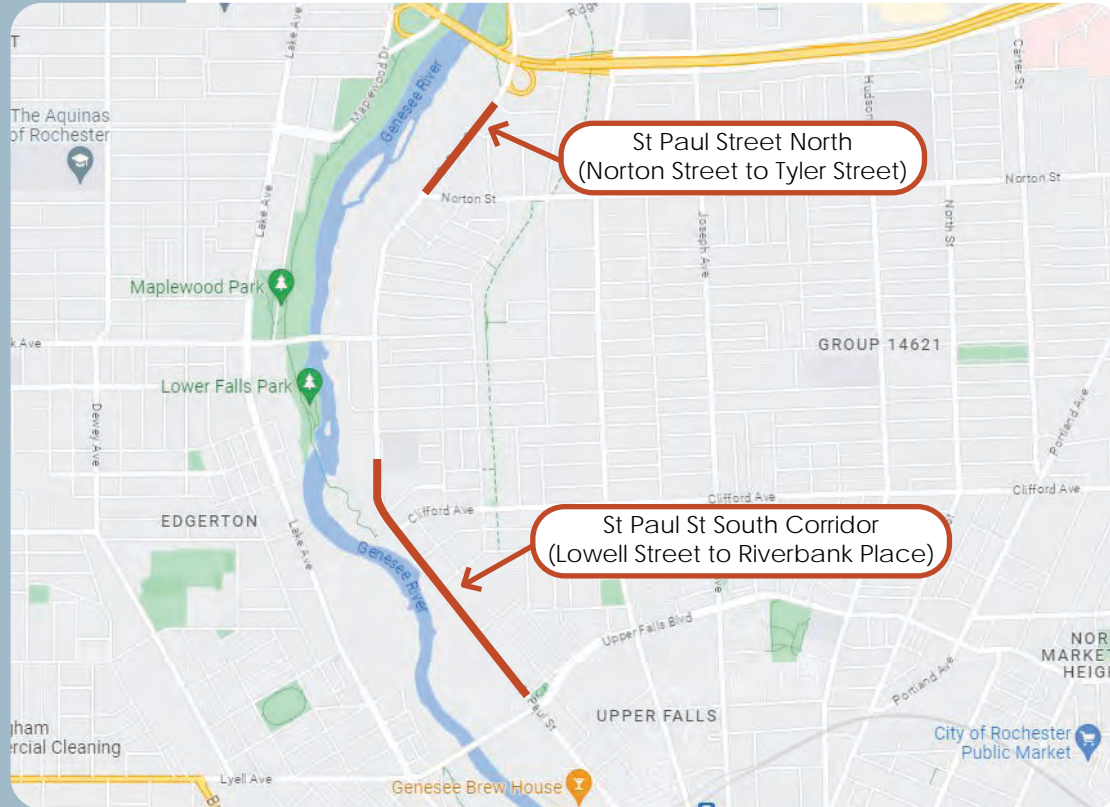


# 2024 MILLING AND RESURFACING PROJECT



## Saint Paul Street Stakeholder Meeting

3:30 pm , July 12, 2023  
Northeast NSC Office (500 Norton Street)

### Project Limits

St Paul Street South (Lowell Street to Riverbank Place)

St Paul Street North (Norton Street to Tyler Street)

*To be addressed in separate meeting:*  
Park Avenue (Alexander Street to East Avenue)  
Monroe Avenue / Sumner Park / Oxford Street Intersection



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



HIGHLAND PLANNING



# PROJECT TEAM



Mayor Malik  
Evans

## Department of Environmental Services



**Commissioner**  
Richard Perrin, AICP



**City Engineer**  
Holly Barrett, P.E.



**Director, Water Bureau**  
Geoff Gugel



**Managing Engineer, Street Design**  
Dominic Fekete, P.E.

## Project Team

**City Project Manager, Street Design**  
David Riley

**Barton and Loguidice (Design  
Consultant)**  
Jonathan Walczak, P.E.

**Monroe County Department of  
Transportation**  
Henry Herdzik, P.E.



# MEETING AGENDA

---



01 Project Limits

02 Streetscape Improvements

03 Pedestrian and Traffic Safety Improvements

04 Bicycle Facilities Improvements

05 Work Zone Traffic Control During Construction

06 Anticipated Project Timeline

07 Public Engagement Overview

08 Discussion / Q&A





# 01

# PROJECT LIMITS

St Paul Street South Corridor (Lowell Street to Riverbank Place)





# 01

# PROJECT LIMITS

St Paul Street North Corridor (Norton Street to Tyler Street)



# 02

## STREET IMPROVEMENTS

### Roadway Pavement Structure

#### Why Milling and Resurfacing?

- The right treatment at the right time.
- Avoid pavement failures.
- Extend the service life of the roadways.
- Improve drainage.
- Improve ride quality.
- Restore Pavement Riding Surface.
- Deep pavement repairs where necessary.





