

MEMORANDUM

August 3, 2023 (originally submitted December 29, 2022)

To: Yixuan Lin

Organization: Monroe County Department of Planning & Development

From: Shawna Kitzman and Michael Blau

Project: Monroe County Countywide Active Transportation Plan

Re: Task 5.4: Program and Policy Recommendations – FINAL

In addition to the network development and other infrastructure changes recommended in previous tasks, policy and programmatic strategies and actions should play an influential role in the future of active transportation in Monroe County. The proposed network would significantly increase active transportation, but there are other opportunities for walking and bicycling in the county. These policy actions can maintain and encourage active transportation, and pursuing them now will ensure a strong policy framework as the proposed network is constructed. Certain actions may take effect immediately while others depend upon the successful implementation of this plan. The table below divides 29 program and policy actions into five categories:

1. Manage snow and ice for active transportation users.
2. Create and promote a culture of walking and rolling.
3. Enhance roadway safety through policy and programs.
4. Invest in bike and shared use path facilities.
5. Increase equitable access to transportation networks.

The table also identifies lead and support roles for the parties involved in implementation, as well as recommended timeframes for each action. By focusing on critical issues like maintenance, safety, equity, education, and encouragement, the Countywide Active Transportation Plan will help improve the cultural, regulatory, and political environment for active transportation in Monroe County.

Goal	Action	Responsible Parties	Implementation Timeframe
<p>Manage snow and ice for active transportation users.</p> <p>Maintain a safe active transportation network throughout the winter by proactively managing walking and bicycling facilities before, during, and after winter precipitation.</p>	<p>Design future shared use paths to accommodate existing maintenance vehicles.</p> <p>Many municipalities already use pickup truck-mounted plows to clear smaller roadways and parking lots. Local governments can save on capital expenses by designing future bicycle facilities to accommodate these vehicles.</p> <p>Small pickup trucks or small tractors can be outfitted with brooms, perforated plows, and salting devices to clear shared use paths.</p>	<p>Lead: Dependent upon maintenance agreements</p>	<p>Mid-term</p>
	<p>Manage precipitation before, during, and after weather events.</p> <p>Like for motorists, the safest walking and bicycling surface for pedestrians and bicyclists is bare pavement. Actions are required before, during, and after precipitation.</p> <p><u>Before:</u> Pre-treat path, walkway, or street surfaces with salt brine to lower the temperature at which liquid freezes, often keeping pavement wet and reducing the formation of ice. If there is concern about the environmental impacts of salt, use only sand.</p> <p><u>During:</u> Clear accumulated precipitation within three hours to prevent footsteps and bicycle tires from packing snow onto surfaces.</p> <p><u>After:</u> Clear snow and ice with equipment and spreading material (e.g., sand, small diameter gravel, salt), which speeds melting and improves traction.</p>	<p>Lead: Dependent upon maintenance agreements</p>	<p>Long -term</p>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>Develop a snow removal priority network.</p> <p>In winter climates, communities traditionally rely on property owners to clear sidewalks after snowfalls. Public agencies typically clear sidewalks bordering municipal properties, such as civic buildings and parks. Because private property owners are responsible for clearing the remaining sidewalk network, many segments are left untouched, due to property owners' lack of awareness or desire, physical inability, out of town status, and vacant properties.</p> <p>Most communities do not have the resources to clear their entire sidewalk networks, so developing snow removal priority networks is a more feasible solution. Snow removal priority networks connect facilities that are critical to the community's walkability or bikeability.</p> <p>Examples of priority routes include Safe Routes to School, high pedestrian traffic areas, transit routes, key shared-use paths, and park properties. Rochester, NY uses private contractors to clear 878 miles of sidewalks, including all sidewalks that are at least 5 feet wide¹. Embellishment fees on property taxes are modest (\$37 annually).</p> <p>This strategy may seem more expensive than relying on property owners. While it does require more public funding, it reduces financial burdens on individual property owners. More importantly, municipal-led snow and ice clearance programs guarantee a reliable sidewalk network during winter. Include a</p>	<p>Lead: Municipalities, Monroe County</p> <p>Support: Private contractors</p>	<p>Mid-term</p>

