



# 2024 STATE TOURING ROUTES MILLING AND RESURFACING PROJECT

WEST MAIN STREET (CHURCHLEA PLACE TO W BROAD STREET)

SOUTH PLYMOUTH AVENUE (GENESSEE STREET TO FORD STREET)

Public Information Meeting

July 26<sup>th</sup>, 2023



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



Department of  
Transportation




ADAM J. BELLO  
MONROE COUNTY EXECUTIVE

# Format of Zoom Webinar



(With Items to note for In-Person Meeting)

- **Attendance:** Please use the “chat”  feature to provide your name and address.
- **Questions:** Meeting participants will be muted during the presentation. Questions will be addressed at the end of the presentation.
- **Attendance:** Attendees consent to the audio and video recording of this meeting for project documentation purposes.

# 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: Darin Ramsay – ZOOM Host

## Municipal

- MCDOT Project Liaison: David M. Kubiak, PE
- NYS Department of Transportation

## Design Consultants

- Stantec Project Manager: Sean Miller, PE – Zoom Co-Host
- Subconsultants: Toole Design Group, Ravi Engineering, and Land Surveying, P.C.

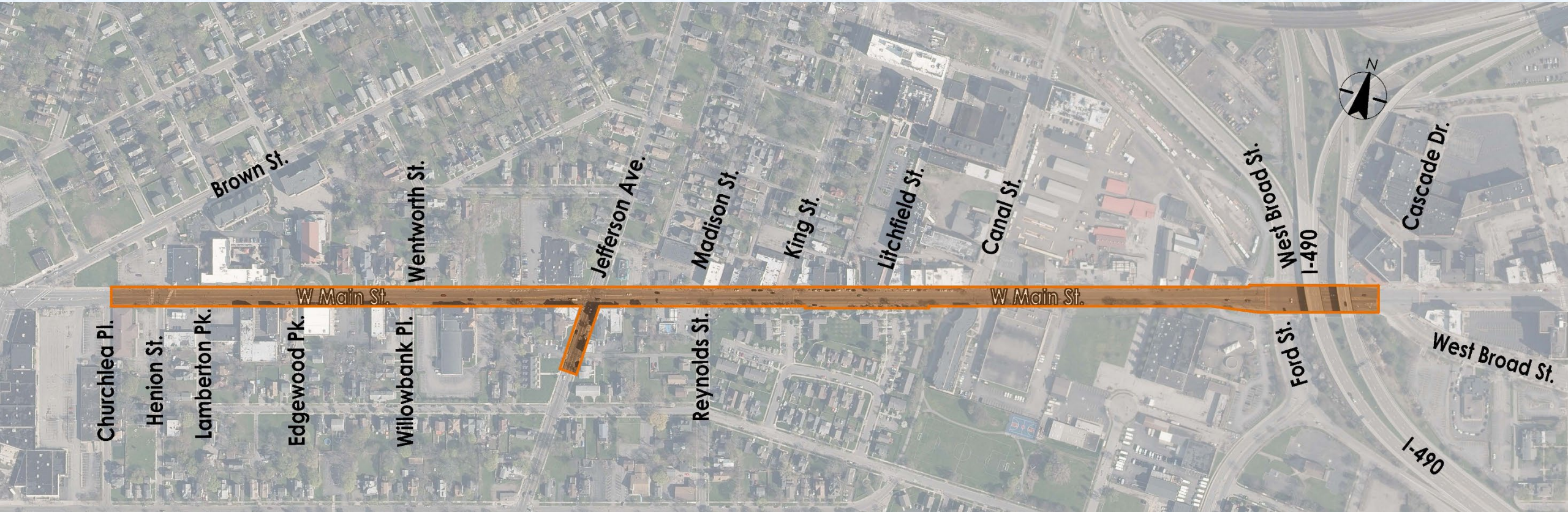


# Agenda

- ❖ Project Limits
- ❖ Project Objectives and Scope
- ❖ Studies and Analysis Completed
- ❖ Street Improvements
- ❖ Pedestrian Improvements
- ❖ Bicycle Facility Improvements
- ❖ Bus Stop Improvements
- ❖ Traffic Calming Improvements
- ❖ Traffic Signal Improvements
- ❖ Work Zone Traffic Control
- ❖ Anticipated Project Timeline
- ❖ Question & Answers
- ❖ Contact Information



# Project Limits – West Main Street



# Project Limits – South Plymouth Avenue



# Analysis & Studies Completed

- Parking Study
- Traffic Data Collection & Road Diet Analysis of West Main Street
- Crash / Safety Analysis
- New pedestrian crossing analysis
- Environmental Review
- Geotechnical Analysis