# 02 STREET IMPROVEMENTS

## Granite Stone Curbs

- Repairs and/or replacement of broken, sunken or missing curbing as needed.

BEFORE



AFTER



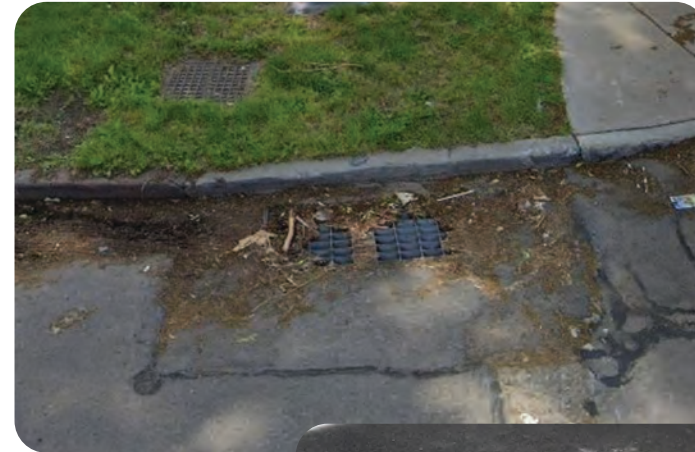
# 02 STREET IMPROVEMENTS

## Drainage Inlets

- Adjusted drainage inlets to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new catch basin.

BEFORE



AFTER





# 02 STREET IMPROVEMENTS

## Utilities

- Utility appurtenances will be adjusted to grade-level with concrete collars.

Note: Collars are only installed when an adjustment is necessary due to structural condition, frame & grate condition, elevation issues or for a new manhole or water valve.

### MANHOLES

BEFORE



AFTER



### WATER VALVES

BEFORE



AFTER



# 03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Sidewalk Curb Ramps

- Sidewalk curb ramps will be retrofitted, modified, or replaced where needed. Detectable warning units will be installed as needed to address accessibility requirements.

BEFORE



AFTER





# 03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Upgrade Crosswalks, Pavement Markings, and Traffic Signage

- Install high visibility crosswalks and replace pavement markings and traffic signage throughout the project limits to meet current MUTCD standards, as needed.

BEFORE



AFTER





# 03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Upgrade Sidewalks

- Replace public sidewalk, where needed, to remove trip hazards and address drainage issues.

BEFORE



AFTER



# 03

## PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

### Installation of Curb Bump-Outs

- A Safety Screening was conducted to support installation of the curb bump-outs.
- Safety benefits of curb bump-outs:
  - Traffic calming, reduce vehicle speed by narrowing pavement width.
  - Reduced vehicle turning speeds.
  - Improved visibility of pedestrians for motorists.
  - Shorter crossing distance for pedestrians.
  - Restrict vehicles from parking close to intersections.
  - Improves intersection sight distance.



# 04

## BICYCLE FACILITIES IMPROVEMENTS

### Installation of Bike Lanes and Sharrows Parking Study

- A Parking Study was conducted in January 2023 to document current parking utilization and assess opportunities for implementing complete streets designs.
- The Parking Study supports the elimination of some under-utilized on-street parking on Saint Paul Street, therefore, bike lane pavement markings and signage will be installed where appropriate.

#### Possible Parking Reductions:

- East side from Hart Street to Clifford Avenue
  - West side from Norton Street to Tyler Street
- Additional and/or improved bike facilities throughout the corridor are being considered.





# 04

## BICYCLE FACILITIES IMPROVEMENTS

### Difference Between Bike Lanes and Sharrows

#### BIKE LANES

Painted white lane with bike symbols designates a 5 to 6 foot wide *travel lane for exclusive use by bicycles.*



#### SHARROWS

A Shared Use Lane Marking Symbol, also known as a Sharrow, indicates that *motor vehicles and bicycles should share the travel lane.*



# 05

## WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

### Communication

- Public information will be provided:
  - Direct mailings to adjacent properties.
  - Media alerts via radio broadcasts to general public.
  - Variable message signs.
  - Temporary motorist information signs.
- Coordination with RTS will be maintained to provide uninterrupted access to transit services.
- Coordination with Monroe County Department of Human Services and RCSD Roberto Clemente School No. 8.



# 05 WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION

## Timeframe and Access

- Construction is anticipated to last approximately 6-8 months.
- Two-way traffic will be maintained with flaggers and daily lane closures when needed.
- Some temporary disruptions will occur during curb and sidewalk replacement at driveways.
- Emergency access will be maintained during construction.

