City of Rochester, NY
Malik D. Evans, Mayor
Rochester City Council

Genesee Street Reconstruction Project

Scottsville Rd / Elmwood Ave to Brooks Ave / S Plymouth Ave

Public Information Meeting via Zoom Conference

February 8, 2023

ADAM J. BELLO
MONROE COUNTY EXECUTIVE

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

This project is federally-funded and administered by NYSDOT

U.S. Department of Transportation Federal Highway Administration

Stantec

Meeting Format

- Please use the chat feature to provide your name and contact information so we can take attendance.
- All participants will be muted during this presentation.
- Please use the "raise hand" feature at the end of the presentation to ask a question.
- Meeting participants on a computer should use the "chat" feature to type a question or "raise hand" feature if you would like to speak your question at the end of the meeting.
- Meeting participants who called in by phone can dial *9 to "raise your hand" at the end of the presentation to ask a question.

Project Team

City of Rochester

- Mayor Malik D. Evans
- DES Commissioner Richard Perrin, AICP
- City Engineer Holly E. Barrett, PE
- City Street Design Manger Dominic Fekete, PE
- City Project Manager Donna L. Clements, PE – ZOOM HOST
- City Principal Transporation Specialist David Riley

Municipal Liaisons

- NYSDOT Regional Local Project Liaison Karlee Danek, PE
- MCDOT Project Liaison David M. Kubiak, PE

Design Consultants

- Stantec Project Manager Sean Miller, PE – Zoom Co-Host
- Subconsultants (EDR, GdB Geospatial, Lu Engineers)

Agenda

Presentation

- Project Area
- Project Objectives
- Existing Conditions
- Analysis & Studies Completed
- Challenges /Considerations
- Alternatives Considered
- Feasible Alternatives
- Proposed Improvements
- Project Timeline
- Contact Information

Questions & Answers

Additional Information

Project Area

Project Objectives

- ✓ Correct identified pavement deficiencies
- ✓ Address geometric deficiencies
- ✓ Correct safety deficiencies
- ✓ Implement the City's "Complete Streets" policy to accommodate all users (vehicles, pedestrians, and bicyclists)
- ✓ Provide a safer pedestrian crossing at Congress Ave
- ✓ Encourage multi-modal transportation

Genesee Street Today

Assessment of the Existing Conditions Includes

- Right of Way Width
- Vehicular Volumes/Patterns
- Pedestrian Volumes / Pattern @ Congress Avenue
- Bus Travel Patterns
- Street Tree Inventory
- Bicycle Access
- Parking Availability vs Parking Demand
- User Experience

Genesee Street Today

Existing Conditions – Current State

Genesee Street looking south toward Elmwood Ave / Scottsville Rd Intersection

- Narrow travel lanes (10’ wide)
- Poor traffic flow
- Higher than average # of accidents
- Wide pedestrian crossing with numerous traffic lanes
- No bicycle accommodations

Genesee Street Today

Existing Conditions – Current State

Project Corridor

- Narrow travel lanes (10’ wide)
- Higher than average # of accidents
- Under Utilized Parking
- No accommodations for bicycles

Genesee Street Today

Existing Conditions – Current State

Genesee St / Congress Ave Intersection

- High Accident Location
- Illegal parking blocking intersection sight distance
- Lack of marked pedestrian crossing
- Identified as a Priority Investigation Location (PIL)
- Congress Ave is temporarily converted to 1-way westbound (PIL recommendation)

Genesee Street Today

Existing Conditions – Current State

Genesee St / Brooks Ave / South Plymouth Ave Intersection

- Narrow travel lanes (10’ wide)
- Higher than average # of accidents
- Wide pedestrian crossing with numerous traffic lanes
- No bicycle accommodations

Genesee Street Today

Existing Conditions – Current State

Sidewalk / Accessibility Issues

- Non-compliant ADA ramps
- Cracked / deteriorated walking surface
- Tree roots heaving sidewalk
- RTS bus stop locations without landing pads
- Most bus stops have surfaces that are not ADA compliant (grass or landscape stone)

Genesee Street Today

Existing Conditions – Current State

Pavement Surface Condition

- Last reconstructed in 1932
- Poor pavement condition
  - ✓ Joint cracking with mix of alligator cracking
  - ✓ Numerous utility patches
  - ✓ Visible signs of base failure

Genesee Street Today

Existing Conditions – Current State

Street Tree Inventory

- 38 existing trees
- Trees have outgrown tree lawn areas
  - ✓ Bases growing up to / over the sidewalks
  - ✓ Roots heaving sidewalks
- Trees in wrong location
  - ✓ Blocking sight distance
  - ✓ Too close to travel lane
- Approx. 15 trees need to be removed due to sidewalks heaving, roots growing over curb / sidewalk, or trees blocking intersection sight distance

Analysis & Studies Completed

- Parking Study
- Traffic Data Collection and Analysis
- Accident / Safety Analysis
- Congress Ave Priority Investigation Location (P.I.L.) Study
- Environmental Review and Soil Sampling
- Architectural Study
- Geotechnical Analysis

Parking Study

- On-Street Parking allowed
  - Arvine Heights to Terrace Park (both sides)
  - Terrace Park to Brooks Ave (west side only)
- Distinct parking usage
  - Less on-street parking demand South of Grandview / Congress
  - More on-street parking demand North of Grandview / Congress
- Excess of on-street parking spots south of Grandview / Congress

Parking Summary Genesee Street From Scottville / Elmwood to Brooks / South Plymouth			
Side of Street	**Minimum Utilization Rate**	**Maximum Utilization Rate**	**Average Utilization Rate**
East Side South of Grandview	**5%**	**25%**	**17%**
East Side North of Grandview	40%	70%	55%
West Side South of Congress	**5%**	**25%**	**14%**
West Side North of Congress	30%	60%	49%
West Side Terrace to Brooks	20%	100%	70%

Accident / Safety Study

- Accident information from Aug. 2018 thru Sept. 2021
- Genesee Street crash rate is 19.1 accidents per million vehicle miles, far above the 2.73 acc. / million vehicle miles
- 118 Accidents during 38-month period
- 19 accidents @ Scottsville / Elmwood, 12 accidents @ Genesee Park, 30 @ Congress, 17 @ Brooks / S Plymouth, 40 accidents @ other side streets or between side streets
- 4 accidents involving Pedestrians, 2 @ Congress, 2 @ Brooks / S Plymouth
- Accident types are primarily Sideswipe, Rear-End, and Left Turn
- Congress Ave is a High Accident Location and has a PIL Study
- Scottsville / Elmwood – Sideswipe Accidents
- Brooks / Plymouth – Left Turn Accidents
- Corridor – Sideswipes and Rear-Ends
- No reported accidents with bicyclist during 38-month accident analysis
- Last 10-years, 3 reported accidents with bicyclist and 8 reported accidents with pedestrians within the project corridor limits