# Project Objectives and Scope



## STREET MAINTENANCE PROJECT:

- Restore pavement condition
- Repair curb and sidewalk deficiencies
- Improve ADA Curb Ramp Compliance
- Repair and adjust drainage structures
- Traffic signal improvements
- Implement the City's "Complete Streets" policy to accommodate all road users
- Evaluation of West Main Street Placemaking Study interim improvement recommendations
- Evaluation of bus stop improvements, additional bicycle facilities, and pedestrian crossings
- Encourage multi-modal transportation



# Parking Study

- A Parking Study was completed for the project to investigate the impacts of proposed new bike lanes and proposed changes to existing on-street parking
- The parking study collect counts on West Main Street and South Plymouth Avenue at various times and on multiple days



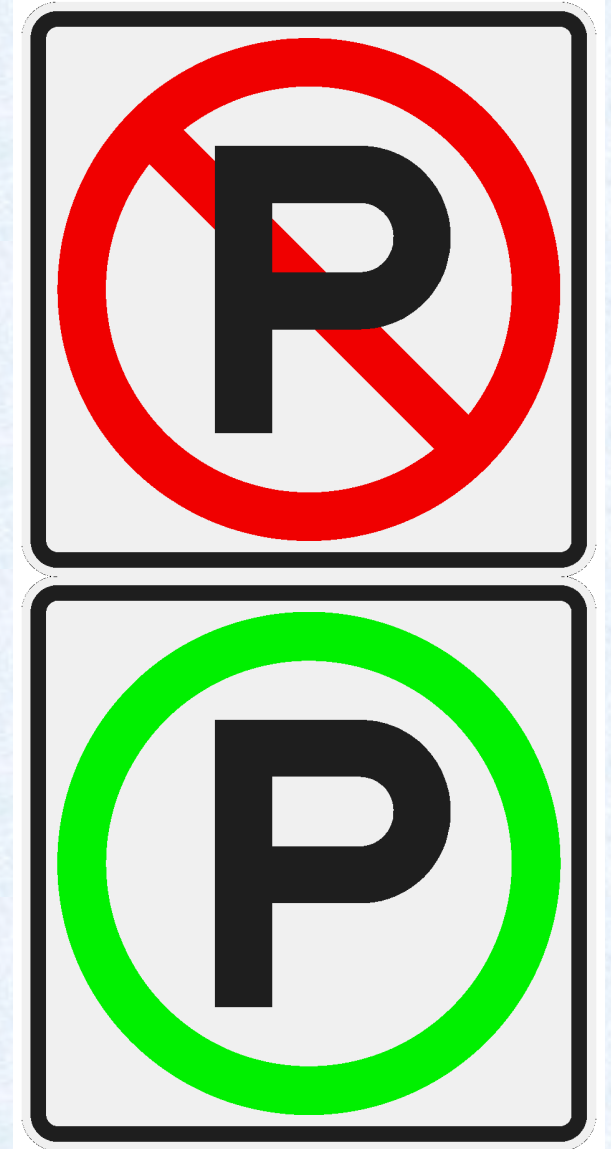
# Parking Study – West Main Street

<b>Parking Summary</b> <b>West Main Street</b> <b>From Churchlea to Broad/Ford</b>				
<b>North Side of Street</b> <b>(Existing Parking Spaces)</b>	<b>Minimum Utilization Rate</b>	<b>Maximum Utilization Rate</b>	<b>Average Utilization Rate</b>	<b>Proposed Number of Spaces</b>
Wentworth to Jefferson (6 Spaces)	0% (0)	0% (0)	0% (0)	0
Madison to King (8 Spaces)	13% (1)	50% (4)	27% (~2)	6
King to Litchfield (9 Spaces)	22% (2)	78% (7)	47% (~4)	8
Litchfield to Canal (11 Spaces)	36% (4)	91% (10)	51% (~6)	9
Canal to Trowbridge (10 Spaces)	0% (0)	10% (1)	3% (~0)	10

<b>Parking Summary</b> <b>West Main Street</b> <b>From Churchlea to Broad/Ford</b>				
<b>South Side of Street</b> <b>(Existing Parking Spaces)</b>	<b>Minimum Utilization Rate</b>	<b>Maximum Utilization Rate</b>	<b>Average Utilization Rate</b>	<b>Proposed Number of Spaces</b>
Lamberton to Edgewood (6 Spaces)	0% (0)	0% (0)	0% (0)	0
Edgewood to Willowbank (13 Spaces)	0% (0)	8% (1)	1% (~0)	0
Willowbank to Jefferson (17 Spaces)	0% (0)	0% (0)	0% (0)	0
Jefferson to Reynolds (2 Spaces)	0% (0)	100% (2)	50% (1)	2
Reynolds to Ford (13 Spaces)	0% (0)	31% (4)	16% (~2)	11

