North Goodman Street Reconstruction Project

(Bay Street to Clifford Avenue)

Public Informational Meeting
&
zoom video webinar

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

March 9, 2023

TYLin

HIGHLAND PLANNING

Introduction

Meeting Format

- **Attendance**: Please use the "Q/A" feature to provide your name and address.
- Meeting participants will be "**Muted**" during the presentation.
- Questions/ Comments: Meeting participants will be able to use the "**Raise Hand**" feature after the presentation.
- Attendees by Phone: dial ***9** to "raise your hand" to ask questions or make comments.

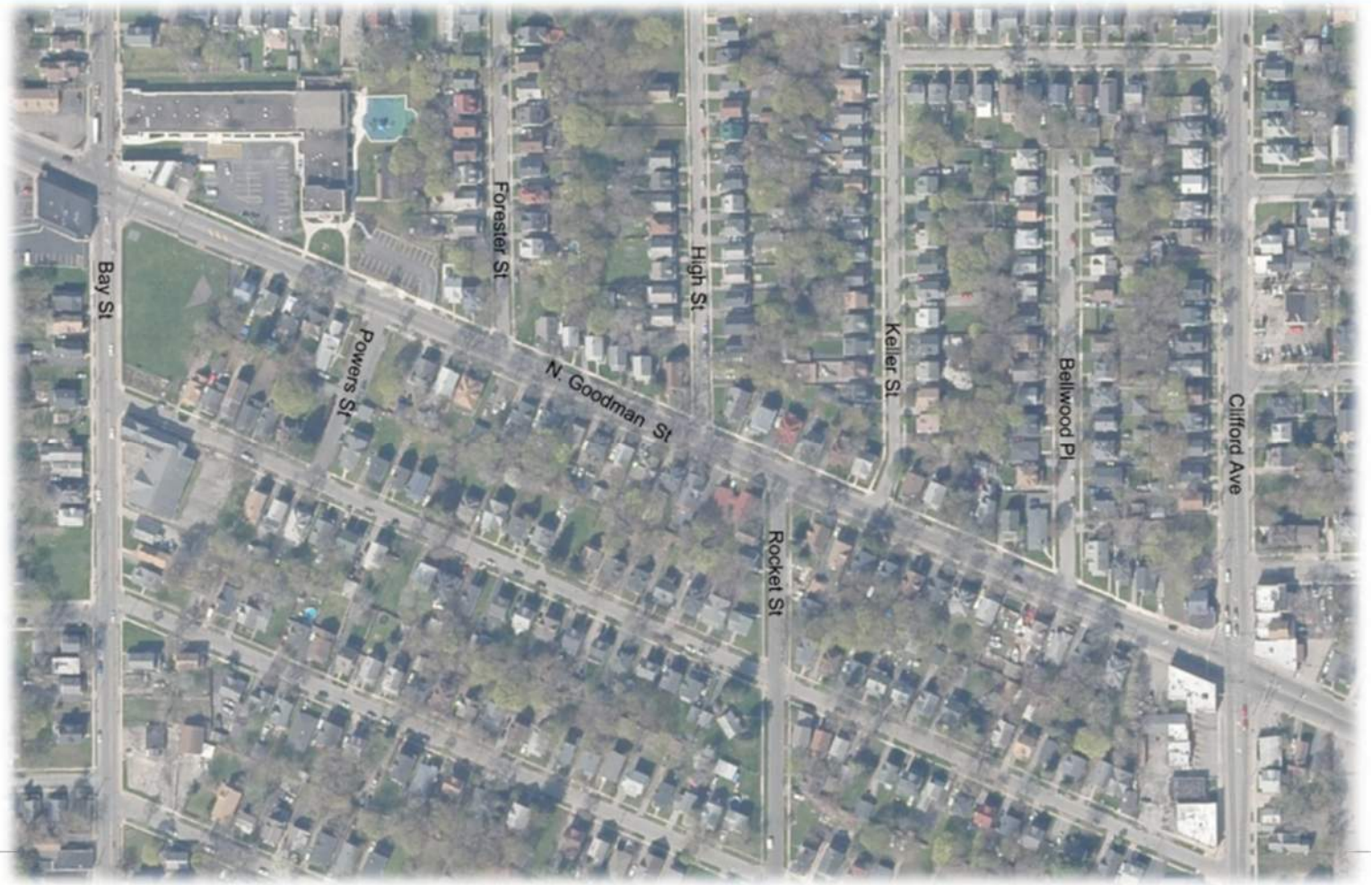
Tonight's Presentation

- **Project Team**
- **Project Area**
- **General Project Overview & Objectives**
- **Alternatives Considered**
- **Feasible Alternatives**
- **Proposed Improvements**
- **Project Timeline**
- **Contact Information**
- **Questions & Answers**

Project Team

Mayor	**Malik D. Evans**
DES Commissioner	**Richard Perrin, AICP**
City Engineer	**Holly Barrett, PE**
Street Design Manager	**Dominic Fekete, PE**
Street Design Project Manager	**Tim Hubbard**
MCDOT Project Liaison	**Henry Herdzik , PE**
Lead Design Consultant	**TY Lin Engineering & Architecture**
Public Engagement Consultant	**Highland Planning**

Project Area: North Goodman Street (Bay to Clifford)



TYLin

Project Objectives / Purpose of the Project

- ✓ Full-depth **pavement reconstruction** including curb, sidewalk and driveway aprons
- ✓ 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**
- ✓ Parking
- ✓ Trees
- ✓ Utilities
- ✓ Minor **water system improvements**

Project Process

- Data Gathering & Studies
  - Public Participation
- Alternatives
- Design Report
  - Public Participation
- Design Approval
- Final Design
- Construction

Assessment of Existing Conditions

- Right-of-Way width (66 feet)
- Sidewalk Conditions and Ramp Condition/ Locations
- Street Trees – conditions and proximity to improvements
- Vehicle Volumes
- Parking Availability vs Parking Demand
- Bicycle Access
- Street Lighting
- Traffic Signals
- Bus Stops
- Signage

General Project Overview

N. Goodman Street Today . . .

- Residential section of N. Goodman Street
- 2 major intersections (Bay Street and Clifford Avenue
- 6 side-street intersections (Powers St, Forester St, High St , Rocket St, Keller St, Bellwood Pl)


Looking north, near High Street


Looking north, near Clifford Ave

N. Goodman Street Today . . .

- Tree-lined street (primarily)
- Parking on both sides of the street
- Sidewalks on both sides
- No bicycle lanes or facilities
- 38 ft wide pavement in poor condition
- School # 25 is closed

Looking south at Clifford Ave

General Project Overview

- 7,500 vehicles per day (avg)
- 3% Trucks
- Project length: 0.4 miles
- Bus Route: RTS Local Route 6

- Commercial establishments at the major intersections
- Signalized intersections at Bay Street and Clifford Ave.
- Left Turn lanes at the major intersections
- Sidewalk ramps in need of upgrades
- No continuous bicycle lanes