Collision Summary
Genesee Street
From Scottville / Elmwood to Brooks / South Plymouth

Type of Collision	Number	Percentage
Sideswipe	**40**	**34%**
Rear End	**28**	**24%**
Right Angle	7	6%
Left Turn	**25**	**21%**
Pedestrian	4	3%
Fixed Object	5	4%
Head on	1	1%
Right Turn	5	4%
Backing	2	2%
Unknown	1	1%
Total	118	100%

Challenges / Considerations

- Narrow lanes contribute to accidents
- Congress Ave Intersection
- Balancing Level of Service of vehicles w/ multimodal options (vehicles, pedestrians, and bicyclists)
- Balancing parking needs
- Impacts to existing trees
- Impacts to residential lawns due to widening (stairs, retaining walls, existing steep slopes)
- Impacts to existing underground utilities
- Cost

City of Rochester Complete Streets

- Balance the needs and interests of all users of all ages and abilities
- Accommodate all modes of travel that is consistent with neighborhood context and neighborhood goals
- Provide safe access for all users
- Integrate physical activity into our daily lives through an increased emphasis on walking, bicycling and public transportation

https://www.cityofrochester.gov/CompleteStreets/

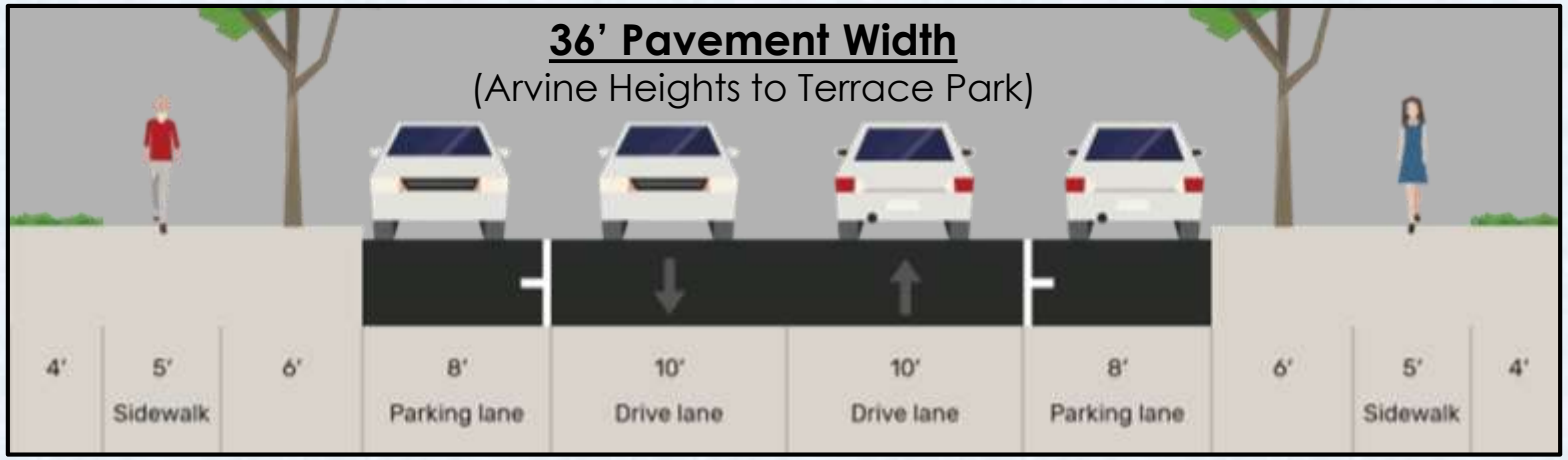
Street Trees

Mayor Evans initiative to plant 70,000 trees by 2026

- Remove trees that pose a safety hazard
- Replace trees that have outgrown the tree lawn area
- Re-establish tree lawn area with additional trees
- Enhance the corridor with tree species that will thrive and provide a longer service life
- Protect/preserve healthy trees to the greatest extent possible
- Buffer and protect the sidewalk from the roadway
- Calm traffic by visually narrowing the roadway
- Cost effective way to beautify neighborhoods
- Improve air quality
- Cool urban streets
- Increase quality of life

Alternatives Considered

No Build Alternative: Do Nothing - Maintain Existing Conditions for Entire Corridor



Pros:

- Maintains Existing Street Corridor
- Maintains Existing On-Street Parking

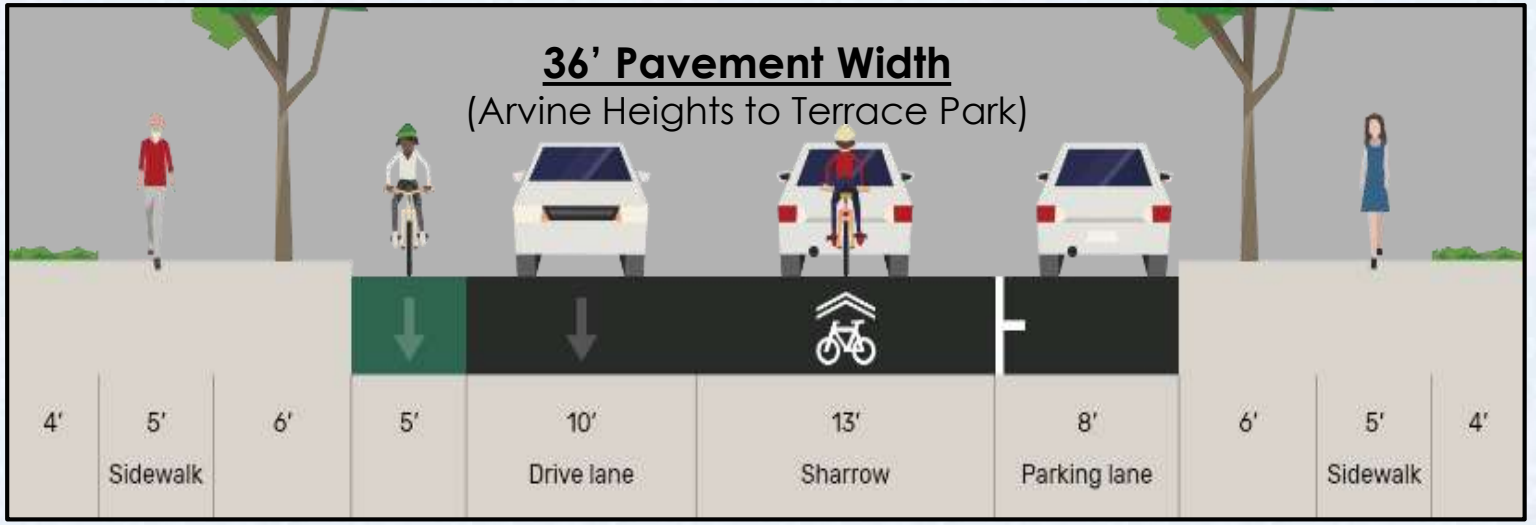
Cons:

