



2024 Preventive Maintenance Project

Ford Street (S Plymouth Avenue to Exchange Blvd)
Exchange Boulevard (Ford Street to Basin Street)
State Street (Inner Loop to Lyell Avenue)

City Project No. 22125
NYSDOT PIN No. 4CR0.16

August 3, 2023
Public Information Meeting (Hybrid Format)

CITY OF ROCHESTER

Department of Environmental Services
Bureau of Architecture and Engineer
Street Design Division

This project is federally-funded and administered by NYSDOT






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Rochester City Council

FORMAT OF THIS MEETING (HYBRID)

Online Attendees - Format of Zoom Webinar :



- Attendance: Please use the “chat”  feature to provide your name and address.
- Questions: Participants will be muted during the presentation. Questions will be addressed at the end of the presentation. Participants on a computer should use the “Q&A” feature to type a question or “Raise Hand” feature to speak a question. Participants on a phone can **dial *9** to “raise your hand” at the end of the meeting to ask a question.

Attendees consent to the audio recording of this meeting for project documentation purposes.

In-Person Attendees:

- Attendance: Please use the sign in sheet and provide your name and address.
- Questions: We kindly ask participants in-person to wait for questions until the end of the presentation. Questions will be addressed at the end of the presentation. Participants can raise their hand, and a microphone to speak will be provided.





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PUBLIC
MEETING
AGENDA

- Introductions
- Project Limits
- Community Engagement
- Project Objectives and Scope
- Proposed Improvements
- Work Zone Traffic Control
- Project Schedule
- More Information, Questions, Comments, Contact Information





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PROJECT TEAM

City of Rochester

Mayor
DES Commissioner
City Engineer
Street Design Manager
Street Design Project Manager

Monroe County

MCDOT Project Liaison

NYSDOT

NYSDOT Regional Project Liaison

Consultants

C&S Project Manager
C&S Project Engineer
Lu Engineers
Ravi Engineering & Land Surveying

Malik D. Evans
Richard Perrin, AICP
Holly Barrett, P.E.
Dominic Fekete, P.E.
Ruben Escobar, P.E.

Henry Herdzik, P.E.

Karlee Danek, P.E.

Seth Kaeuper, P.E.
David Askinazi, P.E.
Jonathan Ottman, P.E.
Rick Papaj, P.E.