¹ <https://www.cityofrochester.gov/sidewalkplowing/>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>list of priority routes in updated maintenance plans for countywide snow removal.</p>		
	<p>Improve snow removal for bus stop access.</p> <p>Public transit stops may experience high amounts of foot traffic in winter, making snow and ice removal on nearby walkways critical. Snow removal improves safety by keeping pedestrians out of the street and other dangerous areas. Maintain minimum 5-foot by 8-foot boarding and alighting areas cleared of snow and ice at major transit stops, with a minimum 4 foot-wide path connecting to nearby walkways². Most important is consistent and reliable maintenance that allows transit users to walk to and from their stops.</p>	<p>Lead: Municipalities</p> <p>Support: Public transit agency, Monroe County, and business owners</p>	<p>Short-term</p>
	<p>Clear snow piles at corners with sidewalks.</p> <p>Curb ramps are common trouble spots during winter weather because responsibility for keeping them clear of snow and ice is often not strongly enforced. Piles of snow tend to be pushed onto curb ramps by snowplows, creating even more obstacles for pedestrians.</p> <p>The Americans with Disabilities Act (ADA) requires access to walkways during winter, and the Federal Highway Administration has issued guidance that pedestrian routes must be open and usable throughout the year, with only isolated or temporary interruptions. The minimum clear width for pedestrian routes is 4 feet, with 5 feet by 5 feet passing areas every 200</p>	<p>Lead: Municipalities,</p> <p>Support: Property/business owners, Monroe County</p>	<p>Mid-term</p>

² Toole Design Group. (2019). Winter Maintenance Resource Guide. Retrieved from: <https://tooledesign.com/insights/2019/12/winter-maintenance-resource-guide/>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>feet.³ Snow removal is also required on pedestrian facilities that have been constructed with federal funds.⁴</p> <p>Approaches to clearing curb ramps vary by jurisdiction. Some local governments assume this responsibility in addition to clearing streets. Others rely on property owners to keep curb ramps clear.</p> <p>Developing a snow removal priority network would address this issue in high priority areas since sidewalk equipment would clear snow along entire blocks. If that strategy is not implemented, clear curb ramps in high priority areas.</p> <p>In non-priority areas, property owners may still be responsible for clearing curb ramps. Equipping snowplows with snow gates is an alternative that provides operators more control over where snow is deposited.</p> <p>Maintain snow clearance around pedestrian push buttons located near curb ramps to ensure accessibility.</p>		
	<p>Clear shared use paths within 24 hours of snowfall.</p> <p>Prioritize snow clearance on paved shared use paths that do not serve as sidewalks. Well-maintained shared use paths provide year-round active transportation and recreational opportunities for pedestrians, bicyclists, and other users. Set a goal of clearing all shared use paths within 24 hours of snowfall, aligning with the proposed requirements for property owners.</p>	<p>Lead: Municipalities, Monroe County Parks</p> <p>Support: Private contractors</p>	<p>Long-term</p>

³ Ibid

⁴ Federal Highway Administration. (2022). Questions and Answers About ADA/Section 504. Retrieved from: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm#q31

