDOT's street lighting policy, the Town is responsible for street lighting along the project corridor.*

Specific:

- #1634 property owner requested grass in tree lawn (instead of replacing asphalt) and would maintain grass by mowing
  - ***Response:*** *This will be incorporated into the final design plans.*
- #1689 water main break occurred recently in front of his property, the pavement repair was not good and should be repaired by this project if not by DOT maintenance sooner
  - ***Response:*** *We have noted the pavement condition at #1689 Monroe Avenue; if this area is not repaired by routine maintenance prior to construction, it will be addressed during the milling and resurfacing operations of this project.*
- At driveway between #1760 and #1776 drop curb present, remove radius
  - ***Response:*** *NYSDOT will evaluate this specific driveway configuration during the final design phase.*

Sylvan/Warrington:

- Feedback on the pedestrian crossing
  - Appreciation for the pedestrian refuge island
    - ***Response:*** *Comment noted.*
  - Please add RRFB
    - ***Response:*** *A pedestrian crossing study was completed after the public meeting. The study concluded that a rectangular rapid flashing beacon (RRFB) is appropriate for this location.*
  - If an RRFB was added, concern from Orthodox community on shabbat (During shabbat they are not allowed to press buttons to cross. Rabbi indicated that leadership is split 50/50 on whether it's okay for observers to use crossing if they knew there was passive detection from a camera or other device present. He suggested having pretimed pedestrian crossings during high use times where signal automatically goes off.)
    - ***Response:*** *The project proposes to remove the existing traffic signal and install a rectangular rapid flashing beacon with raised median island. This will remove the requirement for a pedestrian to push a button to have the traffic signal cycle to legally cross the street. Although the RRFB does require a push button to activate the warning lights, the pedestrian crossing study identified sufficient gaps to cross the street without the need to activate the RRFB.*
  - Request for HAWK signal
    - ***Response:*** *A High-intensity Activated Crosswalk Beacon (HAWK) is not appropriate at this location.*
  - If the signal is removed, there are requests for a pedestrian light, HAWK signal, or Rapid Rectangular Flashing Beacon.
    - ***Response:*** *A pedestrian crossing study was completed after the public meeting. The study concluded that a rectangular rapid flashing beacon is appropriate for this location.*

- Concern that raised median will be hit by cars
  - ***Response:*** *Raised medians will be designed in accordance with NYSDOT standards and will include appropriate signage and delineation consistent with the MUTCD to enhance visibility and driver awareness.*
- Negative feedback on signal removal
  - ***Response:*** *The existing traffic signal has reached the end of its service life and due for replacement. A traffic signal study was conducted for this location to evaluate the existing conditions to determine if any changes are necessary based on current needs. Traffic signal warrants were evaluated, per the MUTCD guidance, resulting in none of the 9 traffic signal warrants being met at this location. The study concluded that removal of the traffic signal was appropriate. To accommodate pedestrian movements at the intersection, a pedestrian crossing study was also completed reflecting the change in condition for removal of the signal. The study recommended a raised median with rectangular rapid flashing beacons be installed. Furthermore, removal of the traffic signal allows for the reconfiguration of the lane usage in this area. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
- Concern for left turns onto side streets and there is not enough space for left turn vehicles to queue, also concerned if two vehicles were turning left into the side streets at the same time, who has the right of way to wait in the TWLTL
  - ***Response:*** *Sufficient storage capacity is provided to accommodate the anticipated queue of 1 to 2 vehicles at this location without obstructing through traffic. Regarding the scenario of opposing vehicles turning left simultaneously: this is a standard operational condition inherent to all roadways utilizing a center turn two-way left turn lane (TWLTL) and is common at commercial driveways and intersections throughout the corridor. The proposed design improves safety compared to the existing four-lane undivided highway by removing these waiting vehicles from the active travel lanes, significantly reducing the risk of rear-end collisions.*
- Strong opposition to the removal of the traffic signal, with residents fearing for the safety of children and elderly pedestrians
  - ***Response:*** *To accommodate pedestrian movements at the intersections a pedestrian crossing study was also conducted. These studies consider users of all ages as part of the evaluation. The study recommends a raised median with rectangular rapid flashing beacons be installed at this location.*
- Residents emphasized that any removal of traffic signals must be accompanied by strict speed limit enforcement, particularly for vehicles traveling southbound from the city line
  - ***Response:*** *We will share these concerns regarding enforcement with the Town of Brighton Police Department.*
- Concern for faster vehicle speeds with no light
  - ***Response:*** *It is anticipated that the speeds will remain the same or slightly decrease due to the lane reconfiguration and raised median being installed.*
- High pedestrian crossings expected on Fridays 1.5 hours before sundown to Saturday 1.5 hours after sundown and for Jewish holidays
  - ***Response:*** *Comment noted.*
- Saturday peak pedestrian crossing times 8-10 AM and 2-8 PM
  - ***Response:*** *Comment noted.*