- Does not address existing pavement and sidewalk surface conditions
- Does not provide accident mitigation
- Does not provide dedicated bicycle infrastructure

Cross Section made w/ **Streetmix**

Alternatives Considered

Alternative #1: SB Bike Lane with NB Shared Lane and On-Street Parking on East side



Pros:

- Maintains existing pavement width
- Provides uniform bicycle infrastructure
- Maintains existing tree canopy and tree lawns

Cons:

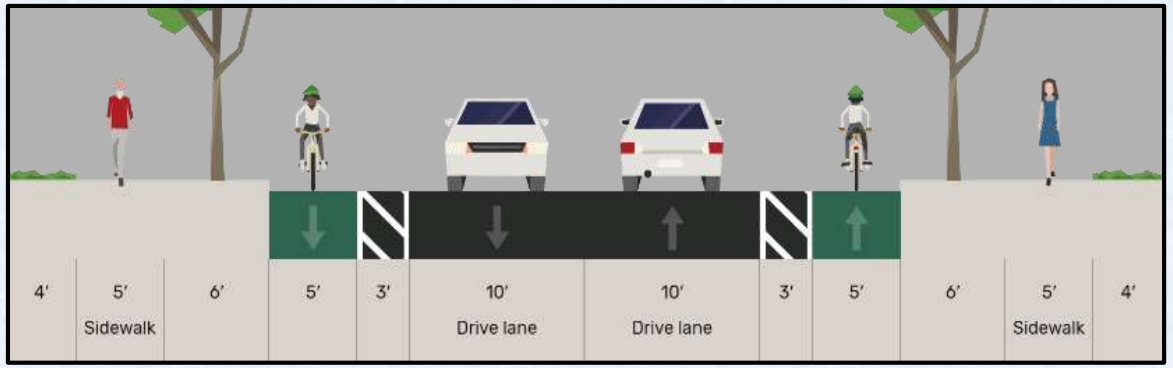
- Maintains 10' wide travel lanes that contributes to sideswipe accidents
- Removes parking from high demand area between Congress & Terrace
- Does not address problematic trees
- Does not provide dedicated SB bike lane

Cross Section made w/ **Streetmix**

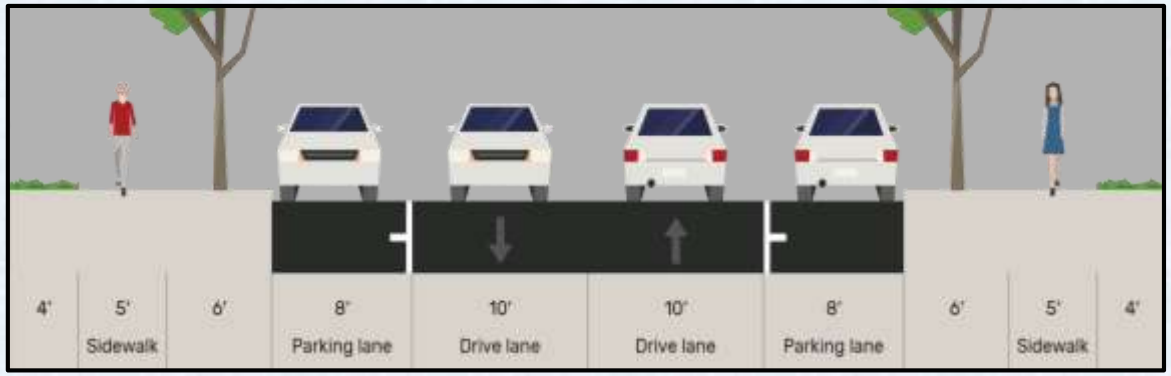
Alternatives Considered

Alternative 2: Bike Lanes (South) with Travel Lanes and On-Street Parking (North)

36' Pavement Width
(Arvine Heights to Grandview Terrace)



36' Pavement Width
(Grandview Terrace to Terrace Park)



Pros:

- Maintains existing pavement width
- Maintains parking in high demand area
- Provides some bicycle infrastructure for part of the project corridor
- Maintains existing tree canopy

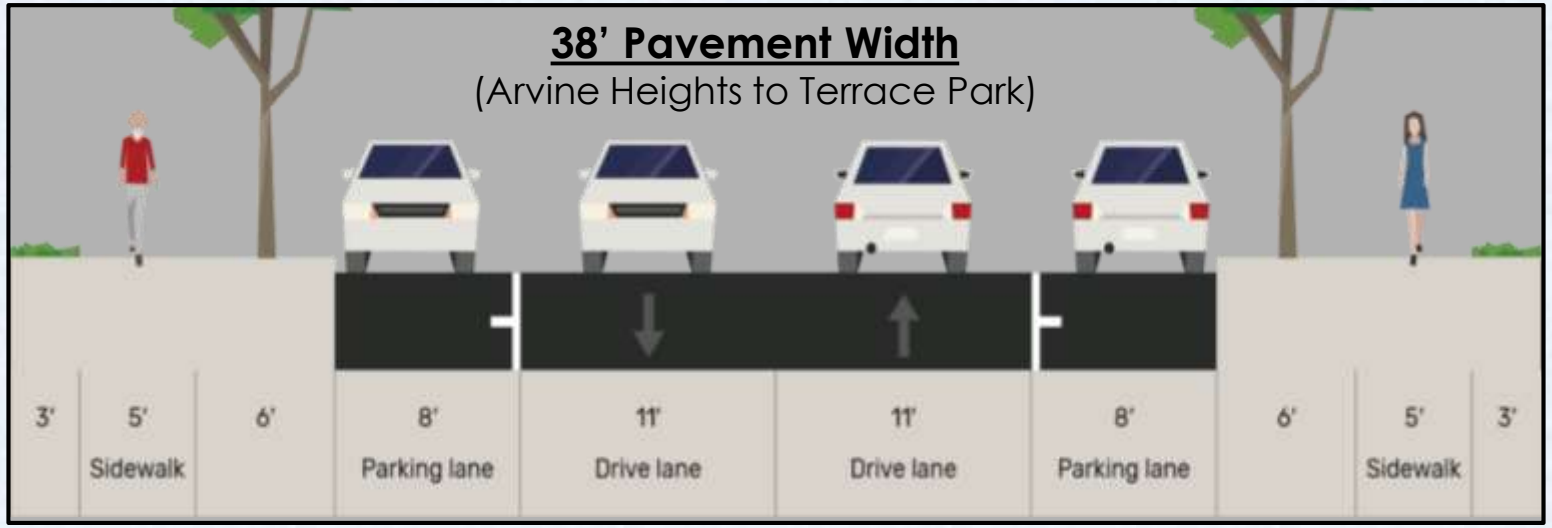
Cons:

- Removes all on-street parking in lower demand areas
- Does not provide bicycle infrastructure for entire corridor
- Does not address problematic trees
- Maintain narrow lanes that lead to sideswipe accidents

Cross Section made w/ **Streetmix**

Alternatives Considered

Alternative 3: Widen to 11' Travel Lanes, Maintain Existing Parking



Pros:

- Provides standard drive lane width to reduce sideswipe accidents
- Maintains parking in entire corridor
- Maintains some of the existing tree canopy

Cons:

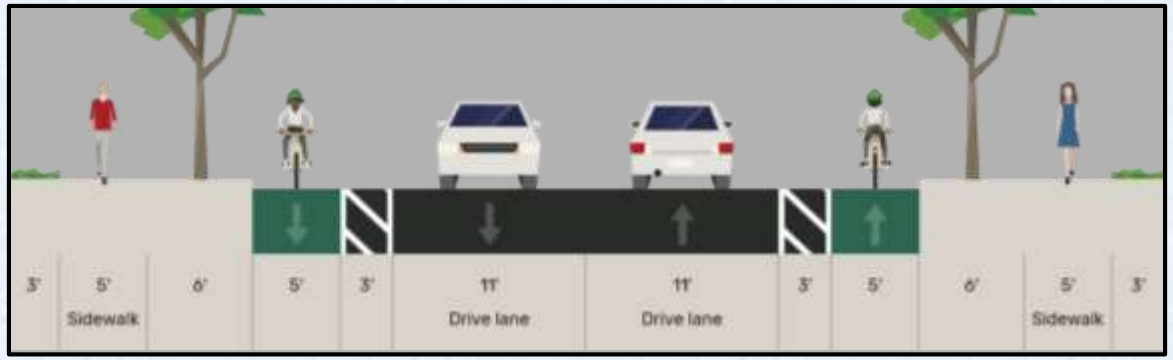
- Does not provide bicycle infrastructure
- Does not address problematic trees
- Minor widening will impact some of the street trees
- Maintains under-utilized parking south of Congress Ave

Cross Section made w/ **Streetmix**

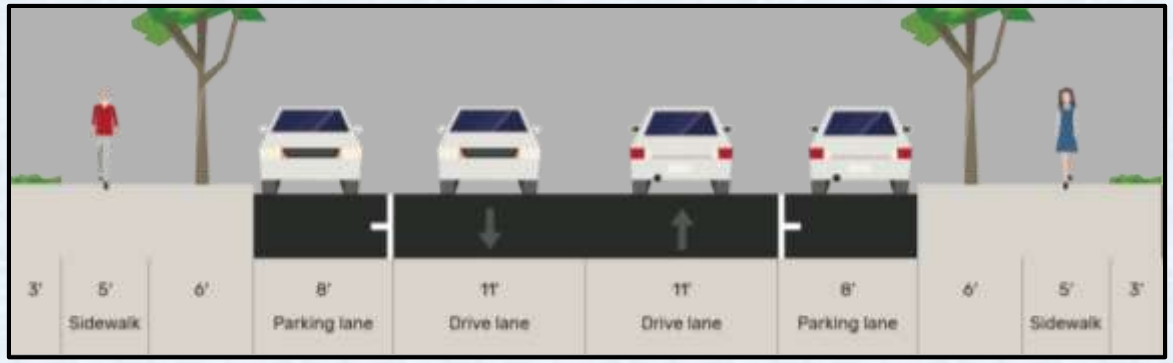
Alternatives Considered

Alternative 4: Widen 2’ to provide Bike Lanes or Parking Lanes with 2 Travel Lanes

38’ Pavement Width
(Arvine Heights to Grandview Terrace)



38’ Pavement Width
(Grandview Terrace to Terrace Park)



Pros:

- Maintains parking in high demand area
- Provides some bicycle infrastructure for part of the project corridor
- Maintains some of the existing tree canopy

Cons:

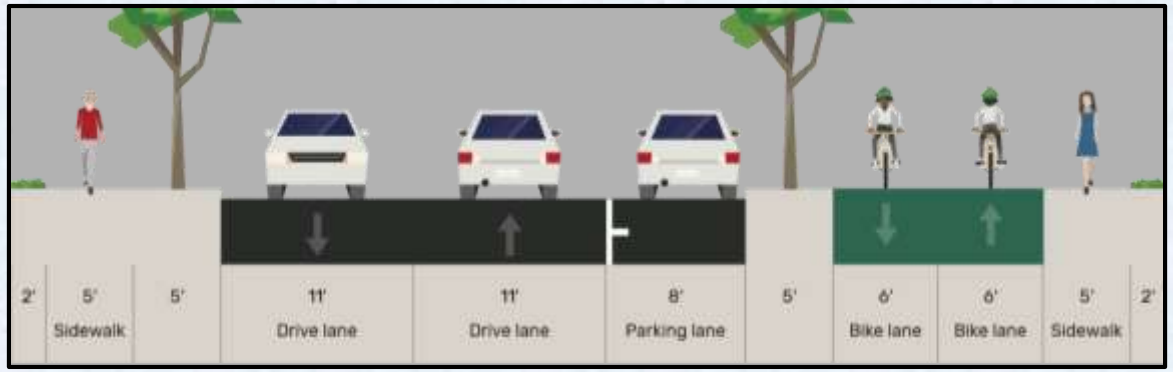
- Removes all on-street parking in lower demand areas
- Does not provide bicycle infrastructure for entire corridor
- Minor widening will impact some trees

Cross Section made w/ **Streetmix**

Alternatives Considered

Alternative 5: 2-way Cycle Track & Shared Use Lanes w/ On-Street Parking

30' Pavement Width
(Arvine Heights to Grandview Terrace)



42' Pavement Width
(Grandview Terrace to Terrace Park)

Pros:

- Provides Standard Drive Lane Widths
- Provides bicycle infrastructure for entire corridor
- Maintains Appropriate level of parking for anticipated demand
- Addresses problematic trees

Cons:

- Will lead to increased bike / ped conflicts due to bus stop and 2-way cycle track
- Cycle track is a short distance
- Introduces new conflicts for bikes / vehicles at Cycle track / street use transition
- Removes all street trees
- Impacts to combined sewer system (increased cost)

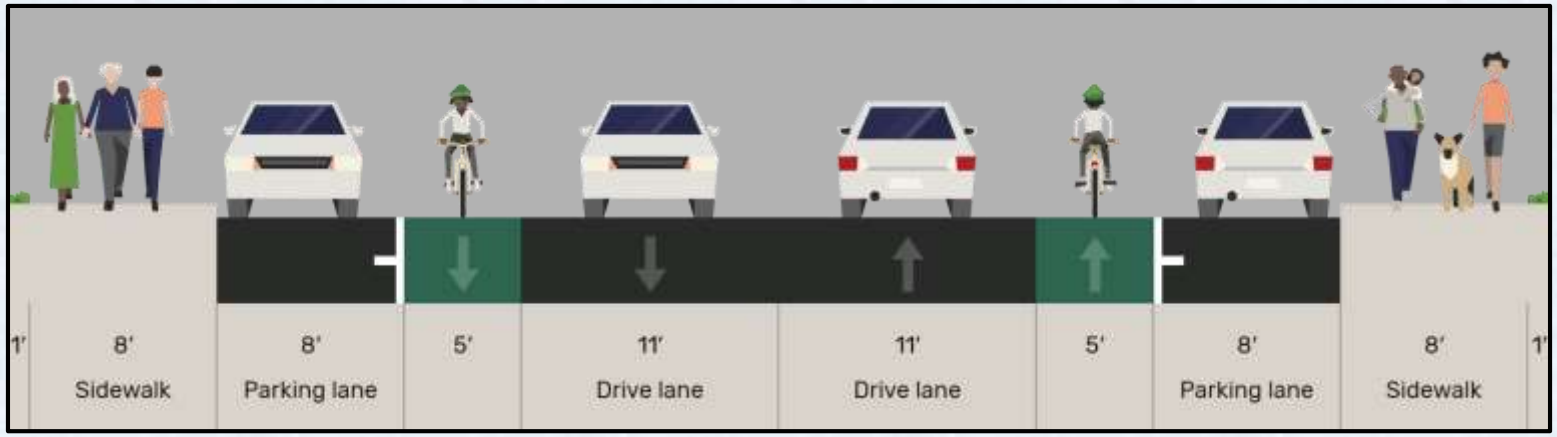
Cross Section made w/ **Streetmix**

Alternatives Considered

Alternative 6: Bike Lanes with 2 Travel Lanes and 2 On-Street Parking Lanes

52' Pavement Width

(Arvine Heights to Terrace Park)



Pros:

- Provides standard drive lane with to reduce sideswipe accidents
- Provides dedicated bike lanes for entire corridor
- Maintains Parking in entire corridor

Cons:

- Removes all trees with no chance for replacement
- Changes character of residential corridor to a commercial look
- Adjacent sidewalks for the entire corridor
- Maintains excessive parking south of Congress Ave

Cross Section made w/ **Streetmix**

Feasible Alternatives

What did we find?

Project is comprised of 3 distinct segments

1. (South) Scottsville Rd / Elmwood Ave – Arvine Heights
2. (Middle) Arvine Heights to Grandview Terr / Congress Ave
3. (North) Grandview Terr / Congress Ave to Brooks Ave / S Plymouth Ave

South

- ❖ Reallocate pavement width
- ❖ Reduces # of pedestrian crossings
- ❖ Provide shared use lanes
- ❖ Constrained by ROW & multi-modal demand

Middle

2 Feasible Alternatives

- ❖ Remove Under-utilized Parking Lane
- ❖ Provide Dedicated 5' wide Bike Lanes

North

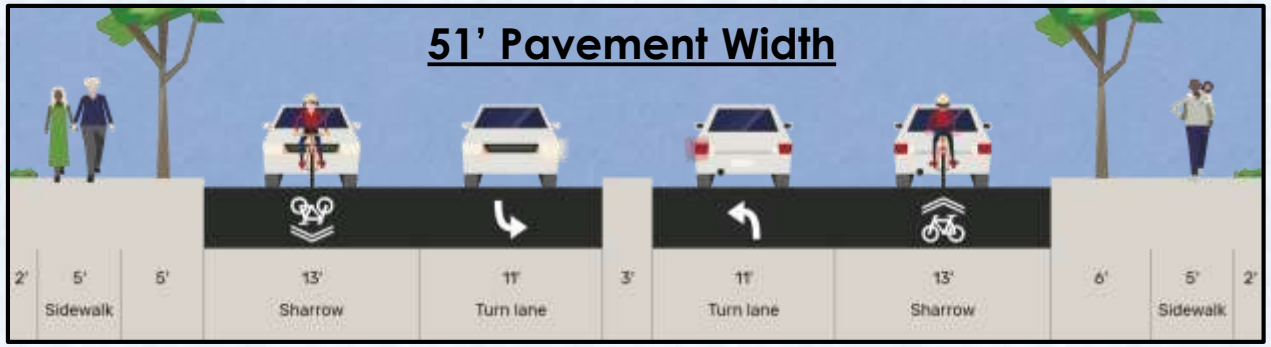
- ❖ Reallocate pavement width
- ❖ Shorten pedestrian crossing
- ❖ Provide shared use lanes
- ❖ Constrained by ROW & multi-modal demand

Feasible Alternatives

- Provide 11' wide drive lanes
- Maintain parking in high demand areas
- Remove under-utilized parking to provide dedicated bike lanes
- Reallocate pavement width to shorten pedestrian crossings and provide shared use lanes
- Improve safety at Congress Ave
- Maintain existing residential character
- Revitalize tree lawn area with trees that will add to and enhance the existing tree canopy

Feasible Alternatives

South Section: Scottsville Rd / Elmwood Ave to Arvine Heights



Pros:

- 11' wide drive lane to reduce sideswipe accidents
- Shared use bike lanes
- Improved Intersection Geometrics
  - ✓ Reduced width at Scottsville Rd/Elmwood Ave
  - ✓ Removed Genesee Street Southbound Lane
  - ✓ Removed Slip Ramp

Cons:

- Cannot provide 5' wide bike lanes due to constrained ROW and multi-modal demands