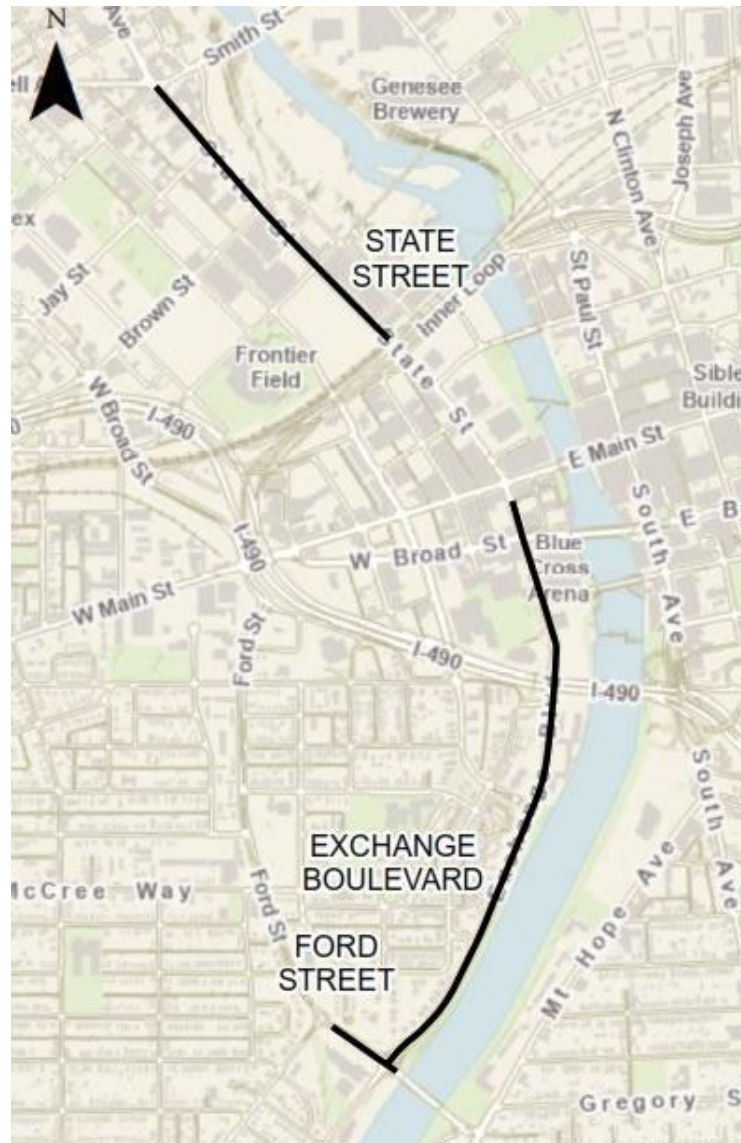


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PROJECT LIMITS



Ford Street

South Plymouth Avenue to
Exchange Boulevard (0.1 miles)

Exchange Boulevard

Ford Street to Basin Street
(0.95 miles)

State Street

Inner Loop to Lyell Avenue
(0.57 miles)



COMMUNITY ENGAGEMENT



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Permit and Driveway Mailings

- June 2023.
- Letters to 13 property owners on Exchange Blvd. and State Street

Areaway Mailings

- June-July 2023.
- Letters to 15 property owners on Exchange Blvd. and State Street

Stakeholder Meeting

- June 15, 2023.
- Letters to 75 Stakeholders, business owners, neighborhood centers/groups on Ford, Exchange and State St.

Public Information Meeting

- August 3, 2023.
- Letters to 448 property and residents on Ford, Exchange and State St.



PROJECT OBJECTIVES AND SCOPE “PM PROJECT”

- Restore
 - Pavement condition
- Repair
 - Curb and sidewalk
 - Repair drainage structures
- Improve
 - Pedestrian safety and accessibility
 - Bicycle accommodations
 - Traffic signals
 - Traffic conditions



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PREVENTIVE MAINTENANCE

- Extend pavement life
- Improve surface drainage
- Restore surface riding quality
 - Mill off top 1.5” of deteriorated pavement
 - Perform deep repairs in areas with greater deterioration
 - Replace top surface with new asphalt



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DRAINAGE BASINS, MANHOLES, AND VALVES

- Clean and repair catch basins
- Replace and repair manhole covers
- Valve boxes will be replaced as necessary
- Install concrete collars around drainage structures and valves (as necessary)



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.



PARKING STUDY



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(SAMPLE)

- A utilization study was completed for on-street parking.
- On-street parking counts along Exchange Blvd and State St at various times and on multiple days.
- Counts were collected when schools, MCC, U of R were in session.
- Results-
 - Some areas of high utilization
 - Most areas are not heavily utilized