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>Implement snow and ice clearing assistance programs for priority populations.</p> <p>Clearing snow and ice from sidewalks can be challenging for certain populations, including older adults and people with disabilities. Consider implementing a countywide program to assist with clearing snow and ice from sidewalks for priority populations. This program would contribute to consistent and equitable services across Monroe County.</p> <p>This program would require staff for administrative support and program management; further evaluation is needed to determine if existing staff capacity is adequate to take on this effort or if additional staff resources are required. Two low-cost alternatives include partnering with organizations that match people in need of assistance with volunteers who clear sidewalks and/ or establishing a free sand program to help low-income populations clear their sidewalks. Minneapolis, MN and other northern cities offer free sand to residents after snowfall.⁵ Distribute sand at community centers, parks, or other accessible facilities in target areas.</p>	<p>Lead: County, Municipalities</p> <p>Support: Monroe County Greater Rochester Chamber of Commerce, Monroe County Office of the Aging, Center for Disability Rights, Visit Rochester, Community Foundation, Ralph C. Wilson Foundation, neighborhood associations</p>	Short-term
	<p>Address maintenance personnel and leadership concerns.</p> <p>Managing snow and ice on shared use paths and active transportation infrastructure can create discord between government agencies due to constrained budgets, staff time, and other resources. Rather than considering the labor and expenses of managing these facilities as a zero sum loss that pulls resources away from motorists, present responsible winter</p>	<p>Lead: County, Municipalities</p> <p>Support: Elected officials</p>	Short-term

⁵ Minneapolis, C. of. (n.d.). Free Sand for Sidewalks - City of Minneapolis. Retrieved from: <https://www.minneapolismn.gov/getting-around/snow/snow-clearing/sidewalk-sand/>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>maintenance for active transportation as an add-on budget. Consider picking a popular shared use path route as a pilot program to help local partners understand the costs, operational challenges, and public response. For example, Arlington, VA used trail counters to measure the before and after impacts of plowing.⁶</p> <p>If there is concern about deteriorating surface condition due to plow damage, affirm that, similar to roadways, parking lots, and sidewalks, managing asphalt paths need maintenance (i.e. crack sealing, fog sealing, micro surfacing, asphalt overlays, reconstructions). These paths likely support other maintenance vehicles outside of snow season and are designed to withstand an appropriate maintenance vehicle type. In addition, brushing rather than plowing can be used for more fragile pavement conditions.</p>		
	<p>Form a year-round maintenance task force.</p> <p>Consider creating a strategic plan or guide book for consistent and reliable year-round maintenance of pedestrian and bicycle infrastructure. The taskforce would help maximize usability of existing resources by identifying, prioritizing, and providing guidance for a county-wide walk & bike network during winter months, as well as during extreme weather events year round.</p>	<p>Lead: Monroe County, municipalities</p> <p>Support: Elected officials</p>	Short-term
	<p>Collaborate with partner agencies.</p>	<p>Lead: Monroe County</p>	Mid-term

⁶ Arlington, C. of (n.d.). Clearing Snow on Trails and Bike Lanes. Retrieved from <https://www.arlingtonva.us/Government/Programs/Emergency/Weather/Snow-and-Ice/Clearing-Snow-on-TrailsBike-Lanes>

Goal	Action	Responsible Parties	Implementation Timeframe
<p>Create and promote a culture of walking and rolling.</p> <p>Make walking, rolling, bicycling, and transit core elements of Monroe County's transportation network.</p>	<p>Work with local, county, and regional agencies and organizations — including those with a focus on zoning, public health, etc. — to develop effective training, technical assistance, and encouragement programs that promote bicycling and walking as safe, convenient, and healthy modes of transportation. Explore topics related to:</p> <ul style="list-style-type: none"> ▪ Land use regulation to support walking, bicycling and public transit. ▪ Development review to support pedestrian and bicycle access and designing for safety. ▪ Innovative pedestrian and bicycle design treatments (see facility toolkit). ▪ Americans with Disabilities Act guidelines and strategies for creating accessible streets. ▪ Strategies to reduce crashes involving alcohol or drug impaired drivers, pedestrians, or bicyclists. <p>Training could be provided by consultants with expertise in each area or by in-house experts at local governments or non-profits in the region. Funding for training and technical assistance could come from a range of federal sources, including the Transportation Alternatives and Highway Safety Improvement, and Congestion Mitigation and Air Quality programs.⁷</p>	<p>Support: Municipal planning departments, municipal engineering departments, public health agencies, regional healthcare providers, advocacy groups, transit agencies, consultants</p>	
	<p>Support demonstration projects to promote new infrastructure.</p> <p>Many communities are starting to recognize the value of demonstration projects (also known as tactical urbanism) in</p>	<p>Lead: Municipalities</p> <p>Support: Monroe County, community arts organizations,</p>	<p>Mid-term</p>