- Specific signage to direct the bicycle boulevard crossing toward the library and pool
  - ***Response:*** *Specific signing requirements will be evaluated during final design.*
- Concern for removal of the traffic signal due to bike boulevard
  - ***Response:*** *Cyclists will continue to be accommodated through the proposed roadway design and pedestrian crossing treatments. Bicyclists may legally use pedestrian crossings where permitted, consistent with NYSDOT practice and MUTCD guidance, and the proposed facilities are intended to maintain safe and predictable accommodations for all users following the signal removal.*
- Concern for NB vehicles on Monroe turning right then left into Lipman's deli – if there is no signal, the queue would be longer on the side street waiting to turn onto Monroe and may block cars turning into the deli plaza (which is one way to the north)
  - ***Response:*** *The Department has evaluated the operational impacts of removing the traffic signal at Sylvan Road and Warrington Drive and determined that the proposed unsignalized condition will improve access and reduce queuing conflicts compared to the existing signalized configuration.*
- Request for dashed lane markings for cars turning out of side streets
  - ***Response:*** *Dashed lane markings for vehicles at side street intersections are not proposed for this project. In accordance with MUTCD guidance and Department standards, dotted line extensions through intersections are primarily utilized for specific safety needs, such as guiding double-turn movements or defining travel paths through skewed intersections.*

St. Regis:

- Request to add crosswalks across Monroe
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing studies conducted for Hollywood Avenue, Rhinecliff Drive, Monroe Parkway, St. Regis Drive, Hampshire Drive, and mid-block locations at the Belair/Rochester City Apartments and Continental Apartments, this location would not be appropriate for a marked crossing. These locations will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
- Request for pedestrian island
  - ***Response****: A raised median island is not feasible at this location due to the frequency of driveways and maintaining turning movements at the intersection. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
- Positive feedback on realignments, shortening pedestrian crossings
  - ***Response:*** *Comment noted.*

Glen Ellyn:

- Positive feedback on realignment
- Residents appreciate removal of the double traffic light
  - ***Response:*** *Comments noted.*

- Move Chase driveway to the rear to open this corner for development
- Move Chase driveway away from intersection
  - ***Response:*** *Modifications to private access points and driveways are outside the scope of this project.*

Hollywood and Rhinecliff:

- Request for traffic signal
- Request for HAWK signal
- Request to add crosswalk across Monroe
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing study conducted for this location, a marked crosswalk, traffic signal or a HAWK signal is not appropriate. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*
- Potential for bike boulevard
  - ***Response:*** *Designation of local bicycle boulevards is not within NYSDOT's jurisdiction.*
- Request for pedestrian refuge island
  - ***Response****: A raised median island is not feasible at this location due to the frequency of driveways and maintaining turning movements at the intersection. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*

12 Corners:

- Request to add left turn lane on Winton northbound and southbound to turn onto Monroe
- Request for left turn arrow
  - ***Response:*** *NYSDOT is currently reviewing the feasibility of this request. Preliminary safety screenings did not identify a specific pattern of left-turn crashes at this location during the three-year study period.*
- Request for roundabout, two Dutch roundabouts
  - ***Response:*** *This project is classified as a pavement rehabilitation and maintenance project to address existing infrastructure deficiencies within the project limit. Reconstructing the intersections to accommodate roundabouts is outside the scope of the project.*
- Request for green bike box for northbound and southbound at Winton/Monroe
  - ***Response:*** *In accordance with MUTCD and HDM standards, bicycle boxes are designed to be used in conjunction with dedicated bicycle lanes. Due to the limitations associated with the existing pavement width a dedicated bike lane is not feasible and therefore a bike box is not appropriate at this location.*
- Create diagonal pedestrian crossings
- Request to have all three signals be all red at the same time for pedestrian crossings