| EXCHANGE BOULEVARD (FORD STREET TO BASIN STREET) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------|--------------------|----|--------------------------|----|--------------------------|-----|---------------------------|------|-------------------------------|----|---|------|---|-----|--|----|--|----|------------------------------------|--|---|--|---|--|---------------------|--|--------------------------|--|--------------------------|--|---------------------|--|
| Parking Block (On-Street) Utilization | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Side | | East Side | | | | | | | | | | | | | | | | Total Spaces (East Side Only) | | Total Spaces (Including West Side) | | Combine Utilization (Including West Side) | | | | | | | | | | | |
| Parking Block # | | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | | | | | | | | | | | | | | | | |
| Block Sidestreets | | Ford St. (E 40+00) | | Fitzhugh Pl S. (E 50+50) | | Fitzhugh Pl S. (E 50+50) | | S. Plymouth Ave (E 62+50) | | S. Plymouth Ave (E 62+50) | | S. Fitzhugh St. (E 71+50) | | S. Fitzhugh St. (E 71+50) | | Rochester Fire Dep. Driveway (E 74+00) | | Rochester Fire Dep. Driveway (E 74+00) | | Civic Center Garage (E 77+00) | | Civic Center Garage (E 77+00) | | Court St. (E 80+00) | | Court St. (E 80+00) | | East Broad St. (E 85+00) | | East Broad St. (E 85+00) | | Basin St. (E 88+00) | |
| Existing Parking Regulation | | Bike Lane | | Bike Lane | | Meter parking | | Meter parking | | Reserved Police Vehicles Only | | Commercial parking 7AM - 9AM and 4PM - 6PM 30 min limit | | 15 Min Parking 10AM-6PM Handicap Loading 15 Minute Max 6PM-10AM | | No parking | | | | Total Spaces (East Side Only) | | Total Spaces (Including West Side) | | Combine Utilization (Including West Side) | | | | | | | | | |
| Legal Existing # Spaces / Block | | 48 | | 36 | | 23 | | 11 | | 0 | | 3 | | 7 | | 0 | | 128 | | 211 | | | | | | | | | | | | | |
| Proposed # of Spaces / Block | | 48 | | 36 | | 23 | | 11 | | 0 | | 3 | | 7 | | 0 | | 128 | | 211 | | | | | | | | | | | | | |
| Removed # of Spaces / Block | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | | | |
| Day | Time Period | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wednesday (2/1/2023) | 6:30 AM | 0 | 0% | 0 | 0% | 2 | 9% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 3 | 1% | | | | | | | | | | | | | |
| | 8:30 AM | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 5 | 2% | | | | | | | | | | | | | |
| | 11:30 AM | 0 | 0% | 0 | 0% | 2 | 9% | 2 | 18% | 0 | 0% | 1 | 33% | 3 | 43% | 0 | 0% | 8 | 20 | 9% | | | | | | | | | | | | | |
| | 8:00 PM | 0 | 0% | 0 | 0% | 12 | 52% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 12 | 13 | 6% | | | | | | | | | | | | | |
| Thursday (2/2/2023) | 6:30 AM | 0 | 0% | 0 | 0% | 6 | 26% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 6 | 6 | 3% | | | | | | | | | | | | | |
| | 8:30 AM | 0 | 0% | 0 | 0% | 3 | 13% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 3 | 12 | 6% | | | | | | | | | | | | | |
| | 11:30 AM | 0 | 0% | 2 | 6% | 3 | 13% | 3 | 27% | 0 | 0% | 6 | 200% | 1 | 14% | 0 | 0% | 15 | 33 | 16% | | | | | | | | | | | | | |
| | 8:00 PM | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 10 | 5% | | | | | | | | | | | | | |
| Saturday (2/11/2023) | 9:00 AM | 0 | 0% | 0 | 0% | 4 | 17% | 2 | 18% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 6 | 6 | 3% | | | | | | | | | | | | | |
| | 7:00 PM | 0 | 0% | 0 | 0% | 21 | 91% | 12 | 109% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 33 | 41 | 19% | | | | | | | | | | | | | |
| Maximum # Vehicles /Block | | 0 | | 2 | | 21 | | 12 | | 0 | | 6 | | 3 | | 0 | | 44 | | 72 | | 34% | | | | | | | | | | | |
| Maximum Utilization / Block | | 0% | | 6% | | 91% | | 109% | | 0% | | 200% | | 43% | | 0% | | 34% | | 34% | | | | | | | | | | | | | |