⁷ Bipartisan Infrastructure Law Fact Sheet: Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Retrieved from: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>promoting and implementing bicycle plans. Roadway design projects are sometimes met with resistance from the public or engineering leadership, often stemming from uncertainty over the safety of a proposed design. Temporary demonstrations provide a low-cost, low commitment option to test out new facility types. They also allow users to test a street design, simultaneously giving design engineers the opportunity to identify unforeseen issues and make adjustments before construction.</p> <p>Small-scale, short-term, and low-cost demonstration projects use chalk, spray paint, planters, cones, and other inexpensive materials. Community buy-in and support for permanent changes is generated when residents can use these new facilities and understand their value. State, County, and local communities are encouraged to work on identifying a budget for demonstration projects on an annual basis.</p>	<p>neighborhood groups, public health agencies</p>	
	<p>Develop a transportation demand management program.</p> <p>Partner with major employers, transit agencies, and bicycle advocacy groups within Monroe County to expand multimodal transportation education, incentives, and support. These partnerships could contribute to a regional transportation demand management (TDM) program aimed at reducing single occupancy vehicle travel and encouraging sustainable modes. This strategy aligns with Genesee Transportation Council's Long Range Transportation Plan, and other local and regional planning efforts, such as Rochester's Comprehensive Access and Mobility Plan.</p> <p>Promote integration of bicycle and walking-related services and activities into broader countywide TDM and commute alternatives programs. This could include encouraging local jurisdictions and major employers to provide locker rooms,</p>	<p>Lead: County, municipalities</p> <p>Support: Employers, bicycling advocacy groups, bike shops</p>	<p>Long-term</p>

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	showers, and other amenities. Consider partnering with local bike shops and advocacy groups to offer demonstration rides once new facilities are installed.		
	<p>Encourage participation in Safe Routes to Schools programs.</p> <p>Encourage school districts within the County to participate in Safe Routes to School programs, which promote safety education for students of all ages, and parents for younger students. Encourage school districts to implement projects and activities that promote bicycling and walking to school among students and staff, including building routine habits as well as providing support for International Walk to School Day (October) and National Bike to School Day (May).⁸</p>	<p>Lead: Municipal and regional school districts</p> <p>Support: Monroe County</p>	Short-term
	<p>Support shared micromobility programs.</p> <p>Rochester has an agreement with HOPR,⁹ a shared micromobility vendor who owns, operates, and maintains a mixed fleet of pedal bikes, e-bikes, and e-scooters. Partner with GTC to conduct a regional bikeshare/scooter share feasibility study to expand the existing local system into regional bikeshare/scooter share. Also, the shared micromobility industry is young and subject to business turnover. Maintain close coordination with HOPR, and evaluate other viable vendors through a competitive RFP process before the contract ends.</p>	<p>Lead: County, municipalities</p> <p>Support: GTC, major regional employers, economic development interests</p>	Mid-term

⁸ More information on NYSDOT's Safe Routes to School program is available here: <https://www.dot.ny.gov/safe-routes-to-school#:~:text=The%20goal%20of%20New%20York's,to%20students%20and%20the%20community>