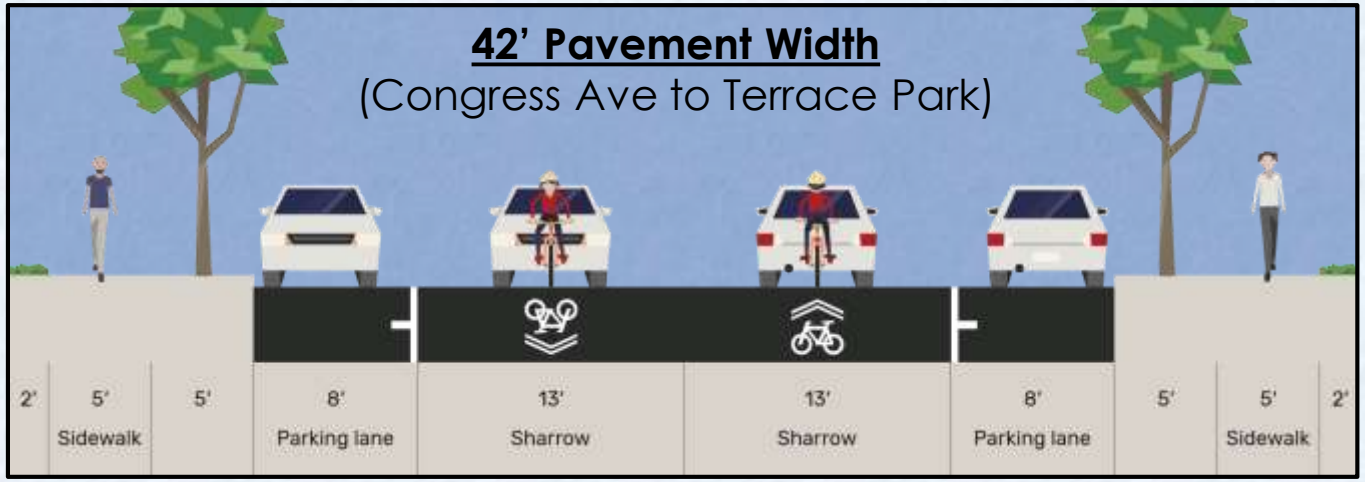
Cross Section made w/ **Streetmix**

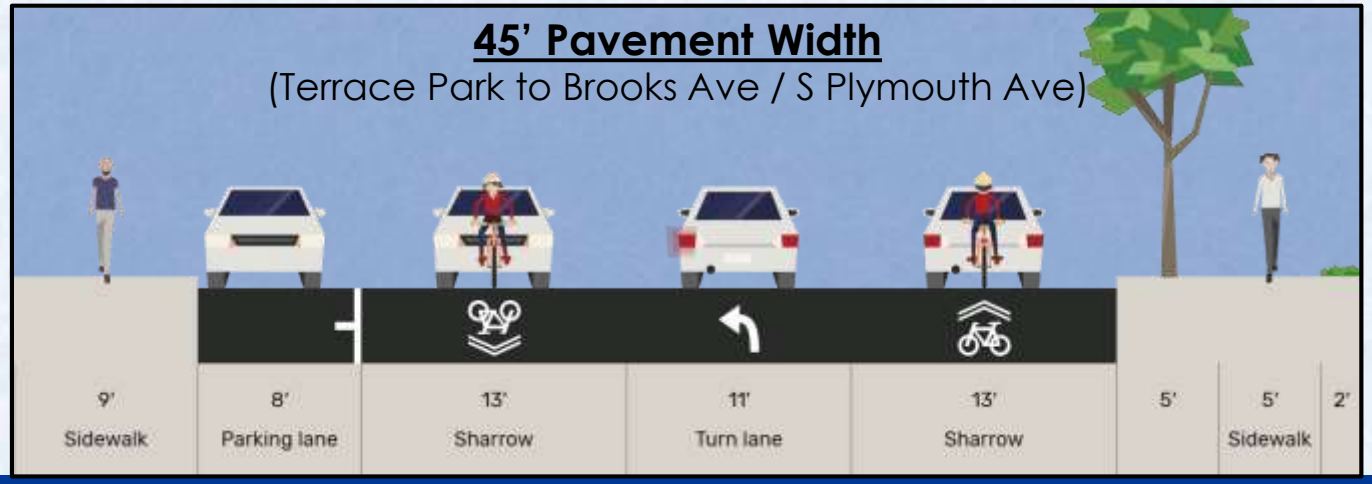
Feasible Alternatives

North Section: Grandview / Congress to Brooks / South Plymouth

Feasible Alternatives

North Section: Grandview / Congress to Brooks / South Plymouth





Pros:

- Accommodates bicycles with a shared use lane
- Maintains existing parking
- Address Safety @ Congress Ave
- Reallocates excessive travel lanes at Brooks / S Plymouth to accommodate bikes
- Replace street trees with a variety that is better suited for use in tree lawn / sidewalk areas

Cons:

- Cannot provide 5' wide bike lanes due to constrained ROW and multi-modal demands

Cross Section made w/ **Streetmix**

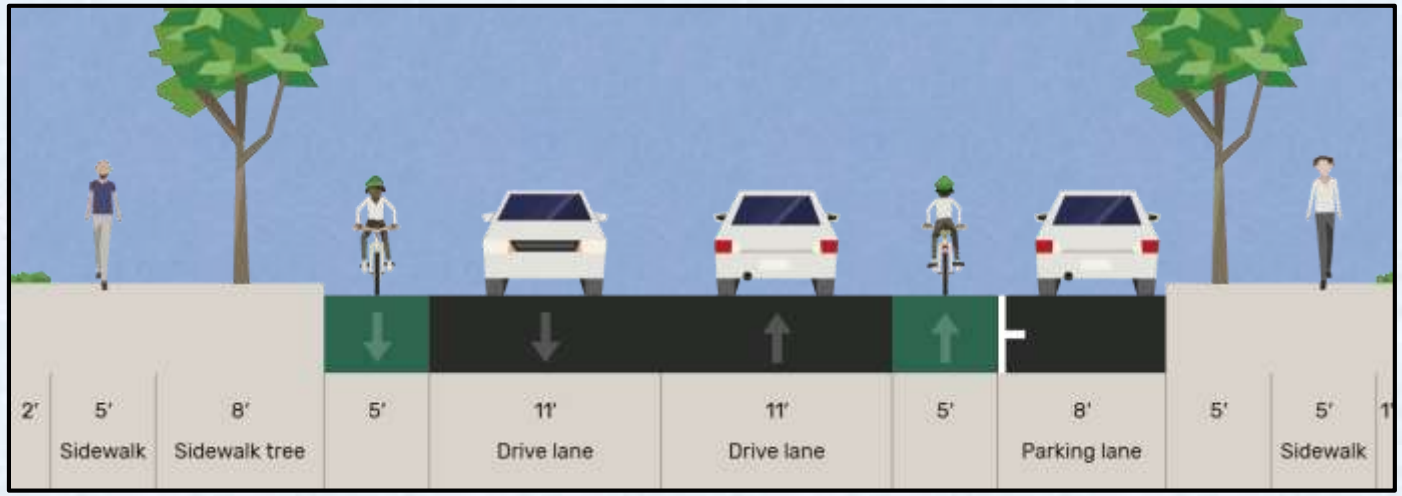
Feasible Alternative 7

Middle Section Alt #7: Arvine Heights to Grandview Terr / Congress Ave
On-Street Bicycle Facilities; Maintain existing western tree lawn – Widen 4' to the east