- ***Response:*** *Diagonal crossings would require an all-red pedestrian phase. Operating all three Twelve Corner signals with simultaneous all-red phases for pedestrian crossings is not feasible due to traffic volume and operational constraints. Such operation would result in excessive vehicle delay and is not consistent with MUTCD signal operation principles. Pedestrian crossings will continue to be accommodated through standard signal phasing and timing designed to balance safety and traffic operations.*

- Elmwood westbound left needs advanced green arrows
  - ***Response:*** *A three-year crash analysis did not identify crashes associated with westbound left-turning vehicles. Introducing additional signal phases would result in more congestion and potentially introduce additional safety issues.*
- Since the shoulders end through 12 Corners, request to widen sidewalks to accommodate pedestrians and cyclists
  - ***Response:*** *Widening sidewalks are not feasible due to limited available right-of-way and the presence of adjacent development.*
- Appreciation for including two SB lanes, center TWLTL near middle school car drop off/pick up where there is heavy vehicles traffic at those times
  - ***Response:*** *Comment Noted.*
- Positive feedback for raised median at Sunoco on NE corner of Winton/Monroe, claims cars are always parked on the sidewalk
  - ***Response:*** *Comment Noted.*
- Request to move the traffic signal cabinet out of the sidewalk on this corner to improve driver visibility and increase pedestrian space
  - ***Response:*** *The Department will evaluate the proposed traffic signal cabinet location during final design*

Continental:

- Request to add crosswalk across Monroe with pedestrian refuge for bus stop and school
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing studies conducted for Hollywood Avenue, Rhinecliff Drive, Monroe Parkway, St. Regis Drive, Hampshire Drive, and mid-block locations at the Belair/Rochester City Apartments and Continental Apartments, this location would not be appropriate for a marked crossing. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*

Brooklawn Torrington:

- Appreciation for the realignment
  - ***Response:*** *Comment Noted.*
- Want to see trees that are being removed to be replaced
  - ***Response:*** *Tree replacement is acknowledged as an important consideration; however, the narrow width of the existing tree lawn limits the ability to support healthy tree growth in many locations.*

NYSDOT will evaluate opportunities to plant trees where adequate space and clearances exist, consistent with Department standards and maintenance considerations.

- Request to use new space from the realignment for protected bike lane approaches and raised crosswalks across the side streets
  - ***Response*** *Maintaining continuous sidewalk or bicycle path grades across side streets, such as raised crosswalks, is not feasible for this project because these intersections must accommodate existing roadway profiles and drainage and must comply with ADA requirements for cross slopes and transitions. Protected bike lane approaches are only installed in locations where dedicated bike lanes lead up to the intersection, and the Department does not generally extend standard lane markings through intersections as they represent areas of complex vehicle movements. To navigate these intersections, cyclists may proceed through the intersection with motor vehicle traffic during the green light phase or utilize the crosswalks with pedestrians.*

Hampshire:

- Request to add crosswalk across Monroe
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing studies conducted for Hollywood Avenue, Rhinecliff Drive, Monroe Parkway, St. Regis Drive, Hampshire Drive, and mid-block locations at the Belair/Rochester City Apartments and Continental Apartments, this location would not be appropriate for a marked crossing. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction that will aid in pedestrian crossing movements by reducing the number of travel lanes crossed and a center space that will be less utilized by vehicles than the existing 4 travel lane configuration that exists today.*
- Ponding present at Cook's World (2179 Monroe)
  - ***Response:*** *Comment noted. This area will be further evaluated during final design.*

Northumberland: Road

- Reconfigure intersection to single access
  - ***Response:*** *A three-year vehicular and a 10 year pedestrian and bicycle crash study did not identify and patterns or areas of concern at this location. Therefore a realignment of this intersection will not be included in this project as it offers insufficient safety benefits compared to other needs within the corridor. The Town may pursue this independently via a highway work permit.*
- Request for crosswalk between Orchard and Northumberland
- Request for median island
- Request for Rapid Rectangular Flashing Beacon (RRFB)
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing studies conducted for Hollywood Avenue, Rhinecliff Drive, Monroe Parkway, St. Regis Drive, Hampshire Drive, and mid-block locations at the Belair/Rochester City Apartments and Continental Apartments, this location would not be appropriate for a marked crossing, raised median or RRFB. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*