⁹ Hopr. Accessed September 22, 2022. <https://gohopr.com/rochester/>

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	<p>Increase active transportation awareness and resources.</p> <p>Feature active transportation resources, maps, and visual and written material on the Monroe County website. Coordinate with GTC to cross-promote.</p> <p>Provide information about the proposed multimodal infrastructure facilities in this plan by developing educational materials about safe use, etiquette, and enjoyment. Distribute these materials to municipal offices, community centers, libraries, and other primary gathering places. Monroe County Industrial Development Agency should consider providing incentives for businesses that have active transportation amenities like short/long-term bike storage, showers, outdoor benches, locker rooms, etc. or provide incentives for site designs that encourage active transportation, such as bus passes, bus shelters improvement, fewer car parking spaces, etc.</p>	<p>Lead: Monroe County Planning and IDA</p> <p>Support: GTC</p>	<p>Short-term</p>
	<p>Provide education on how to switch modes.</p> <p>Support public education and outreach initiatives aimed at giving Monroe County residents the information, skills, and practical experience to take advantage of alternatives to driving a private car. Examples include individualized assistance with transit¹⁰ or multimodal trip planning, training on the use of bus-mounted bike racks, and escorts for first-time bicycle</p>	<p>Lead: Monroe County (Health And Public Safety Departments)</p> <p>Support: School districts, Rochester-Monroe County Youth Bureau, Bicycle advocacy groups such as</p>	<p>Short-term</p>

¹⁰ Regional Transit System. (2015). 'How to Ride the Bus' Training for Social Services Agencies. Retrieved from: <https://www.myrts.com/Newsroom/News/Article/69/-How-to-Ride-the-Bus-Training-for-Social-Service-Agencies>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>commuters. Certain agencies leverage NYSDOT funding to provide complementary transit training for people with intellectual and developmental disabilities.^{11,12} Bicycle advocacy groups such as Reconnect Rochester provide On-Bike Smart Cycling classes using League of American Bicyclists' curriculum and Bike Commuting 101 to expand familiarity.</p>	<p>Reconnect Rochester; social services organizations such as ACCES-VR, Association for the Blind and Visually Impaired; RTS, GTC</p>	
	<p>Use two-way public engagement to maintain the bicycle network.</p> <p>Explore the use of a public-facing platform for communicating directly with the public and providing a mechanism for people to easily report bikeway maintenance issues. Direct communication with the public allows government agencies to control their messaging and promote maintenance efforts.</p> <p>NYSDOT's 511 program provides the traveler information system for Monroe County, with resources for traffic, travel, and transit.¹³ The 511NY Rideshare program provides trip planning resources for lower-carbon transportation alternatives including carpooling, bicycling, and transit.¹⁴ However, these resources do not have an obvious mechanism to collect traveler feedback.</p>	<p>Lead: Municipalities¹⁶ Support: Monroe County</p>	<p>Short or mid-term</p>

¹¹ ACCES-VR (Vocational Resources). Accessed September 22, 2022. <http://www.acces.nysed.gov/vr/vocational-rehabilitation-services>

¹² YAI. Accessed September 22, 2022. <https://www.yai.org/travel-training>

¹³ 511 New York. Accessed September 22, 2022. <https://511ny.org/map#TransitRegion-9>

¹⁴ 511NY Rideshare. Accessed September 22, 2022. <https://511nyrideshare.org/web/roceasyride/welcome>

¹⁶ The City of Rochester has a phone-based 311 Program. An alternative strategy could be a joint City/County Program that is hosted by one community (contracts/IMAs) but covers all of Monroe County and has municipal contacts for all Monroe County communities.