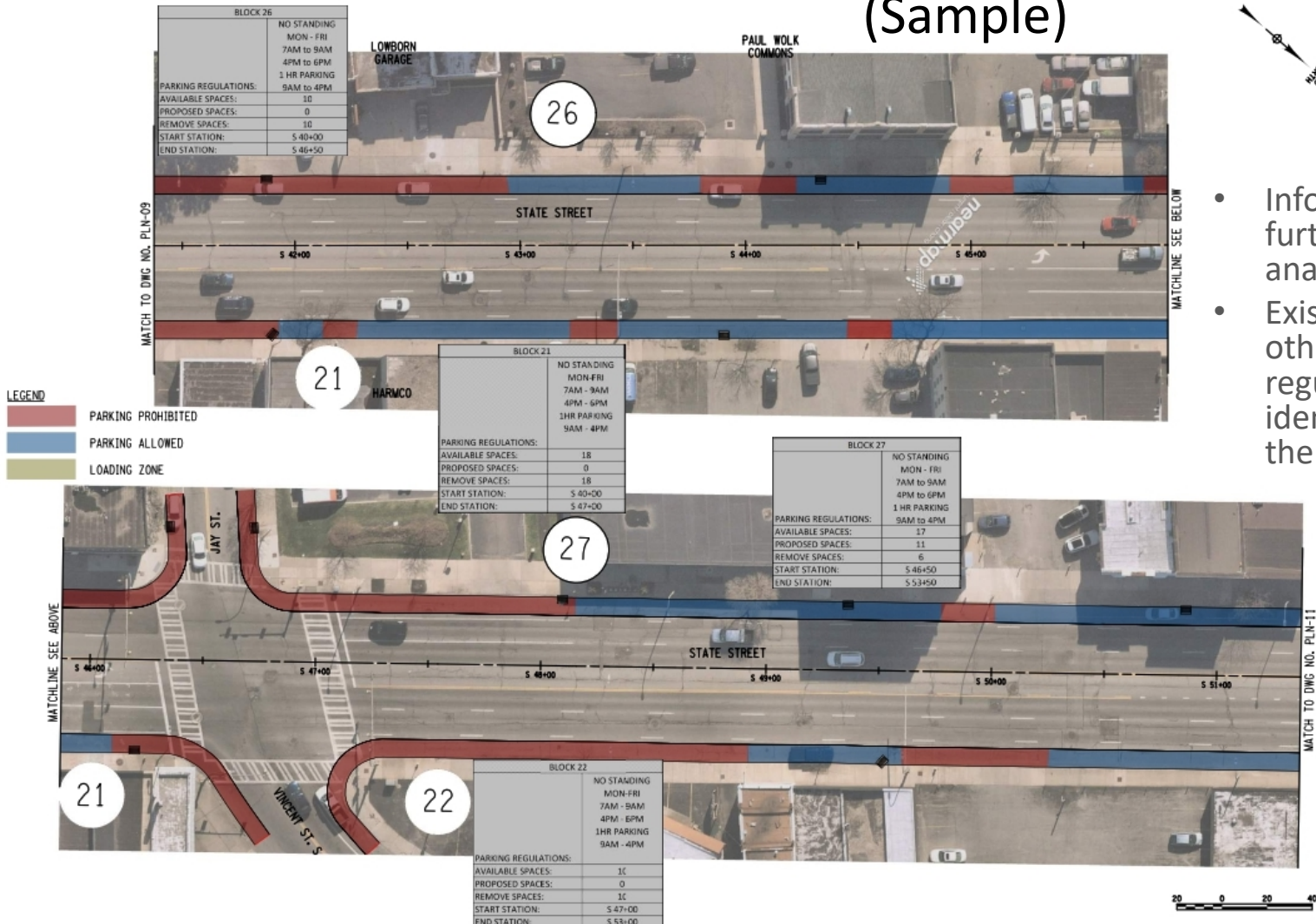


PARKING STUDY

(Sample)



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- Information collected was further subdivided and analyzed per block.
- Existing loading zones and other existing parking regulations were further identified and noted in the study.