# Parking Study – West Main Street

- Parking Reduction for West Main Street
- Existing Number of Parking Spaces (95)
  - 44 Parking Spaces on North Side
  - 51 Parking Space on South Side
- Proposed Number of Parking Spaces (46)
  - 33 Parking Spaces on North Side
  - 13 Parking Spaces on South Side
- Majority of parking space reduction is in lower utilized unprotected areas west of Jefferson Ave (42 spaces)



# Parking Study – South Plymouth Avenue

<b>Parking Summary</b> South Plymouth Avenue (West Side) From Genesee to Ford			
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate
Genesee to Barton	0%	75%	49%
Barton to Jefferson	9%	45%	32%
Jefferson to Magnolia	36%	73%	54%
Magnolia to Fuller	0%	100%	50%
Fuller to Flint	9%	26%	18%
Flint to Columbia	38%	52%	43%
Columbia to Coulton	0%	0%	0%
Coulton to Bartlett	0%	63%	35%

<b>Parking Summary</b> South Plymouth Avenue (East Side) From Genesee to Ford			
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate
Genesee to Barton	17%	67%	44%
Barton to Luther	32%	68%	45%
Luther to Cottage	20%	40%	27%
Cottage to Magnolia	0%	67%	36%
Magnolia to Mt Pleasant	0%	67%	22%
Mt Pleasant to Flint	10%	35%	22%
Flint to Fenwick	27%	73%	46%
Fenwick to Violetta	20%	70%	48%
Violetta to Ethel	0%	13%	1%
Ethel to Doran	0%	33%	19%

# Traffic Data Collection & Road Diet Analysis of West Main Street

- Actual and projected future volumes support putting this portion of West Main Street on a Road Diet
- Little to no use of in-lane parking is utilized
- On-Street Parking is utilized in the recessed, protected parking areas
- One Travel lane in each direction will be restriped to a bike lane with separation from the travel lanes
- Striped Medians will be done in areas where feasible
- Bus Bulbs / Curb Bump-outs will be installed where feasible to improve the RTS bus stop locations and provide additional loading area that is adjacent to the sidewalk area

# Crash History / Safety Study – West Main Street

- Recorded Crash information from January 2018 thru July 2022
- Reviewed Crash History pre and post start of Covid-19 Pandemic
- 336 Accidents on W. Main St during 55-month period
- Crash Rates exceed the Monroe County Crash Rate
- 12 crashes involved Pedestrians, 4 Crashes involved Bicycles on W. Main
- A majority of the crashes are sideswipes or rear end crashes

West Main Street Crash Rates (Includes Reportable and Non-Reportable)					
Intersection	# of Crashes	County Average Rate	Pre-pandemic Total Rate	During pandemic Total Rate	Combined Total Rate
Intersection Rate (Excludes midblock crashes)					
W. Main Street @ Ford /Broad Streets	79	1.19 ACC/MEV	<b>1.76 ACC/ MEV</b>	<b>2.20 ACC/ MEV</b>	<b>1.99 ACC/ MEV</b>
W. Main Street @ Canal Street	17	0.53 ACC/MEV	<b>0.88 ACC/ MEV</b>	<b>0.70 ACC/ MEV</b>	<b>1.79 ACC/ MEV</b>
W. Main Street @ King Street	17	0.53 ACC/MEV	<b>0.48 ACC/ MEV</b>	<b>1.03 ACC/ MEV</b>	<b>0.77 ACC/ MEV</b>
W. Main Street @ Jefferson Avenue	47	1.16 ACC/MEV	<b>1.63 ACC/ MEV</b>	<b>1.53 ACC/ MEV</b>	<b>1.57 ACC/ MEV</b>
W. Main Street @ Henion Street	26	0.53 ACC/MEV	<b>1.45 ACC/ MEV</b>	<b>0.95 ACC/ MEV</b>	<b>1.19 ACC/ MEV</b>
Link Rate (Includes midblock and intersection crashes)					
West Main Street from					
Churchlea Pl to W Broad St/Ford St	336	2.83 ACC/MVM	<b>17.38 ACC/ MVM</b>	<b>17.35 ACC/ MVM</b>	<b>17.37 ACC/ MVM</b>