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	<p>All travelers, including bicyclists, can use the SeeClickFix¹⁵ platform in Monroe County to report bikeway maintenance issues, such as poor pavement conditions, overgrown vegetation, snow or ice accumulation, or bikeway signs in poor condition. However, based on the incident log, it is not clear who from the County or municipalities views and addresses the reports. Explore a formal agreement between the County to use and promote this tool as a two-way mechanism for public feedback on bicycling infrastructure.</p> <p>Regularly review and update the County’s Complete Streets Policy.</p>		
<p>Enhance roadway safety through policy and programs.</p> <p>Adopt a Safe System approach to incrementally increase roadway safety.</p>	<p>Adopt and advocate for a Safe Systems Approach.</p> <p>Vision Zero is the principle that even one death within our transportation system is unacceptable, and that achieving zero deaths is possible through shared road user responsibility, better design, slower speeds, and post-crash care. Applying the Safe System approach to achieve Vision Zero involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low and crash harm minimal.</p> <p>Support development of municipal-level Vision Zero policies and action plans by providing training, technical assistance, and other resources.</p> <p>Fund a public education and outreach campaign focused on the safety impacts of motor vehicle speeds and/or other critical issues impacting pedestrian and bicycle safety, such as</p>	<p>Lead: Monroe County DOT, municipalities</p> <p>Support: NYSDOT, GTC, Monroe County Aging Alliance, public health agencies, bicycle, pedestrian, and disability advocacy groups</p>	<p>Mid-term</p>

¹⁵ SeeClickFix. Assessed September 22, 2022. https://seeclickfix.com/watch_area/621-rochester

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>impairment, distraction, failure to yield, non-compliance with traffic controls, and other risky pedestrian, bicyclist, and motor vehicle driver behaviors.</p> <p>Allocate funding for education initiatives to encourage motorists in Monroe County to drive safer and be aware of vulnerable road users, and continue to support the Drive2Bbetter campaign.</p> <p>Provide technical assistance to municipalities regarding enforcement techniques that reduce risky travel behaviors, such as high-visibility enforcement of laws pertaining to impairment, cell phone use, crosswalk yielding, and compliance with traffic controls.</p>		
	<p>Coordinate review of functional classifications and provide input to NYSDOT.</p> <p>MPOs (GTC) have an opportunity to review functional classifications on Federal Aid eligible roads every 2-4 years. Coordinate with GTC on changes necessary to improve Monroe County streets to pedestrian and bicycle-friendly network recommendations in this plan. Consider the varying scales at which motorists, bicyclists, and pedestrians interact with corridors and the overall street network, as well as the land use context. It is recommended that Monroe County review functional classifications before the next round of functional classification updates are determined.</p>	<p>Lead: Monroe County, municipalities</p> <p>Support: GTC, NYSDOT</p>	Short-term
	<p>Incorporate roadway design to reduce operating speeds and coordinate review of speed limits.</p> <p>Implementing roadway design techniques, such as traffic calming, has been proven in reducing motor vehicle operating speeds and enhancing the safety of all roadway users, including bicyclists and pedestrians.</p>	<p>Lead: GTC, Monroe County, and Municipalities</p> <p>Support: Monroe County DOT</p>	Short-term