Looking north at Bay Street

North Goodman Street

Assessment of Existing Conditions

- Street Trees along curb lines – bases growing over curbs

North Goodman Street

Assessment of Existing Conditions

- Poor Pavement Conditions – in need of reconstruction
- Curbing, Sidewalk and Ramp Conditions – in need of replacement

North Goodman Street

Assessment of Existing Conditions

- Utilities:
  - Water System & Services (in conjunction with City Water Bureau)
  - Lighting (in conjunction with City Lighting Bureau)
- Storm Drainage and Sanitary Sewer Systems (in conjunction with Monroe County DES
- Traffic Signal Systems (in conjunction with Monroe County DOT)
- Private Utilities: pole lines and underground (Electric, Gas, Cable, Phone)

Analysis & Studies Completed

- Parking Study
- Surveying
- Traffic Data Collection and Analysis
- Accident, Crashes & Safety Study
- Pavement Evaluation
- Sidewalk and Ramp Evaluation
- Environmental Review
- Bus stop & School bus activity

Parking Study

- On-Street Parking allowed:
  - Bay St to Rocket St (both sides)
  - Rocket St to Clifford Ave (both sides)
- Distinct parking usage
  - On average, slightly less on-street parking demand north of Rocket Street
  - Maximum on-street parking demand was observed north of Rocket Street
- Businesses near Bay St and Clifford Ave: some with off-street parking

North Goodman Street (Bay St. to Clifford Ave.) On-Street Parking Utilization	
Side of Street	**Maximum Utilization Rate**
East Side South of Rocket St.	26%
West Side South of Rocket St.	27%
East Side North of Rocket St.	33%
West Side North of Rocket St.	45%

Accident, Crashes & Safety Study

- North Goodman crash rate is slightly above the MCDOT average rate
- Intersection of North Goodman and Clifford Avenue crash rate is slightly below the MCDOT critical rate
- Intersection of North Goodman and Bay Street crash rate is slightly above the MCDOT critical rate
- Crash types are primarily Rear-End, Fixed Object, Side-Swipe, Right Angle and Left-Turn
- Countermeasures proposed include:
  - Remove parking on one side of the street to reduce number of parked vehicle crashes and sideswipe collisions
  - Install back plates on traffic signal heads and adjust signal timings to reduce occurrence of rear-end crashes

Collision Summary North Goodman Street Bay Street to Clifford Avenue		
Type of Collision	**Number**	**Percentage**
Rear-End	**29**	**28%**
Side-swipe	**15**	**14%**
Right Angle	**14**	**14%**
Left-Turn	**14**	**14%**
Right-Turn	6	6%
Fixed Object	5	5%
Parked Vehicle	**14**	**14%**
Bicyclist	1	1%
Other	4	4%

Challenges / Considerations

- Narrow Lanes adjacent to Parking Lanes
- Balancing vehicles with multimodal options (vehicles, bicyclists, pedestrians, transit, parking)
- Tree Impacts
- Utility impacts (cost, schedule)
- Parking needs
- Project 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

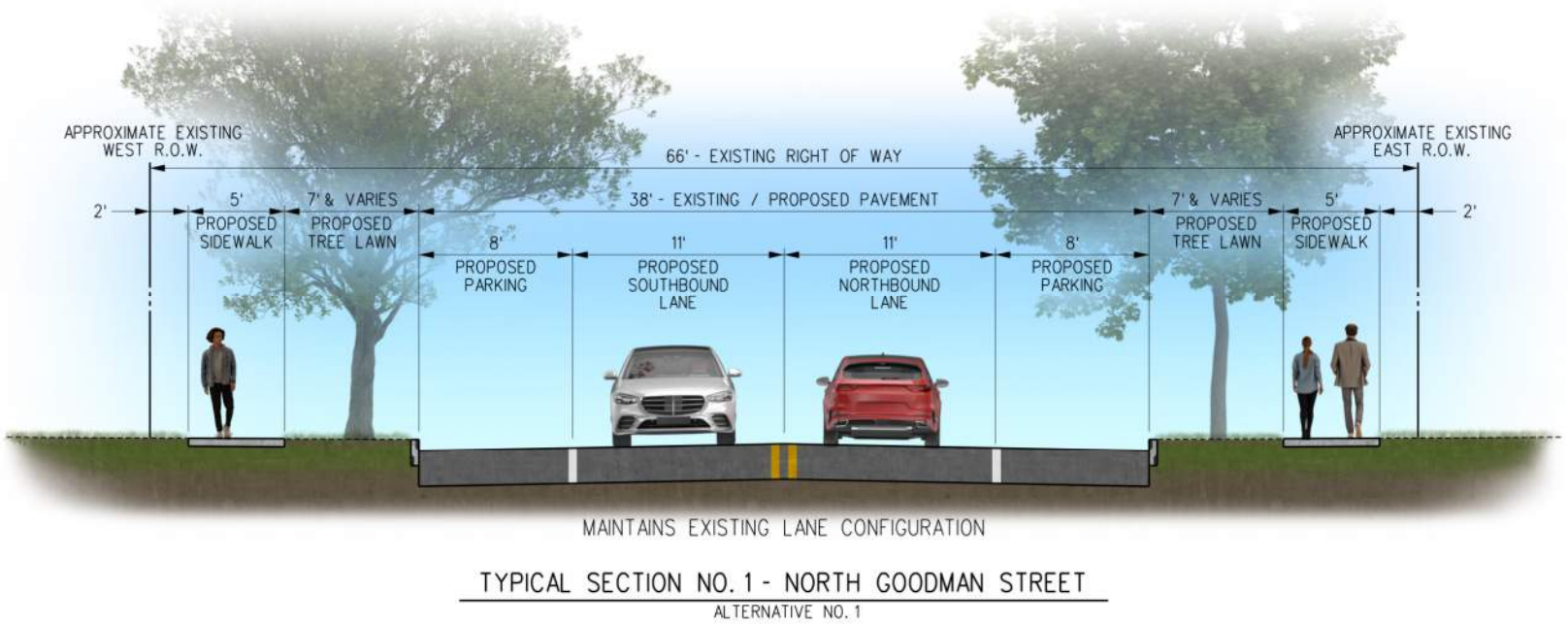
Street Trees

- Buffer and protect the sidewalk from the roadway
- Calm traffic by visually narrowing the roadway
- Improve air quality
- Cool urban streets
- Cost effective way to beautify neighborhoods
- City initiative to plant 70,000 by 2026
- Remove trees that pose a safety hazard
- Opportunity to 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 an increased service life

Alternatives Considered

Alternatives Considered

Alternative 1: **No Build Alternative**: Maintain Existing Conditions



Pros:

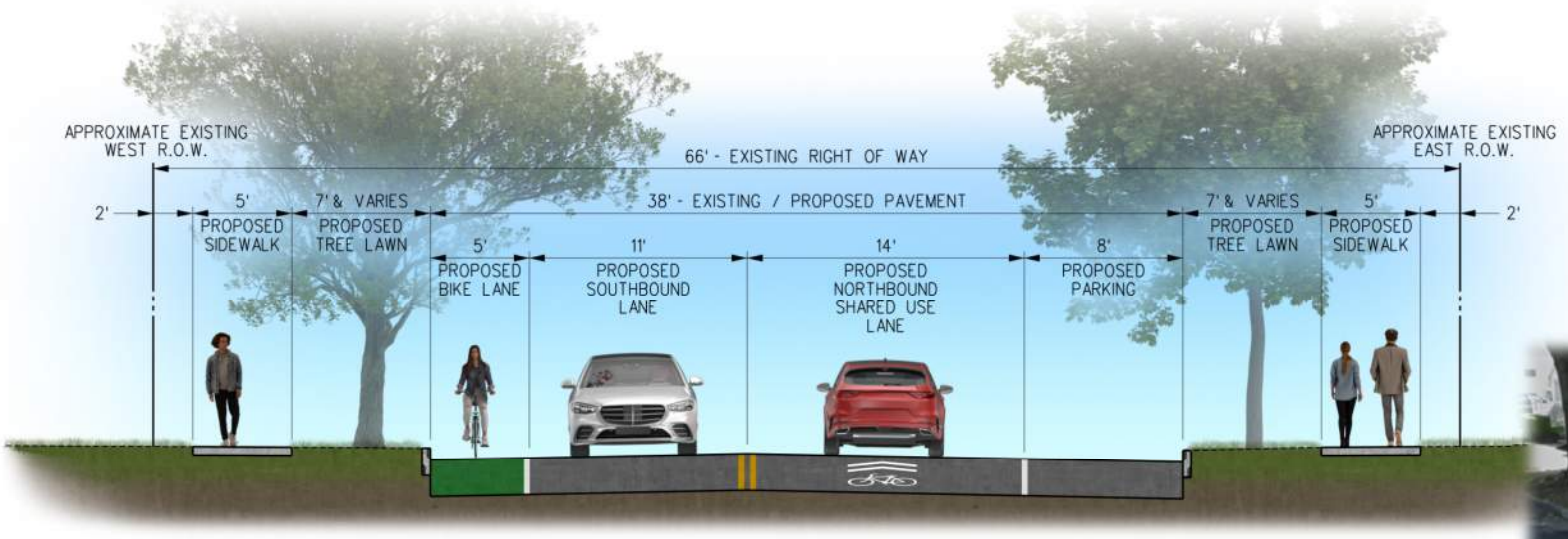
- Maintains Existing Street Corridor
- Maintains Existing On-Street Parking

Cons:

- Potential Long-Term Tree Impacts
- No Bicycle Accommodations

Alternatives Considered

Alternative No. 2A: Bike Lane with Shared Use Lane with 1-side Parking



TYPICAL SECTION NO. 2A - NORTH GOODMAN STREET
ALTERNATIVE NO. 2A

Pros:

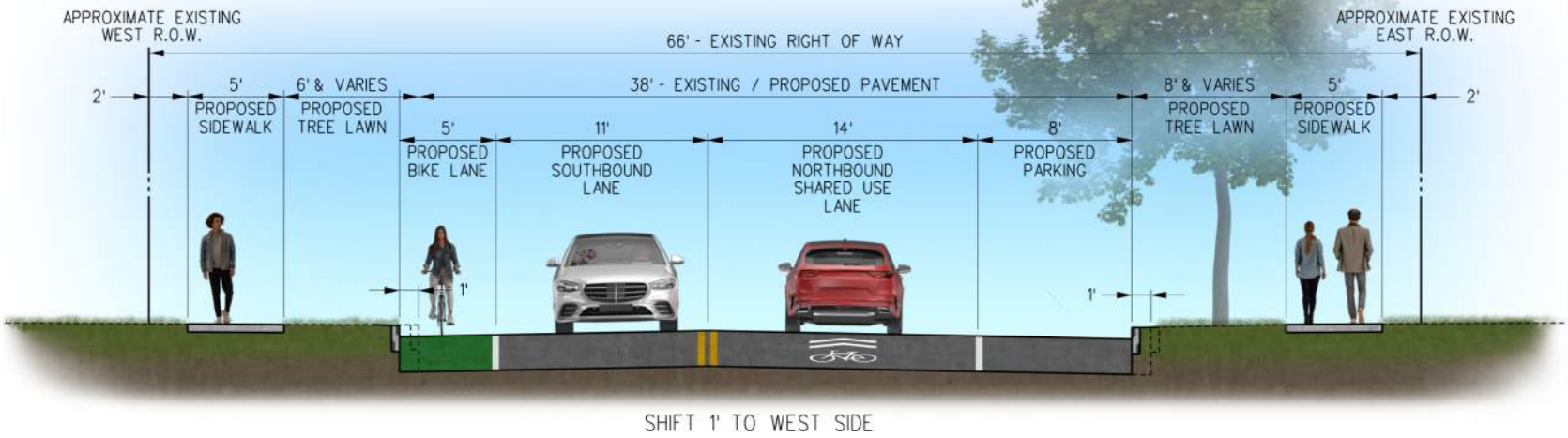
- Maintains Existing Street Corridor
- Provides Bicycle Facilities
- Maintains Parking on one side

Cons:

- Potential Long-Term Tree Impacts
- No dedicated Bicycle Lane (northbound)
- No dedicated Parking on the west side

Alternatives Considered

Alternative No. 2B: Bike Lane with Shared Use Lane with 1-side Parking
(Same as Alt. 2A with 1 ft. shift to the west)



TYPICAL SECTION NO. 2B - NORTH GOODMAN STREET
ALTERNATIVE NO. 2B

Pros:

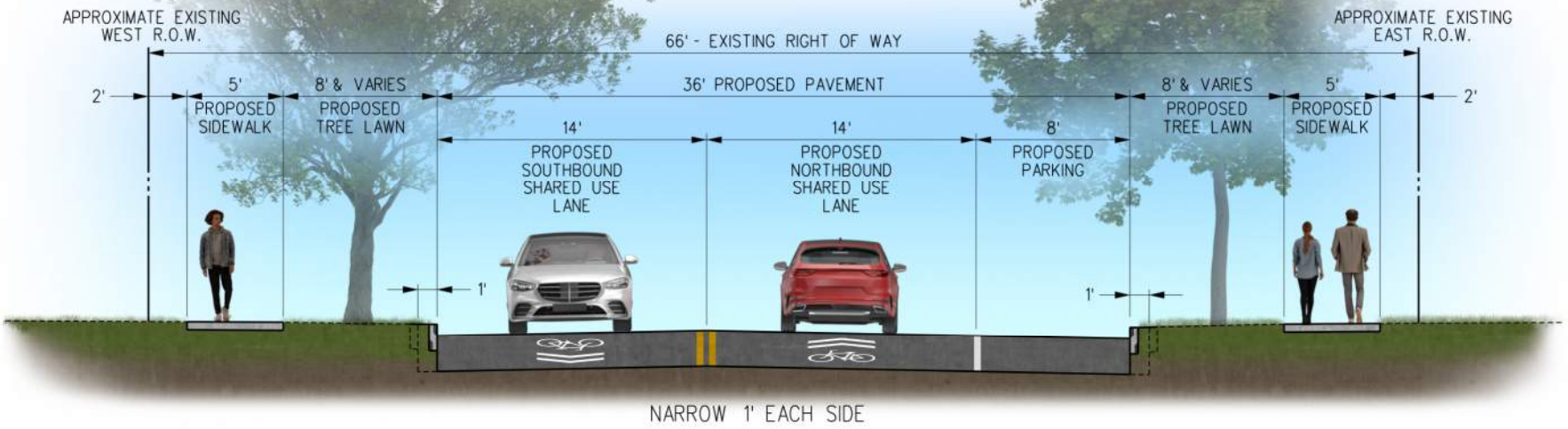
- Maintains Existing Street Corridor
- Provides Bicycle Facilities
- Maintains Parking on one side
- Lessens Tree impacts, east site

