NEW RAPID TRANSIT
FOR A GROWING, EQUITABLE
ROCHESTER

TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY
Why Rapid Transit?

- New transportation capacity to help whole city reach economic and growth goals
- Enhanced movement around transit corridor
- “Mode-shift” - less reliant on cars
- Switch from car to transit outside Downtown
Why Rapid Transit?

**Employment**

- 2015: 35,250
- 2040: 62,400

**Vehicle Trips in/out of Downtown**

- 2010:
  - Daily Vehicle Trips: \(~165,000\)
- 2040:
  - Daily Vehicle Trips: \(~268,000\)
  - (Projected*)

*Projected vehicle trips in 2040 assuming implementation of DMC and Comprehensive Plan transit and land use programs.*
Why Rapid Transit?

Existing Mode Share:
- Transit: 10%
- Walk/Bike: 7%
- Carpool: 12%
- Motor Vehicle: 71%

2040 Mode Share:
- Transit: 30%
- Walk/Bike: 13%
- Carpool: 14%
- Motor Vehicle: 43%

Source: DMC Development Plan
What is Rochester Rapid Transit?

- New Bus Rapid Transit (BRT) along 2nd Street SW and Broadway Avenue
- Extended buses
- 100-120 passengers, every 5 minutes at peak
- 18 hours service
- Dedicated stations, platforms and shelters, and real time information.
What is Rochester Rapid Transit?

- Residents, employees and visitors moving quickly around the transit corridor
- Infill development across the corridor
- New Transit Villages - multimodal hubs outside Downtown
Siting Stations

Station Placement Criteria

• Places people want to go
• Easy to walk and bike to
• Appropriately spaced
• Works well for transit operations
• Fits into surrounding context
Siting Stations

Four Primary Locations

• West Transit Village
• Saint Marys Campus
• Mayo Downtown Campus
• East Transit Village

Please take a questionnaire and provide your feedback on where additional stations should be located.
What is Transit-Oriented Development (TOD)?

- Places where development and transit support each other.
- Found in railroad towns, historic suburbs, downtowns and big cities.
- Compact, walkable, mixed-use communities.
- Density, heights, uses linked to scale and type of transit.
- Stations can be destinations.
- Reduced single occupancy car trips and parking demand.
adaptive reuse
community business
an energized place
art & culture
community
equity
Variety of Transit-oriented Development (TOD) Homes
Creating Great Streets

Transit, Cars, Pedestrians

Active ground floors

Activated Edges

Pedestrian Connectivity

Multi-Modal

Pedestrian Comfort
Integrating Public Spaces – multi use

Flexible structures

Pop ups

All-season spaces

Engage artists

Health and wellbeing

Engage the community
1. ENHANCE MOBILITY OPTIONS
2. PRIORITIZE WELL-BEING
3. GUIDE SMART GROWTH
1. ENHANCE MOBILITY OPTIONS

Mobility: Today

• Multiple modes
• A car emphasis
• Local climate responses
Evolving Parking

- Balance commuter parking to Transit Villages
- Provide other mobility options
- Anticipate role of ride-share and automated vehicles
1. ENHANCE MOBILITY OPTIONS

Mobility: 2040

- Extend and link paths and trails
- Connect neighborhoods
- Link network to bus rapid transit (BRT)
Green and Blue Network: Today

- Outlying regional open spaces
- River and creek corridors
- Larger recreation loops
Green and Blue Network: Today
A Green and Blue Network: 2040

- Connect regional spaces and neighborhoods
- Connect open space and transit
- Enhance access to the water
City Framework Today

- A distinct downtown
- Focused civic assets and amenities
- Mayo Clinic and St. Marys axis
- Diverse neighborhood identity
Neighborhoods

Rocheferfest – Historic Southwest

Porchfest – Kutzky Park

Art on the Ave – Slattery Park

Thursdays on First and 3rd – Downtown

Heart of the City – Downtown
Focusing TOD

- BRT Stations
- Bus Intersections
- Walking, bike routes
- Mixed-use hubs
- Destinations
- Open Spaces and River
Potential for Change by 2040

A Smart City
• Transit Villages
• Corridor Clusters
• Neighborhood Integration
• A Human Scale
Questions

1. What are your typical journeys in the area today?
   • Work, School, Shopping, Community services, Recreation, Entertainment

2. What is the primary way you travel around the corridor and Downtown today?
   • Drive, City bus, Employer bus, Bike, Walk

3. What would encourage you to use new Rapid Transit?

4. What do you like about your neighborhood or place of work today?

5. What activities does your neighborhood or place of work need today?

6. What activities will be needed when new residents and jobs arrive?