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>There are multiple resources available for reviewing speed limits, among those the Federal Highway Administration's USLIMITS2 - a web-based tool designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. This tool takes surrounding land use, average annual daily traffic, and on-street parking into account. Monroe County could use USLIMITS2 to inform speed limit designations.</p>		
	<p>Work with local agencies to identify potential “no turn on red” locations that would increase safety for pedestrians.</p> <p>New York State law specifically permits right turns on red unless there is signage prohibiting it. Consideration should be given to prohibiting right turns on red where there are high pedestrian counts and in villages and in towns. This recommendation aligns with MC DOT's Traffic Studies Procedure Manual's Turn On Red Prohibition policy.</p>	<p>Lead: Monroe County DOT Support: Municipalities</p>	<p>Short-term</p>
<p>Invest in bike and shared use path facilities.</p> <p>Prioritize quality materials and maintain infrastructure to promote longevity and community value.</p>	<p>Coordinate state and regional bicycle facility maintenance.</p> <p>Work with NYSDOT to understand and assess current policies and practices for year-round routine maintenance of on-street bicycle facilities, including bike lanes, shoulders, and shared use paths.</p> <p>Establish a common understanding of current maintenance policies and practices for bicycle facilities.</p>	<p>Lead: Monroe County, municipalities Support: NYSDOT</p>	<p>Long-term</p>
	<p>Maintain pavement markings for bicycle and shared use path infrastructure.</p> <p>Bicycle facilities that are subject to significant wear and tear from motor vehicles require a strong and durable material. Thermoplastic has a raised profile and is easily damaged by</p>	<p>Lead: Monroe County, municipalities</p>	<p>Short-term</p>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>snowplows, so some agencies recess thermoplastic to decrease the likelihood of snowplow damage, but this is expensive. Generally, thermoplastic is used for new on-street facilities due to its longevity, and paint-based materials (latex or epoxy) are used for off-street bikeways and existing on-street facilities. On-street bikeways are subject to more wear and tear than shared use paths. Agencies should inspect pavement markings regularly and replace degraded markings as needed. Shared use paths and other off-street facilities can be inspected less frequently.</p>		
	<p>Increase regional shared use path connectivity.</p> <p>To facilitate a cohesive bicycle network throughout Monroe County, coordinate with other governing agencies and stakeholder groups to ensure plans are complementary. Bicycle facility planning and implementation at the local level is performed by a variety of partners, including municipalities, counties, MPOs, public health professionals, and bicycle advocates. Shared use paths owned by the state are managed by NYSDOT, NYS Department of Environmental Conservation (NYSDEC), or NYS Department of Parks, Recreation and Historic Preservation (NYSPRHP). Some trails are owned and managed by local municipalities, land trusts, or other non-profits. Share information and plan efforts accordingly.</p> <p>The Empire State Trail/Erie Canalway Trail is a major asset to Monroe County's active transportation system. As a general policy rule, the Empire State Trail on-road segments should be prioritized for separated bike infrastructure. This is a common route for bicycle tourists and signage needs to be clear and consistent; construction detours should also be signed clearly. This is mostly a State responsibility, but there are several non-state roads that the trail follows or crosses.</p>	<p>Lead: Monroe County</p> <p>Support: Municipalities, GTC, NYSDOT, NYSDEC, NYSPRHP</p>	<p>Short-term</p>

Goal	Action	Responsible Parties	Implementation Timeframe
<p>Increase equitable access to transportation networks.</p> <p>Develop and support mobility programs and enforcement actions that address historical concerns between communities of color, the County, and law enforcement.</p>	<p>Reduce reliance on law enforcement to manage road safety.</p> <p>Police harassment and racial profiling of people walking and bicycling is a systemic problem in communities across the country. Aggressive police tactics are a major fear for people of color who use active modes of transportation. As of March 2022, the Assembly passed legislation addressing racial disparities by reducing the number of traffic stops for minor, nonmoving violations.</p> <p>Continue to support the passage of local and State laws that limit the ability of law enforcement to conduct traffic stops and searches. Establish non-police first responder teams to promote road and traffic safety rather than law enforcement. Remove the authority of police to stop drivers for minor traffic violations to limit discretionary, non-public safety stops that may lead to police brutality and racial profiling.¹⁷</p>	<p>Lead: Local and State law enforcement, municipalities</p>	<p>Short-term</p>
	<p>Promote removal of roadway-based laws to reduce racial profiling.</p> <p>Existing laws may be outdated, so they need to be updated to clearly define what traffic behavior is legal and illegal. New York does have statutes that address bicycle planning, funding, and infrastructure, but certain traffic laws, such as jaywalking laws¹⁸</p>	<p>Lead: Local and State law enforcement, municipalities</p> <p>Support: Monroe County</p>	<p>Mid-term</p>

¹⁷ Vera Institute of Justice. (2021). Investing in Evidence-Based Alternatives to Policing: Non-Police Responses to Traffic Safety. Retrieved from: <https://www.vera.org/downloads/publications/alternatives-to-policing-traffic-enforcement-fact-sheet.pdf>