Cons:

- Removal of all Trees, west side
- No dedicated Bicycle Lane (northbound)
- No dedicated Parking on the west side
- Utility pole impacts, west side

Alternatives Considered

Alternative No. 3: Shared Use Lanes with 1-side Parking
(Narrows pavement 1 ft. each side)



TYPICAL SECTION NO. 3 - NORTH GOODMAN STREET
ALTERNATIVE NO. 3

Pros:

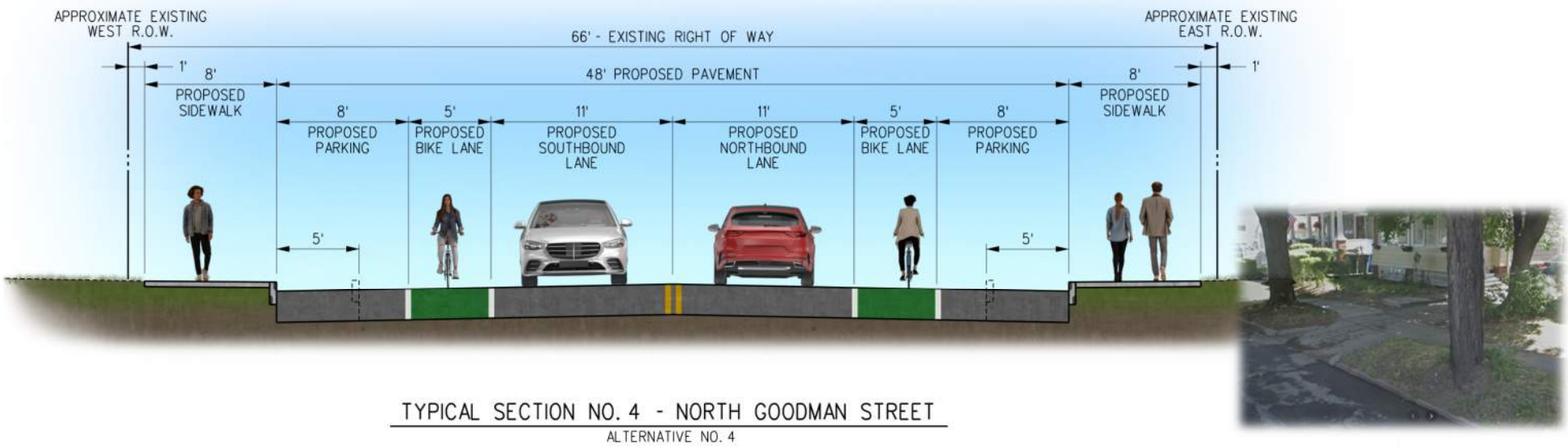
- Increases Tree Lawn For Maximum Existing Tree Sustainability
- Maintains Parking on one side
- Provides Shared Use Lanes in both directions

Cons:

- No dedicated Bicycle Lanes
- Removes Dedicated Parking Lane (west side)

Alternatives Considered

Alternative No. 4: Bike Lane and Parking on Both Sides
(Widens pavement 5 ft. each side)



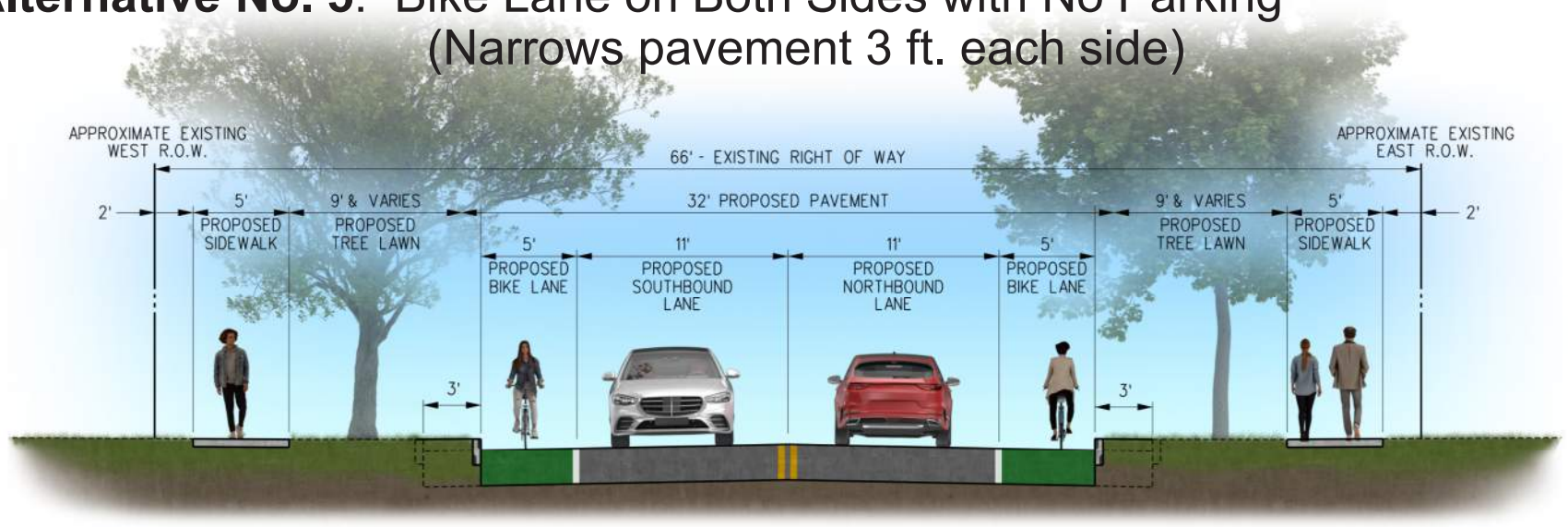
TYPICAL SECTION NO. 4 - NORTH GOODMAN STREET
ALTERNATIVE NO. 4

Pros:
- Preserves On-street Parking on Both Sides
- Dedicated Bicycle Lanes in Each Direction

Cons:
- Removal of ALL Existing Trees
- Relocation of All Utility Poles and Impacts to Other Major Utilities
- Increased Project Costs