Roosevelt/Elwell:

- Request to add crosswalks across Monroe
  - ***Response:*** *A 10-year pedestrian & bicycle safety screening study was conducted during the preliminary design phase of this project. The study did not identify a distinguishable pattern or area of concern at this location. Based on the pedestrian crossing studies conducted for Hollywood Avenue, Rhinecliff Drive, Monroe Parkway, St. Regis Drive, Hampshire Drive, and mid-block locations at the Belair/Rochester City Apartments and Continental Apartments, this location would not be appropriate for a marked crossing. This location will be restriped as part of the project to include a two-way center left turn lane and a single travel lane in each direction. The new configuration will reduce the number of travel lanes a pedestrian needs to cross and will have less vehicle/pedestrian conflict points than the existing 4 travel lane configuration.*

Edgewood and Meadow:

- Add crosswalk for fourth leg
- Belief that kids will still cross on the fourth leg even if there is no marked crosswalk
  - ***Response:*** *A crosswalk is not proposed for the western leg, across NY 31, to discourage pedestrians from crossing where there is a high-volume of left turning vehicles. Encouraging pedestrians to cross via the western leg minimizes pedestrian exposure to these frequent turning movements.*
- Request to consider future bike boulevard
- Include two stage bike boxes for boulevard left turns
- Suggestion to add cross bikes lanes across Monroe
  - ***Response:*** *Designation of local bicycle boulevards is not within NYSDOT's jurisdiction. Two-stage bicycle turn boxes are designed to be used in conjunction with dedicated bicycle lanes. Because the project is limited to the existing roadway curb-to-curb footprint and cannot be widened due to right-of-way constraints, there is insufficient pavement width to install the minimum 5-foot bicycle lanes required to feed a bicycle box.*
- Request to see existing curb radius for northwest corner (Monroe Avenue southbound right turn onto Edgewood westbound) made wider, it is frequently hit by cars and too tight
  - ***Response:*** *The curb radius will be evaluated in final design.*

I-590:

- Request to add crosswalk for third leg
  - ***Response:*** *A crosswalk is not proposed for the eastern leg, across NY 31, to discourage pedestrians from crossing where there is a high-volume of left turning vehicles. Encouraging pedestrians to cross via the western leg minimizes pedestrian exposure to these frequent turning movements.*
- Request to add median islands for Monroe Avenue crossings
  - ***Response:*** *Raised medians at signalized intersections are avoided because they encourage pedestrians to cross against the light rather than waiting for a full signal cycle. The existing signals are timed to allow sufficient time for a pedestrian to fully cross Monroe Avenue in one movement*
- Reduce shoulder width between I-590 signal and I-590 on-ramp for Monroe Avenue northbound shoulder
  - ***Response:*** *Reducing the northbound shoulder width at this location has been evaluated and determined to be outside the scope of this project. It would necessitate modifying the existing*

curb line and require closed drainage system improvements, including the relocation of catch basins and storm sewer laterals.

Westfall/Allens Creek:

- Positive feedback on new turn lanes
  - ***Response:*** *Comment Noted.*
- Positive feedback on new sidewalks and installing them down Westfall/Allens Creek
  - ***Response:*** *Comment Noted.*
- Brighton Town Councilwoman confirmed the Town received funding to construct sidewalks on Westfall and Allens Creek with Monroe County Department of Transportation (MCDOT) and they could be constructed as early as this summer
  - ***Response:*** *Comment Noted.*
- Request to make north crosswalk (across Monroe Avenue) perpendicular
  - ***Response:*** *Reorienting the north crosswalk to a perpendicular alignment would require shifting the crossing farther from the intersection. This would reduce the left turn lane length on Monroe Avenue, adversely affect intersection operations, and reduce visibility of pedestrians from vehicles turning right onto Monroe Avenue from Allens Creek. The proposed crosswalk location and alignment are consistent with MUTCD guidance to balance pedestrian visibility, vehicle operations, and safety.*
- Dislike for bike lane continuing straight through right turn lane
  - ***Response:*** *Placing the bicycle lane left of a right-turn lane is a standard and accepted design treatment consistent with MUTCD and NYSDOT practice. This configuration clearly communicates the intended path of bicyclists and reinforces that turning vehicles must yield to through bicycle traffic.*
- Extend south median to create pedestrian refugees
  - ***Response:*** *Raised medians at signalized intersections are avoided because they encourage pedestrians to cross against the light rather than waiting for a full signal cycle. The existing signals are timed to allow sufficient time for a pedestrian to fully cross Monroe Avenue in one movement*
- Sunoco driveway on Monroe is too close to intersection
  - ***Response:*** *Comment Noted. A three-year vehicular cash study did not identify a pattern or area of concern with the driveways at this property.*
- Concern with pedestrian safety and safe crossings
  - ***Response:*** *Comment Noted. The intersection has been designed to meet current standards.*
- Longer pedestrian crossing times and Leading Pedestrian Intervals (LPI)
  - ***Response:*** *NYSDOT will provide countdown timers and audible pedestrian signals to aid crossing decisions. The existing signals are timed to allow full crossing in one movement however, pedestrian clearance intervals will be reviewed as part of the traffic signal timing design during the final design phase.*
- Positive feedback for slip lane/island for Monroe SB right turn
  - ***Response:*** *Comment Noted.*
- Positive feedback on the improvement of the pedestrian island to help cross Westfall Road
  - ***Response:*** *Comment Noted.*
- Negative feedback for slip lane/island for Monroe SB right turn
  - ***Response:*** *Due to the skewed intersection and the need to accommodate large "design vehicles" (per HDM guidelines), tightening the radii would result in longer crosswalks. The proposed right turn ramp will be signal-controlled and provide a larger refuge island than currently exists.*

- Concern that if the new camera detection for pedestrians and cyclists does not work, how will DOT know to fix it?
  - ***Response:*** *The traffic signal will have communication capabilities that will communicate errors in the traffic control operations or equipment to the traffic signal maintenance forces.*
- Request to see existing curb radius for northeast corner (Allens Creek westbound right turn onto Monroe Avenue northbound) made smaller/tighter
  - ***Response****: Curb radii are designed to accommodate the design vehicle at this intersection.*
- Request to prioritize Allens Creek Road as a bicycle connection to the Auburn Trail, including full striping, marking, and improved signage from Route 31
  - ***Response:*** *The proposed roadway improvements, including wider shoulders/bike lanes, will facilitate safer travel for cyclists accessing the trail network from Monroe Avenue. New pavement markings and signage will be installed in accordance with MUTCD standards. In addition, the Town of Brighton is working on a separate project to provide connection to the trail and the NYSDOT will coordinate with the Town as part of this project.*

Outside project limits (north of project):

- Request for bike lanes on Monroe Avenue north of Highland Avenue intersection to I-490
- Request for leading pedestrian intervals (LPIs) at Highland/Monroe intersection
- Suggestion to extend paving limit further north due to pavement rutting from buses
- Request for dedicated turn arrows at the Highland/Monroe intersection
- Concerns that the bicycle shoulders taper off at this western extent, leaving cyclists in vehicular traffic without warning
  - ***Response:*** *The project limits for PIN 40C1.04 are established from the Rochester City Line to I-590. The intersection of Highland Avenue and the roadway segments to the north fall within the City of Rochester's jurisdiction. Consequently, improvements to pavement, signals, and striping in this area are outside the scope and authority of this NYSDOT project. A City of Rochester Project is planned for Monroe Avenue between I-490 and Highland Avenue for 2029. We will forward these concerns to the City of Rochester for their consideration. Regarding the bicycle facility transition, appropriate pavement markings will be installed at the project terminus to warn cyclists and motorists of the changing roadway configuration, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).*

Outside project limits (south of project):

- Request for Town or County to add crosswalk at Westfall/Willowbend
  - ***Response:*** *This intersection falls within the Monroe County Department of Transportation and Town of Brighton's jurisdiction. We will forward this request to this municipality.*