¹⁸ Burgess, J. Video shows Asheville police officer beating man suspected of jaywalking, trespassing. Citizen Times. February 28, 2018. Retrieved from: <https://www.citizen-times.com/story/news/local/2018/02/28/video-shows-apd-officer-beating-man-suspected-jaywalking-trespassing/382646002/>

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	<p>and bicycle helmet and registration requirements,^{19, 20, 21} continue to exacerbate racial disparities.²²</p> <p>People walking or bicycling are more vulnerable than people in cars because they are not protected by seatbelts, airbags, and vehicle frames, resulting in higher probability of injury or death. Continue to support New York State’s Vulnerable Road User (VRU) law.²³</p> <p>Encourage local jurisdictions to remove burdensome or unnecessary laws on active transportation to reduce racial profiling and promote bicycling and walking. These may include sidewalk riding bans, helmet laws, bicycle light requirements, and so on.</p>		
	<p>Investigate complaints of bias-based policing.</p> <p>Compliance with traffic control devices, jaywalking bans, and other pedestrian laws do serve a public safety purpose and cannot be repealed to discourage police harassment. However, develop a process to investigate complaints of bias-based policing related to traffic enforcement. Require reporting and investigations of racial profiling to be publicly available.</p>	<p>Lead: Local and State law enforcement, municipalities</p> <p>Support: Monroe County</p>	
	<p>Increase engagement with BIPOC organizations.</p>	<p>Lead: Monroe County</p>	<p>Short-term</p>

¹⁹ Safe Routes to School National Partnership. (2015). At the Intersection of Active Transportation and Equity. Retrieved from: <https://www.saferoutespartnership.org/resources/report/intersection-active-transportation-equity%20>

²⁰ Hamameh, as cited in Safe Routes to School National Partnership (2015).

²¹ Zayas, A., Stanley, K. “How riding your bike can land you in trouble with the cops — if you're black.” Tampa Bay Times. April 17, 2015. Retrieved from: <http://www.tampabay.com/news/publicsafety/how-riding-your-bike-can-land-you-in-trouble-with-the-cops---if-youre-black/2225966>

²² Bicycle Friendly State Report Card: New York. (2022). Retrieved from: https://bikeleague.org/sites/default/files/BFS_Report_Card_2022_New_York_0.pdf

²³ The New York State Senate. (September 22, 2014) Retrieved from: <https://www.nysenate.gov/legislation/laws/VAT/1146>

Goal	Action	Responsible Parties	Implementation Timeframe
	<p>Formalize community engagement practices that partner with BIPOC community organizations and compensate community members for their time. Consider engaging civil liberty, racial equity, and economic justice organizations that are established and trusted within Monroe County communities.</p>	<p>Support: BIPOC, civil liberty, racial equity, and economic justice organizations</p>	
	<p>Host or amplify implicit bias and racial justice trainings.</p> <p>Require regular implicit bias and racial justice trainings for municipal staff on diversity, equity, and inclusion topics, especially as they relate to transportation planning and design (e.g. mobility justice). Research organizations that provide trainings, develop training schedule and require participation among planning, public works, and police.</p> <p>In addition, the District Attorney and Sheriff’s Offices should receive training regarding the vulnerability of pedestrians and cyclists, and best practices for handling active transportation involved crashes in the justice system.</p>	<p>Lead: Local and State law enforcement, municipalities</p> <p>Support: Monroe County</p>	<p>Short-term</p>
	<p>Prioritize investments in communities of concern.</p> <p>Prioritize active transportation investments in communities of concern and use the <u>USDOT Justice40</u> objectives as a metric. Justice40 encourages local agencies to ensure a minimum 40 percent of investment of funds from transportation and other sources are made in communities of concern.</p>	<p>Lead: Monroe County</p> <p>Support: GTC</p>	<p>Short-term</p>