Alternatives Considered

Alternative No. 5: Bike Lane on Both Sides with No Parking
(Narrows pavement 3 ft. each side)



TYPICAL SECTION NO. 5 - NORTH GOODMAN STREET
ALTERNATIVE NO. 5

Pros:

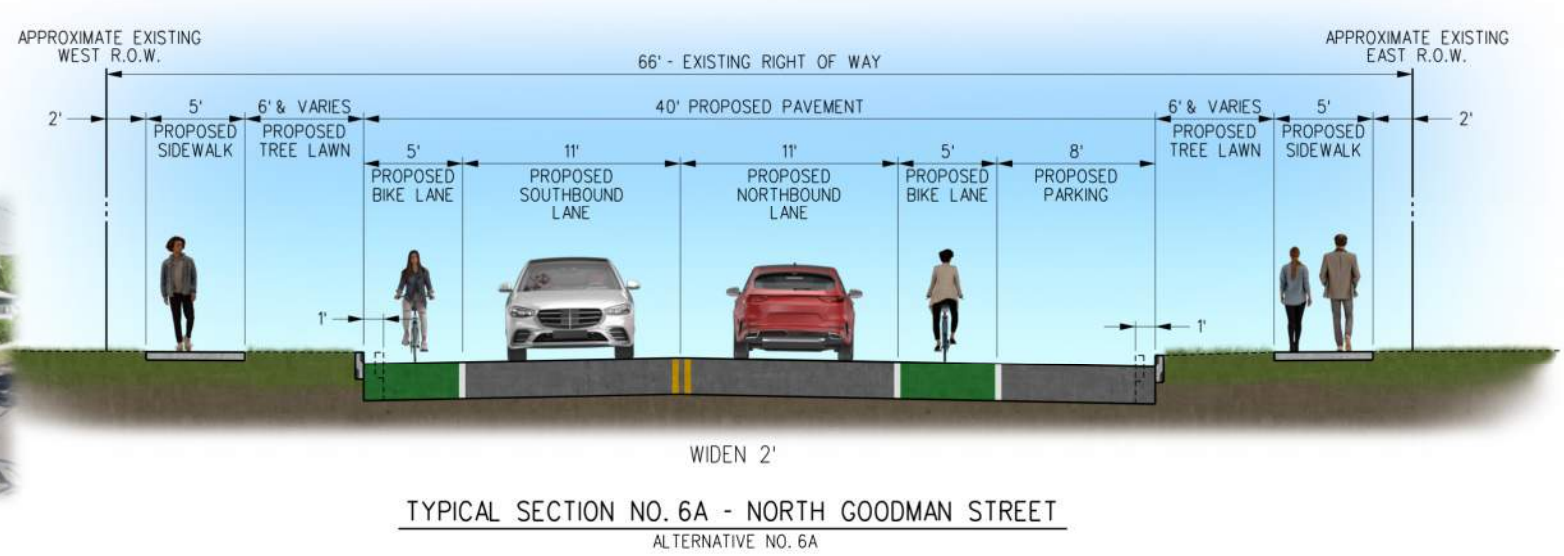
- Dedicated Bicycle Lanes in Each Direction
- Increases Tree Lawn For Maximum Existing Tree Sustainability
- No Impacts to Utility Poles

Cons:

- No Parking: Eliminates both Parking Lanes (east and west sides)
- Potential Impacts to Existing Watermain

Alternatives Considered

Alternative No. 6A: Bike Lane on Both Sides with 1-side Parking
(Widens pavement 1 ft. each side)



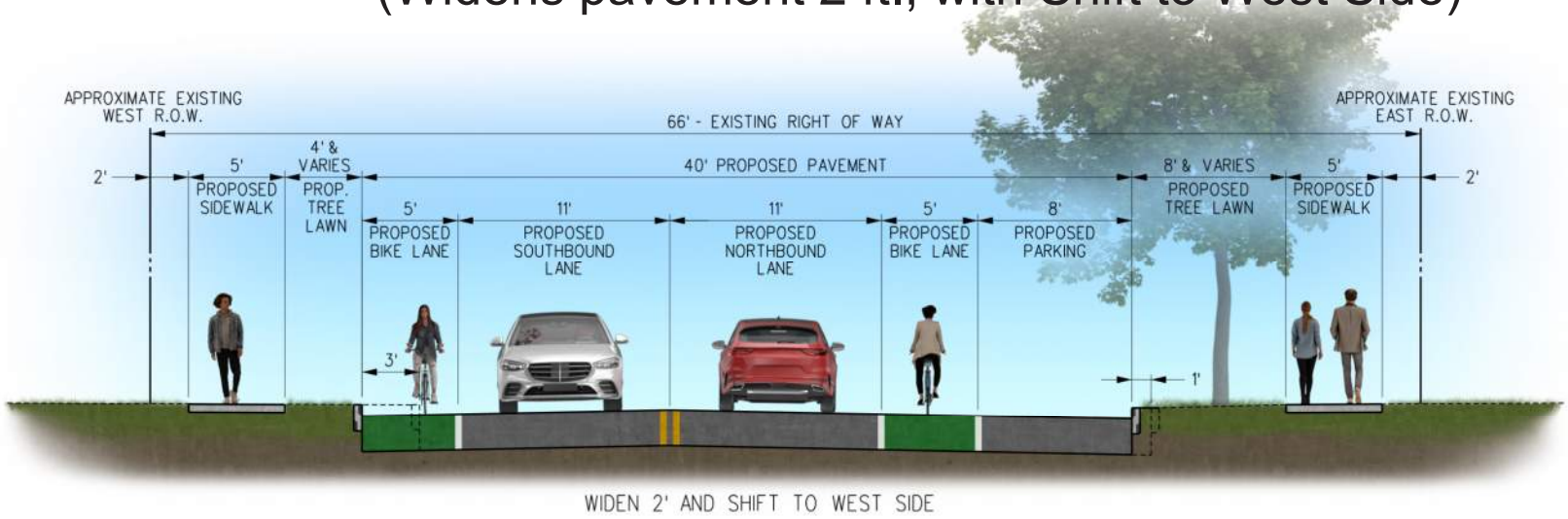
TYPICAL SECTION NO. 6A - NORTH GOODMAN STREET
ALTERNATIVE NO. 6A

Pros:
- Maintains On-street Parking on East Side
- Dedicated Bicycle Lanes in Each Direction
- Preserves Existing Sidewalk on the West Side that is in Good Condition

Cons:
- Removal of Most Trees on Both Sides
- Relocation of all Utility Poles
- No Dedicated Parking on West Side
- Increased Project Costs

Alternatives Considered

Alternative No. 6B: Bike Lane on Both Sides with 1-side Parking
(Widens pavement 2 ft., with Shift to West Side)



TYPICAL SECTION NO. 6B - NORTH GOODMAN STREET
ALTERNATIVE NO. 6B

Pros:

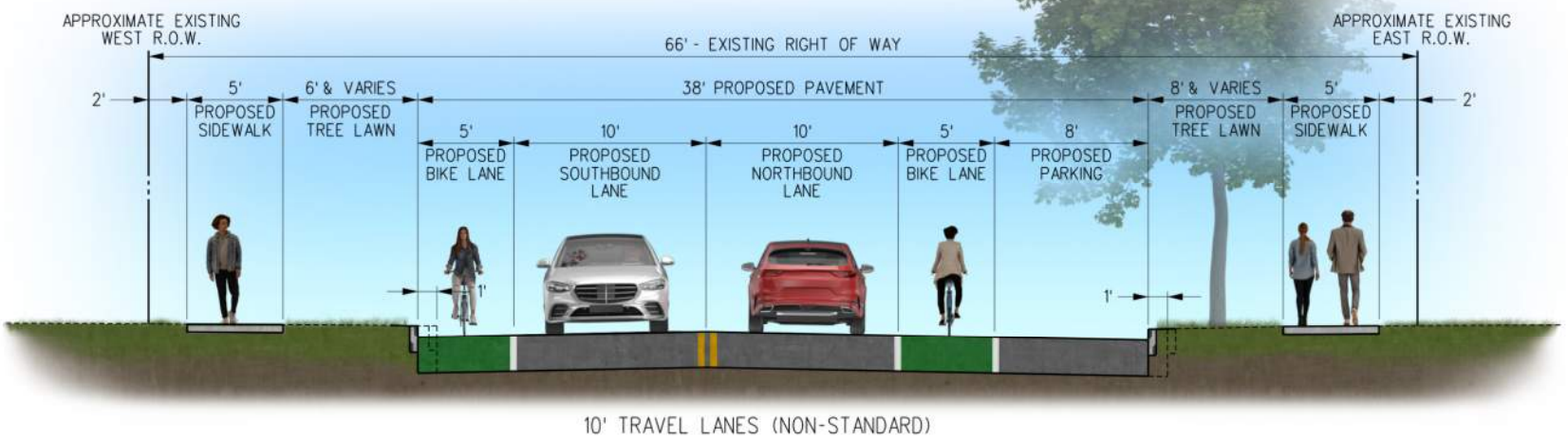
- Maintains On-street Parking on East Side
- Dedicated Bicycle Lanes in Each Direction
- No Impacts to Utility Poles on East Side
- Lessens Impact to Existing East Side Trees

Cons:

- Removal of Trees on West Side
- No Dedicated Parking on West Side
- Relocation of Utility Poles on West Side
- Increased Project Costs

Alternatives Considered

Alternative No. 7: Bike Lane on Both Sides with 1-side Parking
(Narrows pavement 2 ft. – 10' Travel Lanes [Non-Standard])



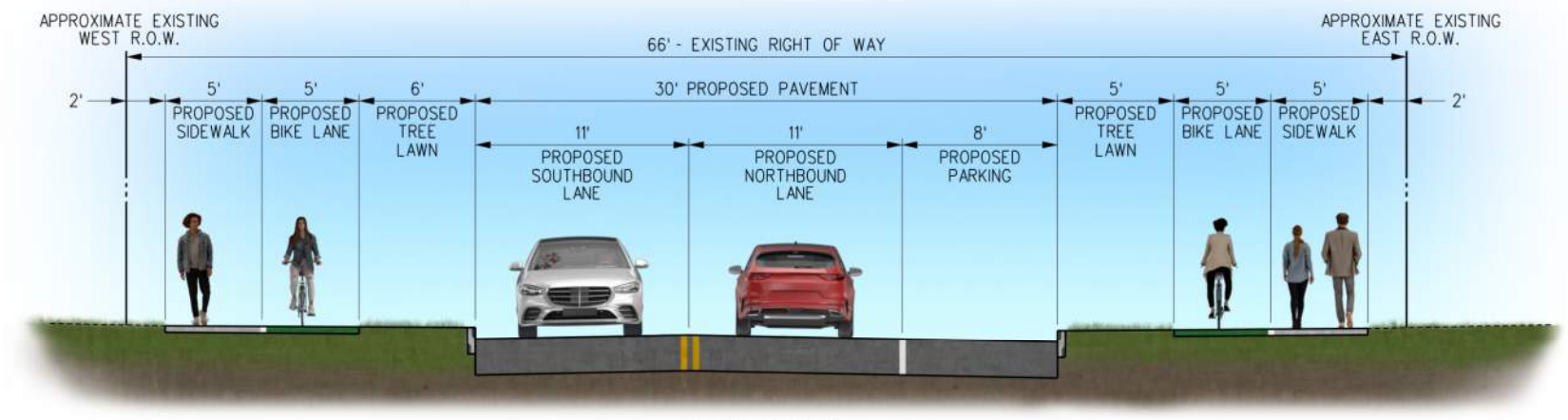
TYPICAL SECTION NO. 7 - NORTH GOODMAN STREET
ALTERNATIVE NO. 7

Pros:
- Maintains On-street Parking on East Side
- Dedicated Bicycle Lanes in Each Direction
- No Impacts to Utility Poles
- Lessens Impact to Existing East Side Trees

Cons:
- Substandard Travel Lane Widths
- Removal of All Trees on West Side
- Relocation of Utility Poles on West Side
- Increased Project Costs

Alternatives Considered

Alternative No. 8: Cycle Track on Both Sides with 1-side Parking
(Narrows pavement 8 ft.)



CYCLE TRACKS

TYPICAL SECTION NO. 8 - NORTH GOODMAN STREET

ALTERNATIVE NO. 8

Pros:

- Dedicated Off-street Bicycle Lanes in Each Direction
- Maintains On-street Parking on East Side
- Meets Minimum Travel Lane Widths

Cons:

- Removal of ALL Trees on Both Side
- Relocation of All Utility Poles
- Increased Project Costs
- No Dedicated Parking on West Side

Viable Alternatives

Proposed Improvements

- Pavement Reconstruction
- Accommodate Bicycle Users
- New Curbs and Driveway Aprons
- Concrete Sidewalk upgrades and ADA Compliant Ramps
- Retain Parking on 1 side
- Protect and / or Replace Trees
- Replace Street Signs
- Water System and Water Service Upgrades
- Traffic Signal System Replacement

Viable Alternative

Alternative No. 3: Shared Use Lanes with 1-side Parking
(Narrows pavement 1 ft. each side)

Pros:

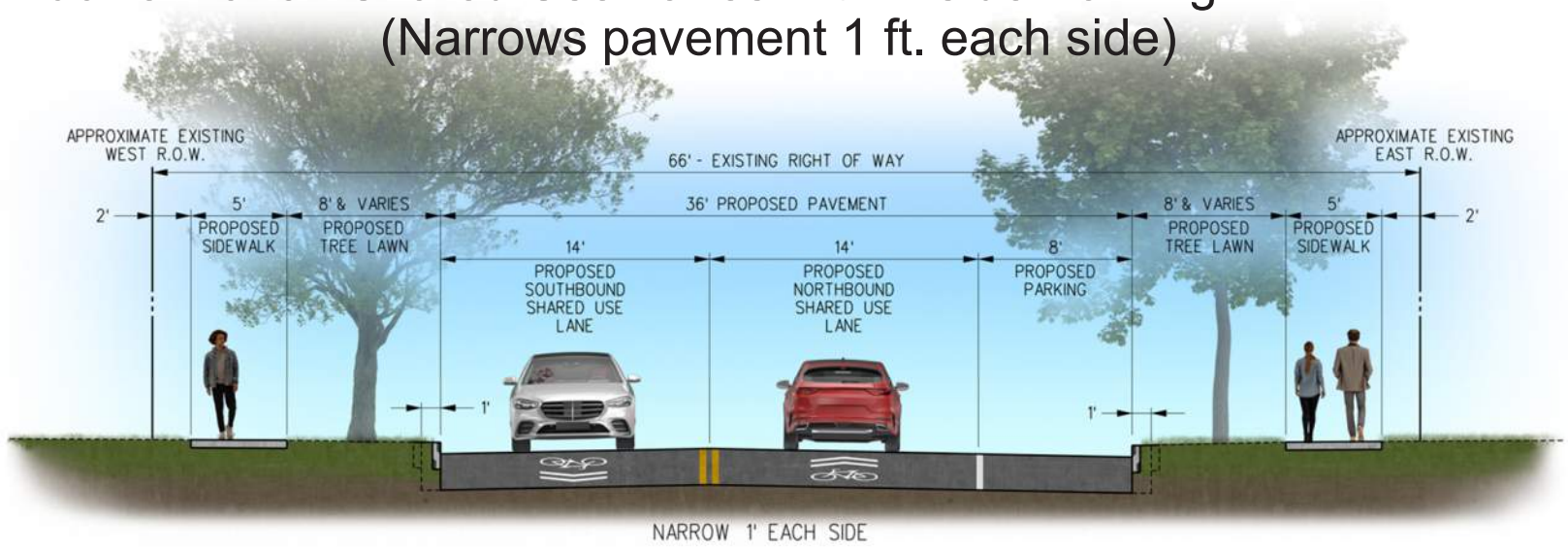
- Increases Tree Lawn For Maximum Existing Tree Sustainability
- No Impacts to Utility Poles
- Maintains Parking on one side

Cons:

- No dedicated Bicycle Lanes
- Removes Non-Warranted Dedicated Parking Lane (west side)

Viable Alternative

Alternative No. 3: Shared Use Lanes with 1-side Parking
(Narrows pavement 1 ft. each side)



TYPICAL SECTION NO. 3 - NORTH GOODMAN STREET
ALTERNATIVE NO. 3

Pros:

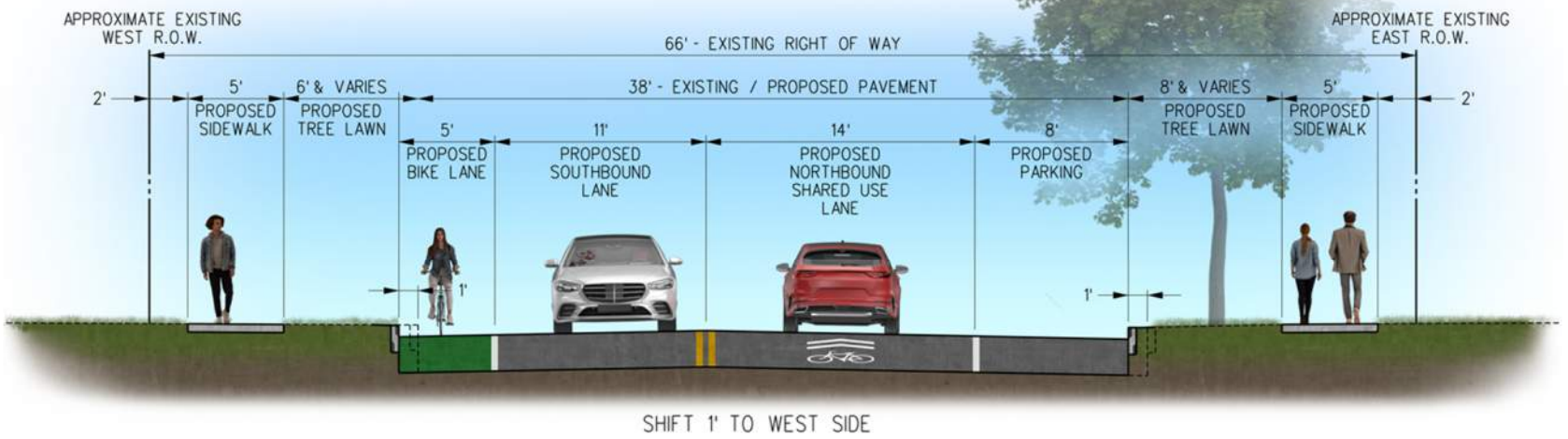
- Increases Tree Lawn For Maximum Existing Tree Sustainability
- Maintains Parking on one side
- No Impacts to Utility Poles
- Provides Shared Use Lanes

Cons:

- No dedicated Bicycle Lanes
- Removes Dedicated Parking Lane (west side)

Viable Alternatives

Alternative No. 2B: Bike Lane with Shared Use Lane with 1-side Parking
(Same as Alt. 2A with 1 ft. shift to the west.)



TYPICAL SECTION NO. 2B - NORTH GOODMAN STREET
ALTERNATIVE NO. 2B

Pros:

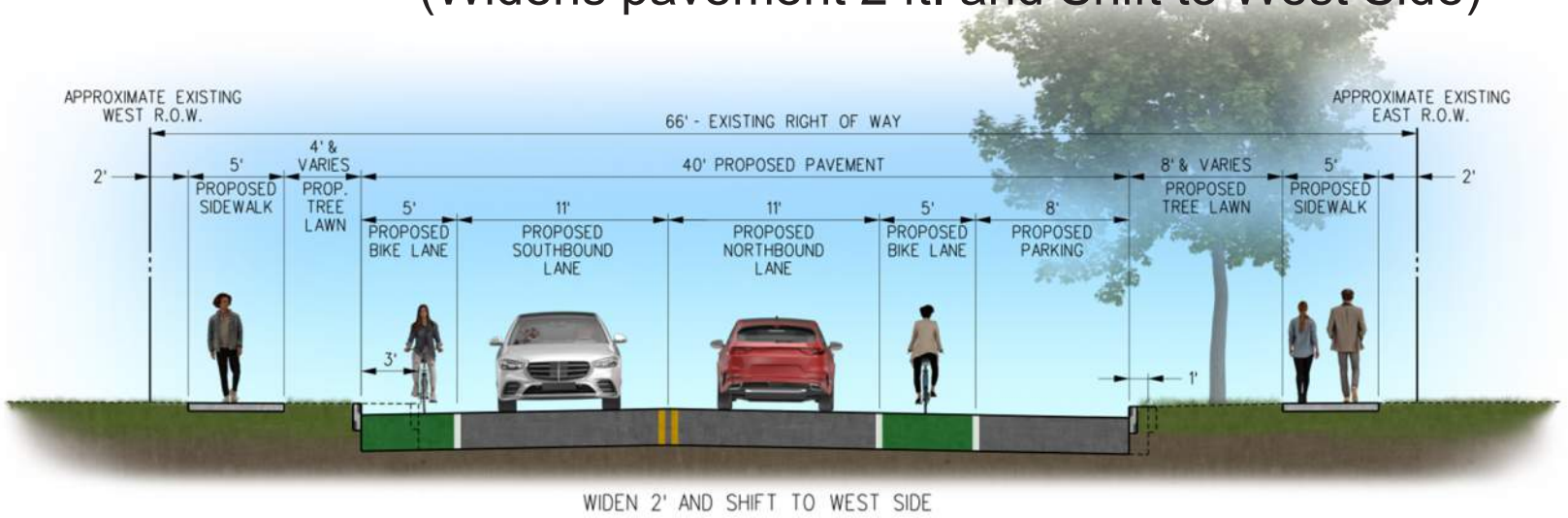
- Maintains Existing Street Corridor
- Provides Bicycle Facilities
- Maintains Parking on one side
- Lessens Tree impacts, east site