Collision Summary West Main Street From Churchlea to Broad / Ford		
Type of Collision	Number	Percentage
<b>Sideswipe</b>	<b>101</b>	<b>30%</b>
<b>Rear End</b>	<b>91</b>	<b>27%</b>
Right Angle	37	11%
Left Turn	38	11%
Pedestrian	12	4%
Fixed Object	16	5%
Head on	7	2%
Bicycle	4	1%
Right Turn	24	7%
Driveway	1	<1%
Backing	3	1%
Overtaking	0	0%
Animal	1	<1%
Unknown	1	<1%
Total	336	100%

# Crash History / Safety Study – South Plymouth Avenue

- Recorded Crash information from January 2018 thru July 2022
- Reviewed Crash History pre and post start of Covid-19 Pandemic
- 183 Accidents on S. Plymouth Ave during 55-month period
- Corridor Crash Rates exceed the Monroe County Crash Rate
- 6 crashes involved Pedestrians, 0 Crashes involved Bicycles on S. Plymouth
- A majority of the crashes are sideswipes or rear end crashes

Collision Summary South Plymouth Avenue From Genesee to Ford		
Type of Collision	Number	Percentage
Sideswipe	42	23%
Rear End	55	30%
Right Angle	26	15%
Left Turn	24	13%
Pedestrian	6	3%
Fixed Object	17	9%
Head on	4	2%
Bicycle	0	0%
Right Turn	7	4%
Driveway	0	0%
Backing	0	0%
Overtaking	0	0%
Animal	0	0%
Unknown	0	0%
Total	183	100%

South Plymouth Avenue Crash Rates (Includes Reportable and Non-Reportable)					
Intersection	# of Crashes	County Average Rate	Pre-pandemic Total Rate	During pandemic Total Rate	Combined Total Rate
Link Rate (Includes midblock and intersection crashes)					
South Plymouth Avenue from					
Genesee Street to Ford Street	183	2.78 ACC/MVM	13.00 ACC/ MVM	8.38 ACC/ MVM	10.61 ACC/ MVM

# 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/>



16   
Genesee  
Frequent Route



# West Main Street Multimodal Transportation + Placemaking Plan: Project Goals

- Improve safety, accessibility, and connectivity
- Support sustainable communities and grow community wealth
- Celebrate and promote history, culture, and legacy



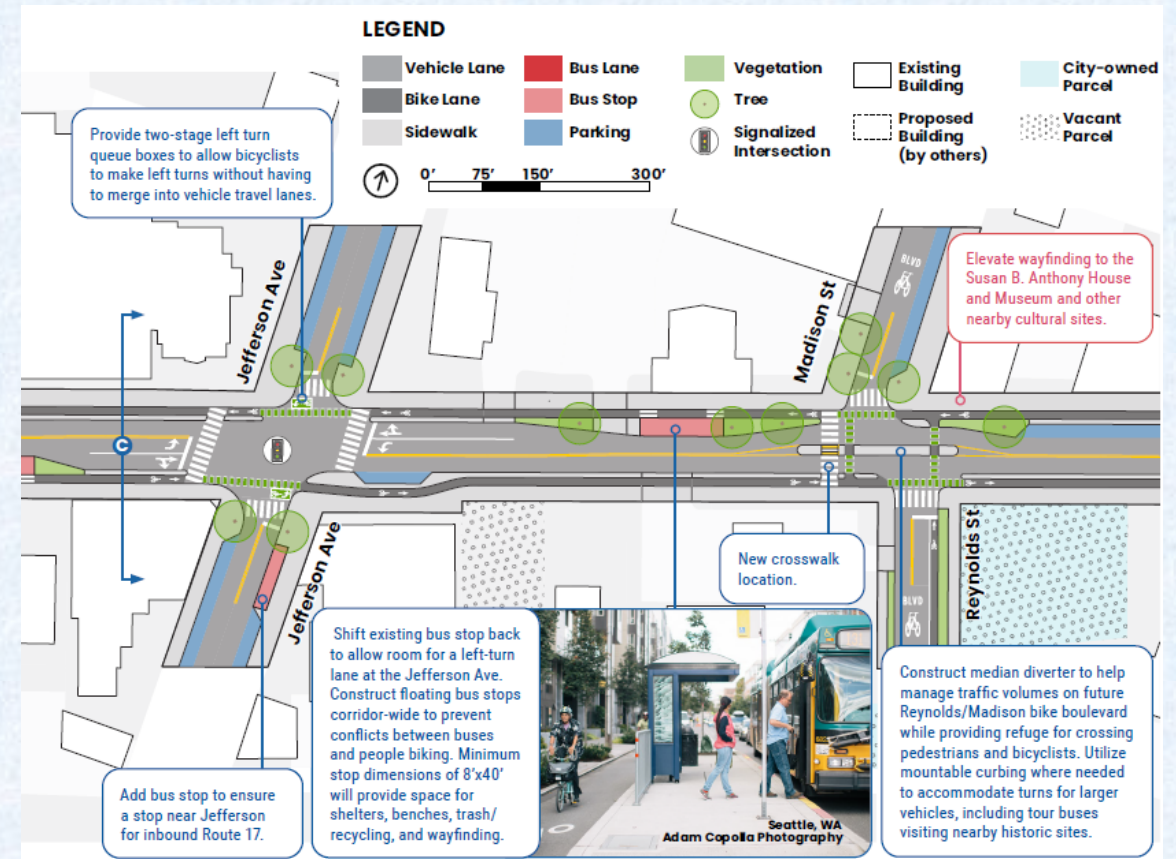
# West Main Street Multimodal Transportation + Placemaking Plan: Key Existing Conditions Findings