Feasible Alternative 7

Middle Section Alt #7: Arvine Heights to Grandview Terr / Congress Ave
On-Street Bicycle Facilities; Maintain existing western tree lawn – Widen 4' to the east

40' Pavement Width



Cross Section made w/ **Streetmix**

Pros:

- Dedicated 5' wide bike lanes
- Maintains appropriate amount of existing parking
- Saves approx. 10 existing trees along west tree lawn
- Replace street trees along east tree lawn with a variety that is better suited for use in tree lawn / sidewalk areas

Cons:

- Removes 5 trees along east side tree lawn
- 4 of the 10 trees along the west side tree lawn are problematic (heaving sidewalk)
- Pushing widening to one side

Feasible Alternative 8

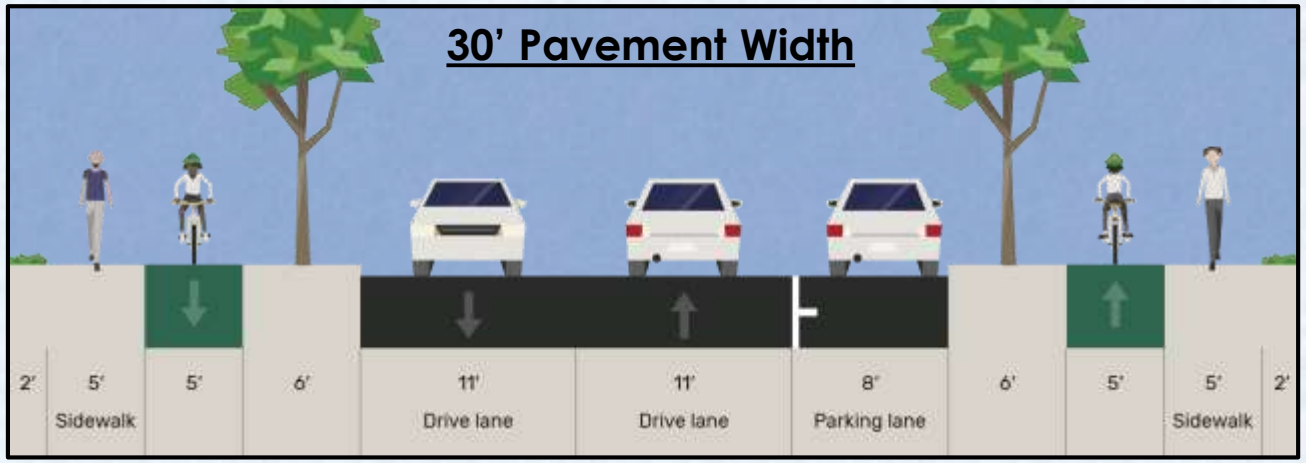
Middle Section Alt #8: Arvine Heights to Grandview Terr / Congress Ave
On Street Bike Facilities & 1-Way Cycle Track* on each side of Genesee St

**One-way Cycle track Option dependent on location of Frontier and RGE Duct Banks*

Feasible Alternative 8

Middle Section Alt #8: Arvine Heights to Grandview Terr / Congress Ave
On Street Bike Facilities & 1-Way Cycle Track* on each side of Genesee St

**One-way Cycle track Option dependent on location of Frontier and RGE Duct Banks*



Cons:

- Removes all existing trees on both sides of the street
- Cycle Track is short in length (Approx. 1000 ft)

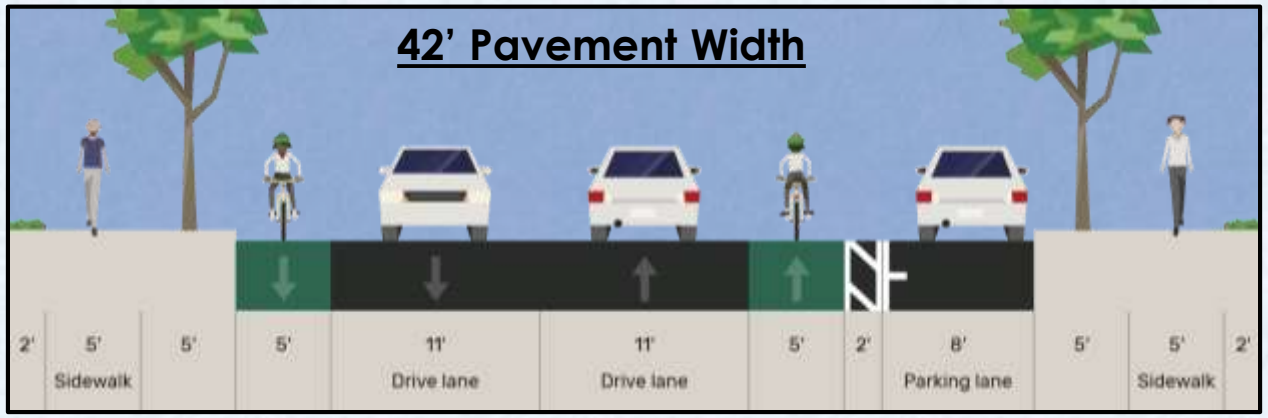
Pros:

- Accommodates bicycles with off-street cycle track
- Provides standard travel lane widths to minimize sideswipes
- Maintains appropriate amount of existing parking
- Replace street trees with a variety that is better suited for use in tree lawn / sidewalk areas

Cross Section made w/ **Streetmix**

Feasible Alternative 8

Middle Section Alt #8A: Arvine Heights to Grandview Terr / Congress Ave On-Street Bike Facilities on each side of Genesee St to avoid **duct banks**



Pros:

- Accommodates Bicycles with on-street bike lanes
- Provides Standard Travel lane widths to minimize sideswipes
- Maintains appropriate amount of existing parking
- Replace street trees with a variety that is better suited for use in tree lawn / sidewalk areas
- Can be reconfigured in future to match section north of Congress, if there is more demand for parking

Cons:

- Removes all existing trees on both sides of the street

Cross Section made w/ **Streetmix**

Proposed Improvements

Street

- Improve the travel lane widths
- Accommodate bicycle users within the corridor
- Provide a safer pedestrian crossing at Congress Avenue
- Replace concrete sidewalks
- Provide compliant ADA curb ramps
- Replace/add street trees and plantings
- Replace street signs
- Replace street lighting system
- Improve bus stop locations with bus stop pads