Cons:

- Removal of all Trees, west side
- No dedicated Bicycle Lane (northbound)
- No dedicated Parking on the west side
- Utility pole impacts, west side

Viable Alternatives

Alternative No. 6B: Bike Lane on Both Sides with 1-side Parking
(Widens pavement 2 ft. and Shift to West Side)



TYPICAL SECTION NO. 6B - NORTH GOODMAN STREET
ALTERNATIVE NO. 6B

Pros:

- Lessens Impact to Existing East Side Trees
- Maintains On-street Parking on East Side
- Dedicated Bicycle Lanes in Each Direction
- No Impacts to Utility Poles on East Side

Cons:

- Removal of ALL Trees on West Side
- Relocation of Utility Poles on West Side
- No Dedicated Parking on West Side
- Increased Project Costs

Project Timeline

➢ Kick-Off	June 2022
➢ Public Outreach	Summer/Fall 2022
➢ Open House Meeting	September 2022
➢ Preliminary Design	June 2022 – January 2023
➢ Public Informational Meeting # 1	March 2023
➢ Design Approval	March 2023
➢ Design	March 2023 – August 2023
➢ Public Informational Meeting # 2	June 2023
➢ Advertise for Construction	Fall 2023
➢ Construction	April 2024 thru November 2025

Q & A

Your thoughts . . .

Comments?

Questions?

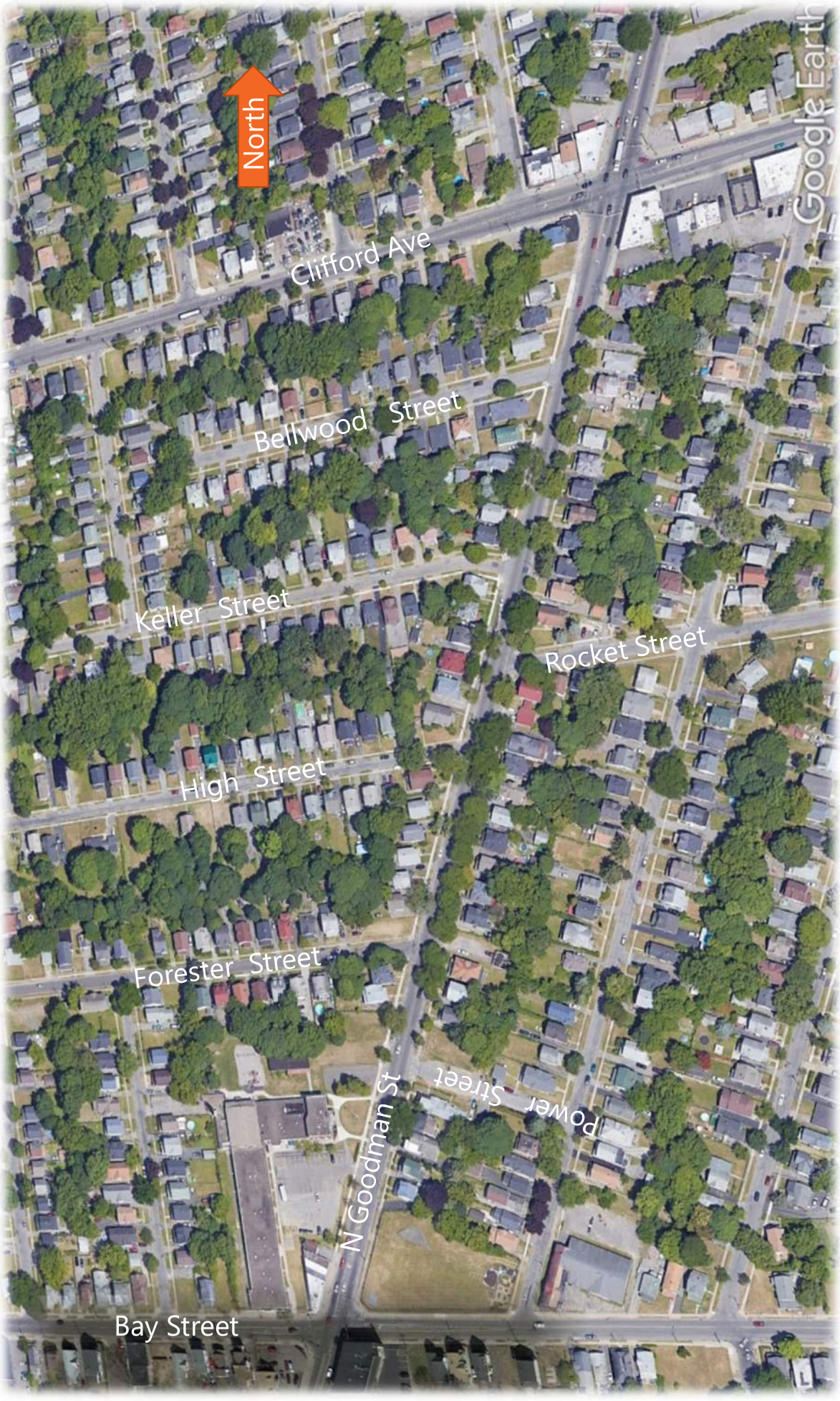
Additional Information

www.cityofrochester.gov/NGoodmanSt

Project Manager:
Tim.Hubbard@cityofrochester.gov

– The following slides are not part of the presentation


N Goodman


North
Clifford Ave
Bellwood Street
Keller Street
Rocket Street
High Street
Forester Street
N Goodman St
Power Street
Bay Street
Google Earth

General Project Information

Who will pay for the project?

City of Rochester and Monroe County

Cost: Approximately $6 Million

North Goodman Street is owned and maintained by the **City of Rochester** but is eligible for County aid for improvements (per New York State Highway Law, Section 131-K)