- People who live around West Main Street:
  - Have a lower rate of vehicle access than the Citywide average
  - Take the bus at almost double the City's average rate
- From 2015-2019, a crash was reported on West Main every 3.5 days on average
- Pedestrian conditions vary
- There are no dedicated accommodations for people biking



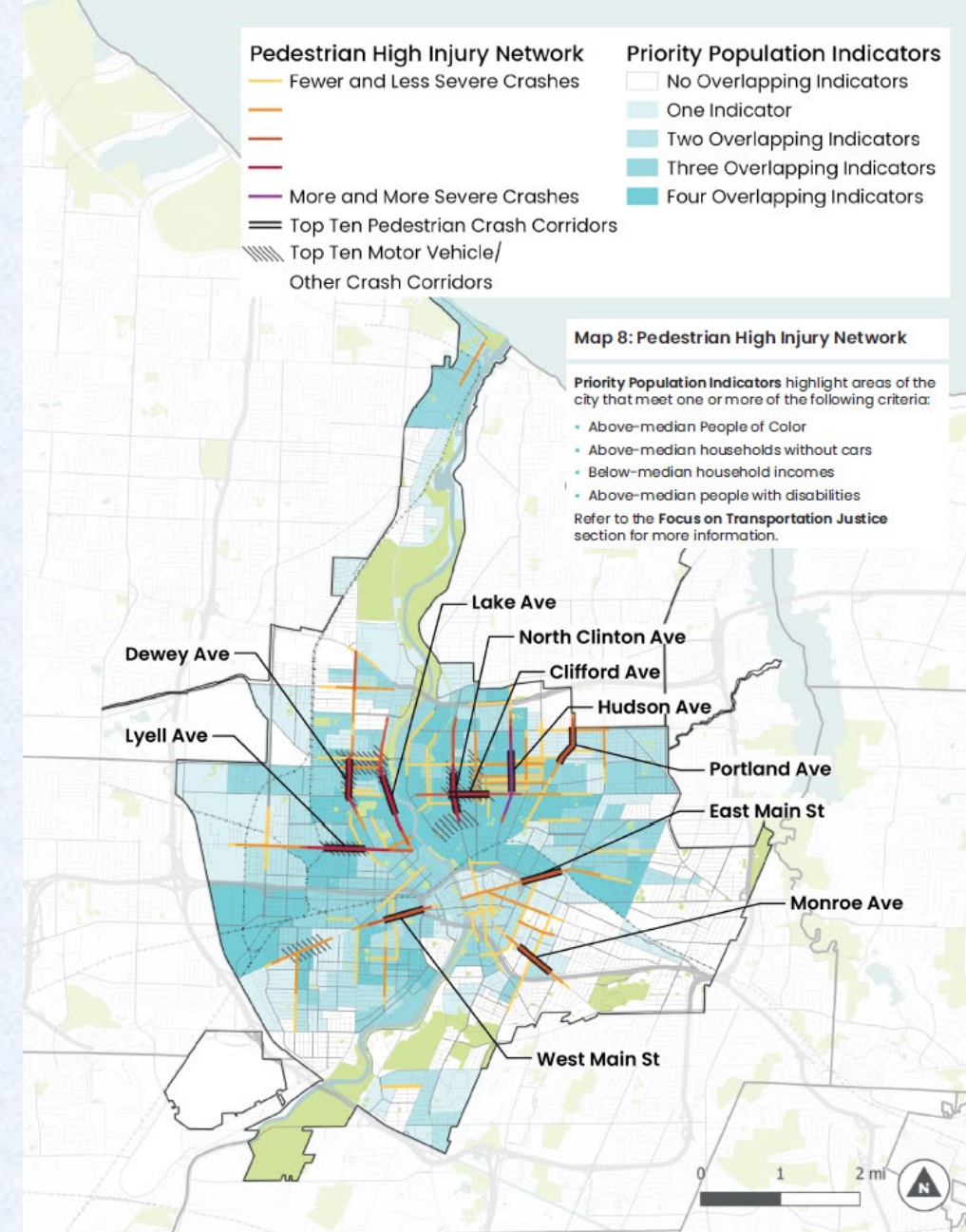
# West Main Street Multimodal Transportation + Placemaking Plan: Recommendations

