

MEETING SUMMARY

Project Title	North Goodman Street Reconstruction
Meeting Date	Sept 28, 2022, 5:30PM-6:30PM
Venue	Hybrid: Thomas P. Ryan R-Center/Zoom
Topic	Public Open House

Welcome & Introductions

Dennis Kennelly, from T.Y. Lin International (TYLin), began the meeting with background on the project, which is a full-depth pavement reconstruction on North Goodman Street from Bay Street to Clifford Avenue. He introduced the City and consultant team members including Tim Hubbard, City of Rochester Street Design Project Manager, Mark Bellavia, TYLin, Jen Topa, Highland Planning and Jeran Herbert, Highland Planning.

Access to the presentation can be found on the [project website](#).

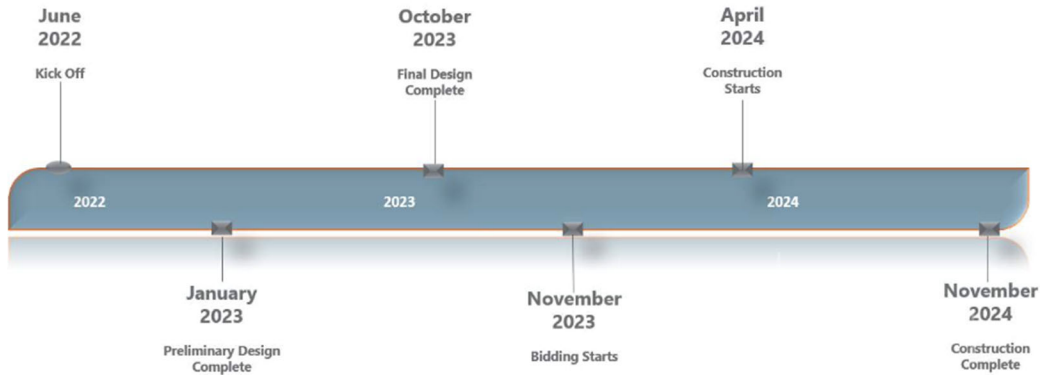
Presentation

Dennis provided a general project overview and listed the objective/purpose of the project. Those include:

- Full-depth pavement reconstruction including curb, sidewalk, and driveway aprons on North Goodman Street from Bay Street to Clifford Avenue
- Improve and promote multi-modal transportation & access
- Improve pedestrian facilities to comply with the Americans with Disabilities Act (ADA) Guidelines
- Improve streetscape
- Improve traffic signals & control devices
- Improve sewer facilities
- Minor water system improvements

The total cost of the project is estimated at \$6 million dollars, and the funding sources are the City of Rochester and Monroe County. Dennis concluded his presentation with the project timeline below.

Project Timeline



Questions, Answers and Comments

Q: Why has this section of North Goodman Street not been updated while other sections have?

A: Other areas received milling and repaving. This section requires full reconstruction. This section will be funded from the City's reconstruction budget, the other sections were funded by the City's maintenance budget.

Q: What changes will there be to traffic and parking?

A: No design work has been done yet, so that will be determined during the design phase.

Q: What role will the city school district play?

A: The Nathaniel Hawthorne No.25 school is not open. The school property and building have been handed back to the City, and its' status has not yet been determined. We will be reaching out to all affected agencies. Highland Planning has already reached out to some adjacent building and property owners.

Q: Will construction cover the driveways between the curb and the sidewalk?

A: Yes, the project will include driveway aprons and tree lawns (the area between the curb and sidewalk). All sidewalks will be evaluated to meet current standards.

Q: Has there been communication to businesses?

A: Yes, Highland Planning has conducted door-to-door outreach to businesses in the project area.

Q: Will a bicycle lane be committed to?

A: This decision will be made during the design process.

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Q: Can neighbors and residents choose the light pole types?

A: No...the City uses standardized lighting infrastructure. The City will explore any needed improvements as part of the project; however, the existing wooden light poles with lights will remain.

Q: Will tree trimming, and tree planting be part of this discussion?

A: Yes, absolutely.

Q: Will PowerPoint be available for those who weren't here?

A: Yes, it will be posted on [the project website](#), and will include meeting summaries and presentations. Contact information for the project manager is also available online as well as the [project survey](#).

Q: Will there be any focus on side streets or is the focus only on North Goodman Street? Coplin St. and other side streets in the area have issues with potholes and flooding from melted snow.

A: This project does not include work on side streets. Only at intersections where sides streets meet main roads to ensure proper drainage. To report potholes, call 311.

Q: Is Monroe County or another agency repairing or replacing storm drains?

A: Storms drains are currently under review. The project team will evaluate them as it relates to the project.

Q: When the project gets started, will this section of North Goodman Street be closed?

A: We are still working on logistics, but the plan is to ensure access for residents. The typical plan is to have half of the street closed at a time so that there will always be a portion in use.

Q: How many lanes will the street have?

A: The design will be determined, but due to limited space, there will most likely not be an expansion of lanes.

Q: Drivers typically run through the 'No Turn on Red' sign at Clifford Avenue. Are there any plans to add more signs?

A: All signs will be evaluated as part of the design process.

Q: What feedback was received on adjacent projects (the adjacent sections of North Goodman St, north and south of this project) ? Were there any surprises?

A: This team was not directly involved with that project. However, we won't be surprised if we hear comments asking why this section of North Goodman Street won't be constructed in the same way as the others. This section of North Goodman Street is narrower and requires much more intensive reconstruction. The adjacent areas were in better condition, predominantly commercial, with wider street sections. The Bay to Clifford section has limitations due to the narrower width of the street.

Q: Will water services be updated?

A: The City will evaluate and update water services if needed.

Comment: Please properly build driveway apron to prevent drainage issues.

Response: Each driveway apron will be profiled to make sure they meet drainage standards.

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Comment: I just want to speak up for dedicated bike lanes. During the long engagement for the 2034 Comprehensive Plan, one of the things that rose to the top was walkability and bike-ability. Vulnerable road users deserve greater safety and Goodman is an important link to useful destinations. Thanks so much.

Response: All options are on the table to be evaluated; the City supports bike infrastructure.

Comment: Compliments for the new manhole frame and cover replacement around the city (i.e., round concrete collars).

Response: The manhole frame and cover replacement is in the plan for this project as well.