MILLING



RESURFACING



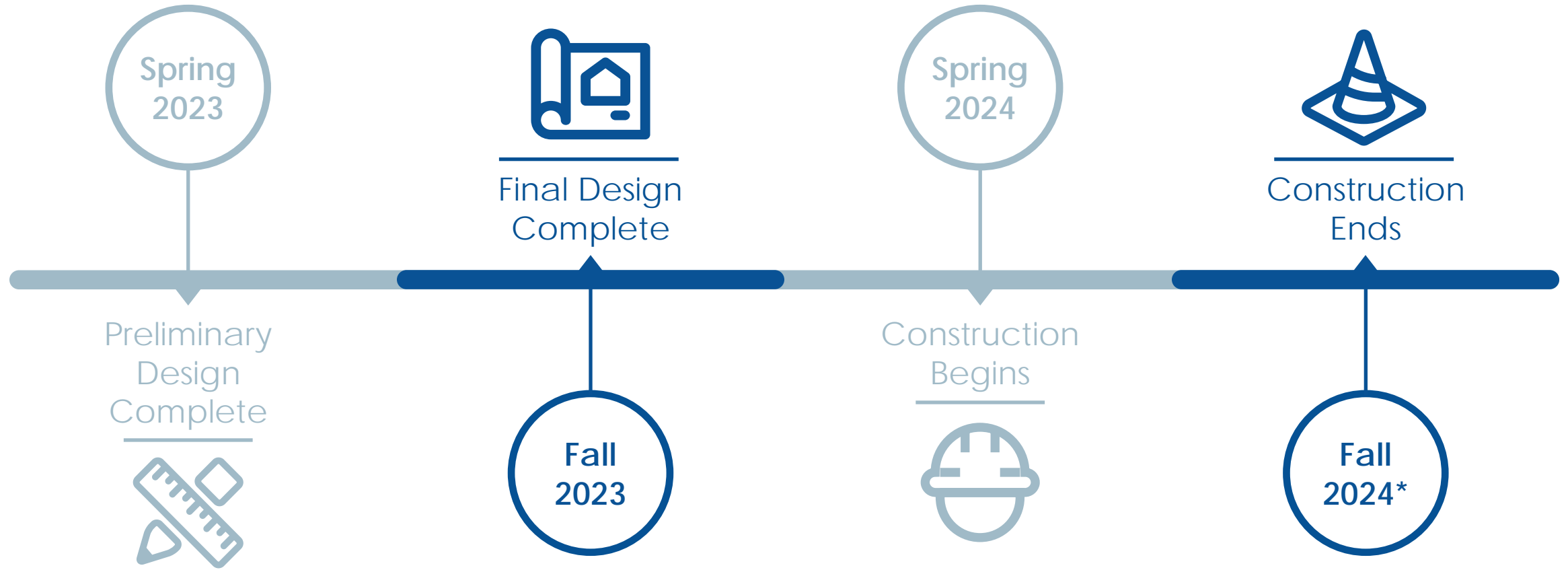
If there are known medical emergency access needs at any of the properties within the project limits, please inform the City's Construction Project Manager so that the appropriate measures are taken to maintain access during construction at all times.





06

# ANTICIPATED PROJECT TIMELINE



\*The project is anticipated to be substantially completed by the end of 2024, however some items of work may carry over into Spring 2025.

- To Bring Awareness of the Project and Encourage people to learn more and provide their feedback at a meeting or online:
  - Door to Door Outreach with Brochures.
- First Public Meeting in August to inform the community of:
  - Timing of construction.
  - Gather feedback and solicit issues.
  - Review potential opportunities for improvement -- especially for areas that involve initial bumps outs and bike lanes.
- Second Public Meeting/Informational Session - September
  - Share the plan/design and ask for feedback to identify any last-minute red flags.



# 08

## DISCUSSION / Q&A

\*Please provide your name and address when asking a question!\*

- 01 What do you like about this section of St. Paul?
- 02 What are some current challenges and opportunities you see with St. Paul?
- 03 Are we going in the right direction or is there anything you think we are missing from this plan?
- 04 What's the best way to engage the St. Paul community? How can we work with you on engagement?
- 05 Are there any "hot button" issues the consultant team should be aware of before conducting outreach with the public?

**THANK YOU!**

For additional information, please contact:

**David A. Riley**

City of Rochester Department of  
Environmental Services

585-428-6978

David.riley@cityofrochester.gov

**Project Webpage:**

[www.cityofrochester.gov/ParkStPaul](http://www.cityofrochester.gov/ParkStPaul)