- Street design, placemaking, and policy actions
- Preferred concept based on community feedback to "starter ideas"
- Long-term vision to guide short-term investments



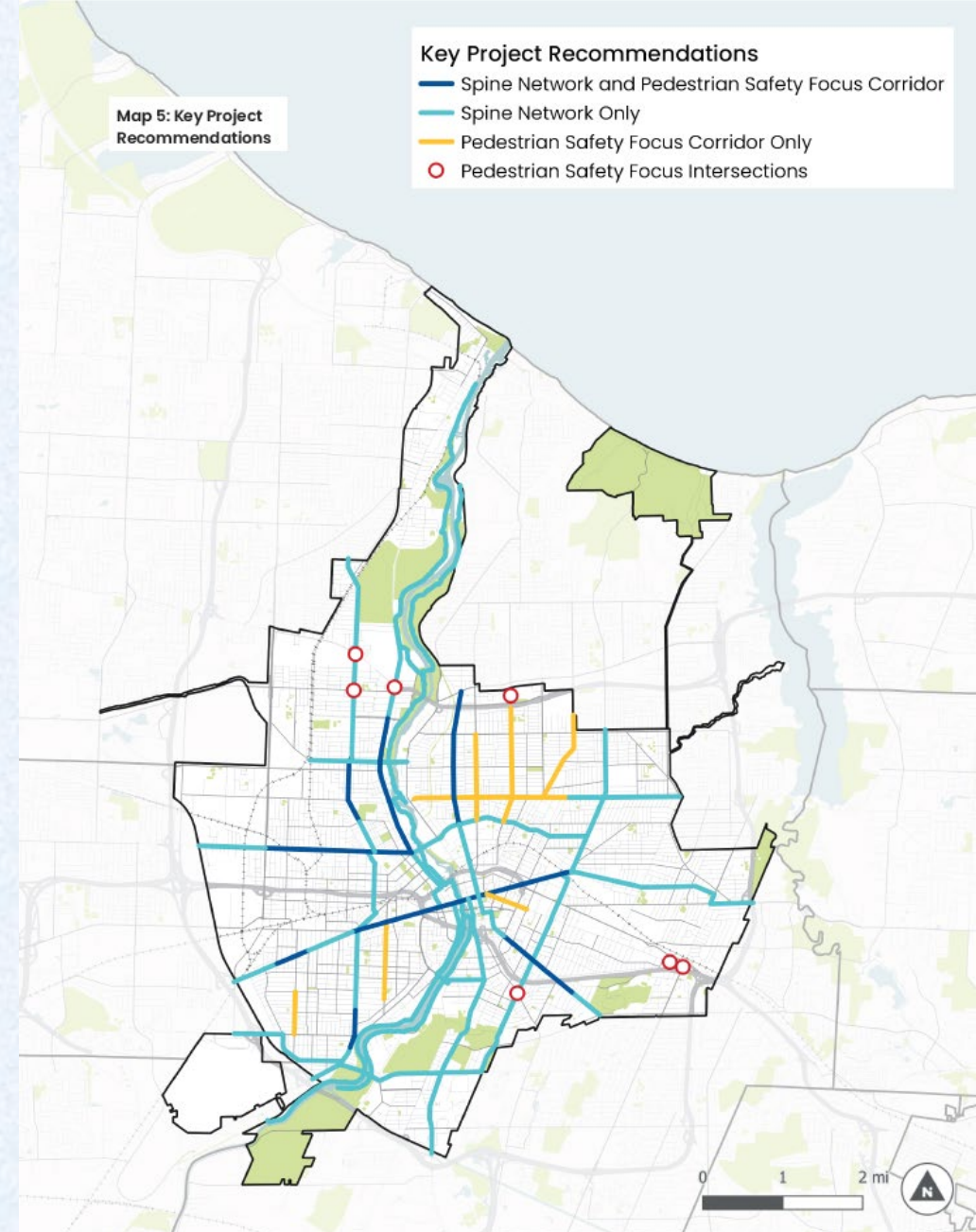
# Rochester Active Transportation Plan: Key Findings

- West Main Street is one of the top 10 half-mile segments in Rochester for severe pedestrian crashes



