

Meeting Summary

How Often Do You Go On Ridge Road?

Meeting attendees ranged in answers:

- Every day
- More frequently to drive past it, infrequently to go there
- They because they have to go there (work) and not because they necessarily want to go.
- It's not a thoroughfare.
- Others in the group go to the Ridge several times a week

Observed traffic conditions on the corridor:

- Lousy road to ride on b/c lights aren't timed right, lanes are not marked correctly.
- Very little appealing to the eye – walking or driving
- Tough for pedestrians – no place to ride for bicyclist
- Not a lot of places to cross safely (with light)
- The corridor lost its appeal
- Awful for bicycling – not a level road where the curb cuts are
- No consistent setbacks – visually doesn't flow
- Traffic is less than it used to be. When mall was going strong, the traffic was much heavier (waiting light cycles to get through)
- Pedestrians can't get to the places where pedestrian access is better.

General Observations:

- Business climate on ridge road doesn't feel healthy.
- Appearance of the corridor doesn't feel healthy (old, tired, outdated).
- How many new businesses in old buildings
- Seems like a lot of commercial turn over
- The corridor has gone through transition. But it seems healthier than others
- Narrow corridor limits what you can do.
- Disjointed corridor
- No flow at all along the corridor.
- For development community, the parcels are smaller, the buildings are smaller and individually owned (harder to assemble). Makes it difficult for developers to come in. It's a lot of work for smaller projects to make it work.
- Access to the town is limited by geography (surrounded by water on three sides). So the market for Ridge Road is largely Irondequoit and NE Rochester.
- We should be thinking of Ridge Road as our community's "main street" not like Ridge Road in Greece.

- E. Ridge function like Main Street, but doesn't look it. It looks like Main Street on crack.

Map-based Comments:

- Need greater connectivity with the City of Rochester.
- There should be decorative gateways at key intersections, especially at Ridge & North Goodman Street ...
- High intensity commercial area is/should be predominantly on the south side of Ridge Road from North Goodman to Culver Road and on both sides on Ridge from Culver Road to East Ridge H.S.
- Difficult to pay for greenspace
- A good example of individual parcels/developments in the corridor includes Reed Eye Associates in the Culver Ridge Plaza.
- Increase/improve connectivity and cross-access among adjacent businesses.
- Explore opportunities for shared parking between adjacent businesses.
- There needs more residential mixed use.
- Various visual improvements include streetscaping/landscaping, pavement treatments such as stamped or textured pavements, burying the overhead utility wires, and replacing the current street lights with more decorative lighting that also incorporates pedestrian lighting.
- The number of curb cuts is uneven on the north and south sides. [???
- Limited room for adding dedicated turn lanes.
- There should be fewer walkers and more bikers on the sidewalks. [???
- Planted/landscaped center median
- Widen travel lanes

Shop on Ridge	Someplace else
<ul style="list-style-type: none"> • Restaurants • Rubinos • Home Depot • eye doctor • local services • hair stylist • Wegmans • Black's hardware • Lots of diners 	<ul style="list-style-type: none"> • Park Ave restaurants • book store • fitness center • furniture • sporting goods and supplies • "good"/upscale restaurants • Electronics • fine art supplies • independent living (for nice facilities)

Update from Monroe County DOT

- The corridor's 66-foot right of way limits what can be done without increasing the ROW and space is limited anyway due to the topography (therefore no space for bike lanes)
- The current project rehabilitation program will look at improved signal timing, repaving/restriping (including at Deltasonic area where the TWDLTL is narrowing and causes accidents), access management (reduced curb cuts) where possible (and where property owners agree), improved driveway cut angles, and the possibility of some landscaped medians or turn lanes at key intersections. The goal of the rehabilitation project is to increase safety. The existing pavement and underground utilities (sewer/water) are in good shape.
- Long-term major improvements would require land acquisition to accomplish some of the design improvements that the community desires for this corridor
- Signal timings would be improved for overall traffic flow, but "ped only" phases would not be added. People commented that crossings were difficult due to the green left turn arrows and the right on reds.
- Moving utilities underground would be costly.