Public Water Service

- Replace a section of aging water main
- Renew any lead or galvanized water service pipes from the main to the curb box

Proposed Improvements

Intersection w/ Curb Bump-outs, Marked Crosswalk, Rapid Rectangular Flashing Beacon @ Congress Avenue

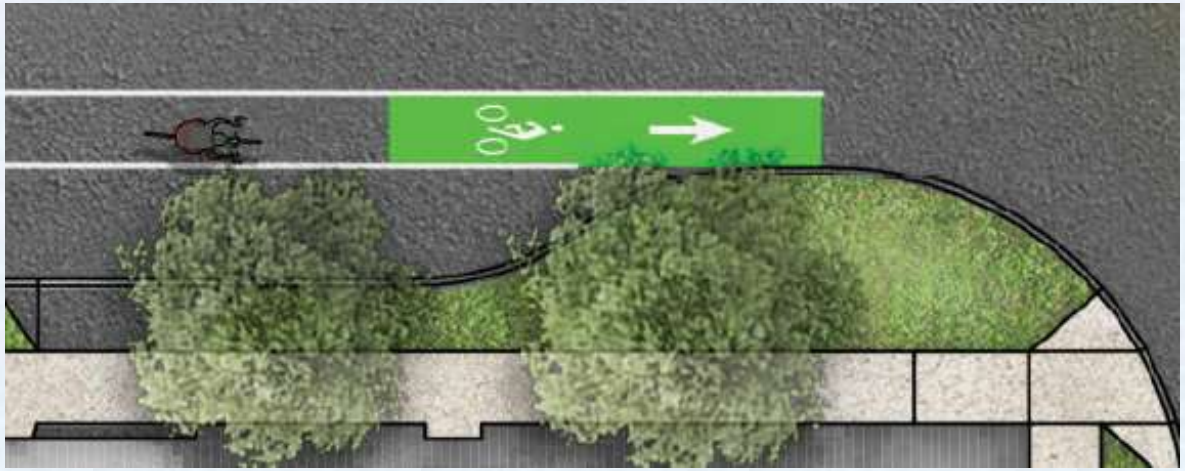
- *The feasibility of a tabled intersection at Congress Ave will be evaluated during final design*

Proposed Improvements

New Asphalt Pavement w/ Granite Curb and Curb Bump-out to protect parking lane

Proposed Improvements

New ADA Ramps and Bicycle Facilities



Proposed Improvements

Plant Materials and Street Lights

Swamp White Oak
(Quercus Bicolor)

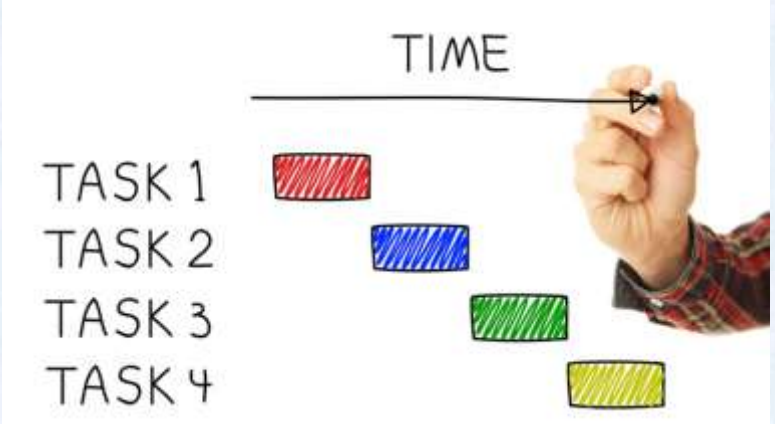
Serviceberry
(Amelanchier Canadensis)

Hackberry
(Celtis Occidentalis)

Cyclone Domia Street Light
Similar to what is installed on Mount Hope Avenue

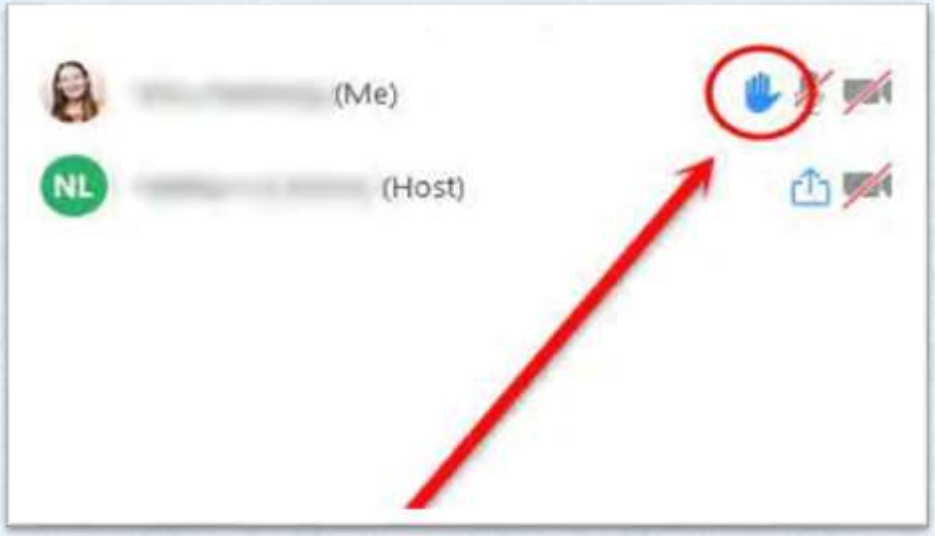
- *Actual tree species will be determined during final design*

Project Timeline



- Kick-Off — January 2022
- Preliminary Design — Jan. 2022 to Feb. 2023
- Public Meeting #1 — February 2023
- Design Approval — March 2023
- Final Design — March 2023 to August 2023
- Public Meeting #2 — June 2023
- Advertisement — Fall 2023
- Construction — April 2024 thru November 2025

Questions & Answers



If you are on a computer:

Use the "raise your hand" feature to ask a question

If you are on a phone:

Dial *9 to "raise your hand" to ask a question

Contact Information

The presentation will be posted to the project webpage at:

http://www.cityofrochester.gov/geneseestreet/

Comments may be submitted to the Project Manager until one week after this Public Meeting. Any comments received by **Wednesday, February 15th, 2023**, will be recorded and answered in the public meeting minutes.

City Project Manager

Donna Clements, PE

Email: Donna.Clements@CityofRochester.Gov

Phone: (585) 428-6601