# Rochester Active Transportation Plan: Recommendations

- Pedestrian Safety Focus Corridor project
- Bike Spine Network project



# Street Improvements

## Milling and Resurfacing

- Extend pavement life
- Improve surface drainage
- Restore surface riding quality
  - Mill off top 2" of deteriorated pavement and replace with new riding surface
  - Deeper repairs in areas with greater deterioration



# Street Improvements

## Sidewalk and Curb Repairs

- Replace damaged or patched Sidewalk
  - Tripping hazards, cracking, and heaving
- Replace damaged sections of curb



# Street Improvements

## Catch Basins, Manholes, and Valve Boxes

- Clean and repair catch basins, adjust frames and grates to grade
- Replace and repair manhole covers, adjust to grade
- Valve boxes will be replaced as needed and adjusted to grade
- Install concrete collars around drainage structures, manholes and valve boxes





# Street Improvements

## Sidewalk Curb (ADA) Ramps

- A total of 133 curb ramps being evaluated
- Non-compliant ramps will be modified to meet ADA requirements where feasible
- Missing or worn detectable warning surfaces will be replaced
- Identify and correct drainage problems



# Bicycle Facility Improvements

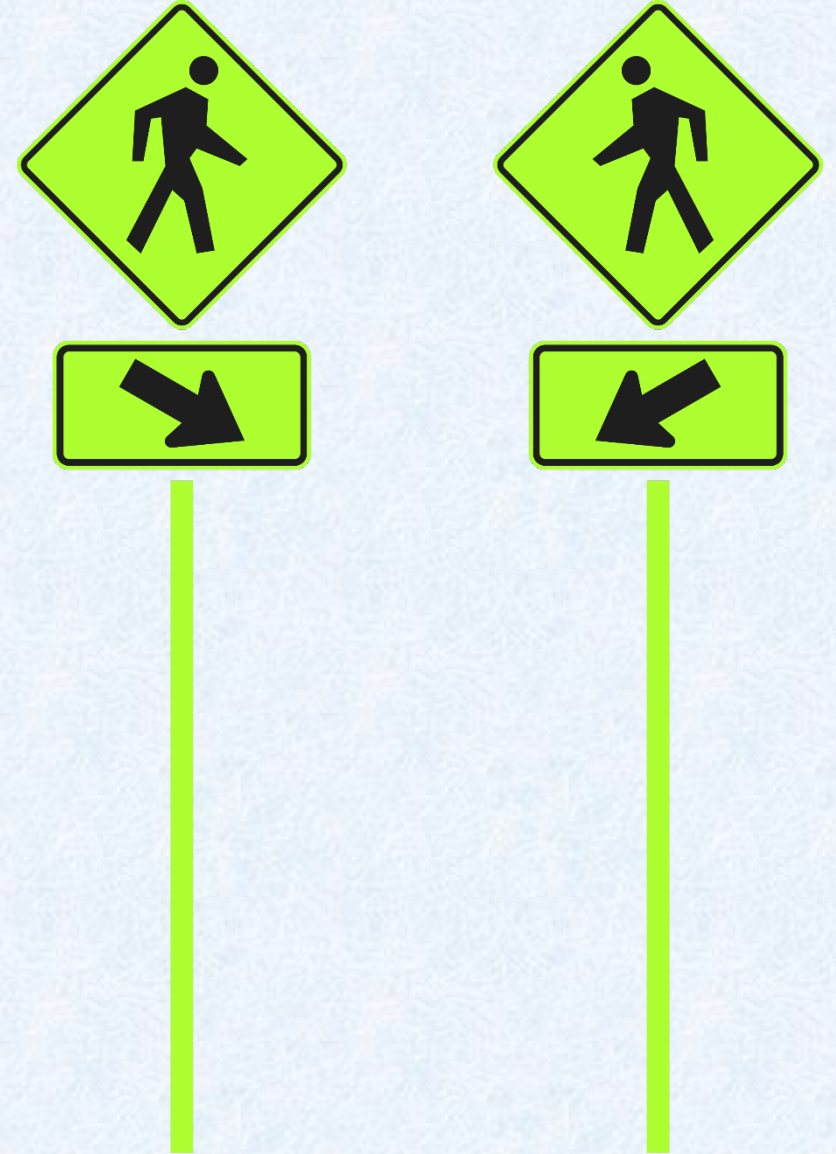
- The City of Rochester's Complete Streets Policy requires the evaluation of bicycle facilities on all street projects
- Dedicated bicycle facilities are preferred
- Shared use lanes are an alternative where dedicated bicycle lanes are not feasible



Source: City of Rochester's "Bike Rochester" website  
<https://www.cityofrochester.gov/bikerochester/#INFRASTRUCTURE>

# Pedestrian Improvements

- Install additional marked crossing opportunities to cross West Main Street and South Plymouth Avenue
- Improve the existing pedestrian crossing at Plymouth Gardens with curb bump-outs to shorten the crossing distance



# Traffic Calming Improvements

- Curb-bump outs to narrow the pavement width
- Pedestrian refuge island (Madison / Reynolds)
- New RRFB installation on West Main Street near the Family Dollar store



# Traffic Signs and Pavement Marking Improvements

- Replace Traffic and Parking Signs that are faded and damaged with new signs
- Replace Non-Compliant Traffic Signs
- Replace all existing worn and faded pavement markings with new pavement markings



# Traffic Signal Improvements

- Upgrade all pedestrian push buttons
- Replace vehicle detection loops or install vehicle detection cameras
- Add traffic signal back plates



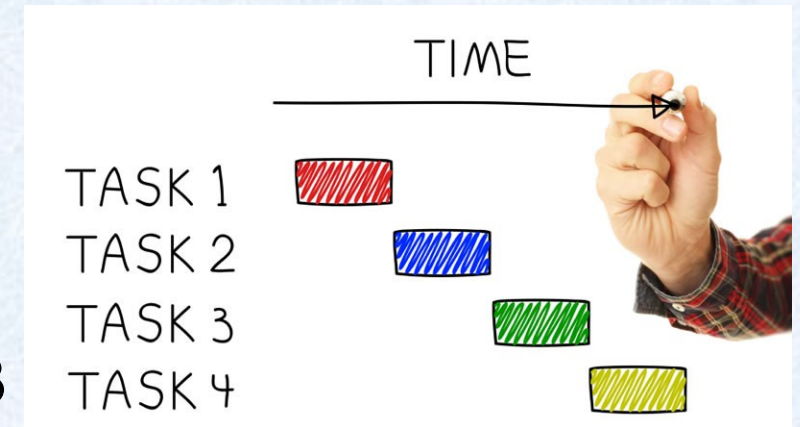
# Work Zone Traffic Control

- Public Information will be provided:
  - Direct mailings to adjacent properties
  - Media alerts via radio broadcasts to the general public
  - Variable Message Signs (VMS)
  - Temporary motorist information signs
- Coordination with RTS will be maintained to provide uninterrupted access to transit service



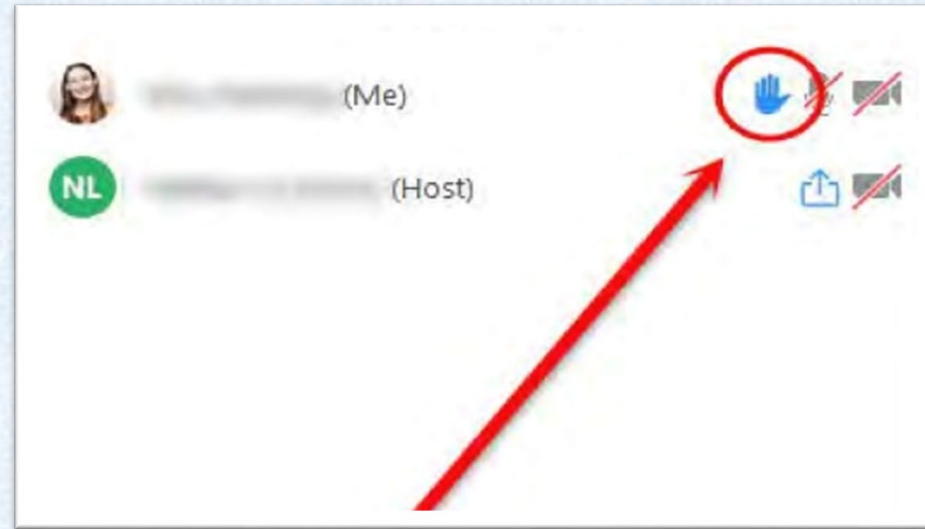
# Project Timeline

- Kick-Off August 2022
- Preliminary Design Aug. 2022 to June 2023
- Public Meeting #1 July 2023
- Final Design June 2023 to November 2023
- Public Meeting #2 TBD
- Advertisement November 2023
- Construction April 2024 thru November 2024





# 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:

<https://www.cityofrochester.gov/2024STR/>

Comments may be submitted to the Project Manager until one week after this Public Meeting. Any comments received by **Wednesday, August 2<sup>nd</sup>, 2023**, will be recorded and answered in the public meeting minutes.

## City Project Manager

Darin Ramsay

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Phone: (585) 428-6695