PARKING STUDY



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- Information collected for existing on-street parking within our project limits:

| Parking Summary Exchange Blvd (West Side) From Ford Street to Main Street | | | | |
|---|--------------------------|--------------------------|----------------------------------|----------------------------------|
| Side Street Limits | Minimum Utilization Rate | Maximum Utilization Rate | Existing Parking Spaces | Proposed Parking Spaces |
| Ford to S. Fitzhugh Pl | n/a | n/a | 0 | 10 |
| S. Fitzhugh Pl to S. Plymouth | 0% | 24% | 51 | 51 |
| S. Plymouth to Corn Hill Landing | 0% | 0% | 12 | 12 |
| Corn Hill Landing S. Fitzhugh St. | 0% | 100% | 9 | 9 |
| S. Fitzhugh St. to Rochester Fire Dept. | n/a | n/a | 0 | 0 |
| Rochester Fire Dept to Public Safety Building | 0% | 60% | 5 | 5 |
| Public Safety Building to Civic Center | 0% | 50% | 4 | 4 |
| Civic Center to Broad | 0% | 100% | 6 (loading zone and handicap) | 6 (loading zone and handicap) |

| Parking Summary Exchange Blvd (East Side) From Ford Street to Main Street | | | | |
|---|--------------------------|--------------------------|-------------------------|-------------------------|
| Side Street Limits | Minimum Utilization Rate | Maximum Utilization Rate | Existing Parking Spaces | Proposed Parking Spaces |
| Ford to S. Fitzhugh Pl | 0% | 0% | 48 | 48 |
| S. Fitzhugh Pl to S. Plymouth | 0% | 6% | 36 | 36 |
| S. Plymouth to S. Fitzhugh St. | 0% | 91% | 23 | 23 |
| S. Fitzhugh St. to Rochester Fire Dept. | 0% | 100% | 11 | 11 |
| Rochester Fire Dept to Public Safety Building | n/a | n/a | 0 (Police Only) | 0 (Police Only) |
| Public Safety Building to Court | 0% | 100% | 3 | 3 |
| Court to E. Broad | 0% | 43% | 7 | 7 |
| Broad to Basin | n/a | n/a | 0 | 0 |



PARKING STUDY

- Information collected for existing on-street parking within our project limits:

| Parking Summary State Street (West Side) From Allen Street to Lyell Ave/ Smith Street | | | | |
|---|--------------------------|--------------------------|-------------------------|-------------------------|
| Side Street Limits | Minimum Utilization Rate | Maximum Utilization Rate | Existing Parking Spaces | Proposed Parking Spaces |
| Allen to Kodak Parking Lot | 0% | 0% | 6 | 0 |
| Kodak Parking Lot to Morrie Silver Way | 0% | 10% | 10 | 10 |
| Morrie Silver Way to Brown | 0% | 100% | 8 | 12 |
| Brown to Jay | 0% | 0% | 10 | 9 |
| Jay to Smith | 0% | 53% | 17 | 17 |

| Parking Summary State Street (East Side) From Allen Street to Lyell Ave/ Smith Street | | | | |
|---|--------------------------|--------------------------|-------------------------|-------------------------|
| Side Street Limits | Minimum Utilization Rate | Maximum Utilization Rate | Existing Parking Spaces | Proposed Parking Spaces |
| Allen to Commercial | n/a | n/a | 0 | 0 |
| Commercial to Platt | 0% | 0% | 5 | 0 |
| Platt to Factory | 0% | 33% | 9 | 0 |
| Factory to Brown | 0% | 13% | 8 | 0 |
| Brown to Vincent | 0% | 6% | 18 | 0 |
| Vincent to Smith | 0% | 20% | 10 | 0 |

PARKING STUDY - Off Street Parking



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- Utilization and capacity available for public use (parking lots, parking garages).
 - High Falls Parking Garage
 - 55% utilization
 - 760 vehicle capacity.
 - Civic Center Parking Garage
 - 87% utilization
 - 1200 vehicle capacity.

| Parking Lot Designation | | | Lot Capacity | Peak Utilization | % Peak Utilization | Peak Hour and Day |
|-------------------------|--------------------------------------|---------------------------|--------------|------------------|--------------------|--------------------------|
| # | Location Description | Stations | | | | |
| 1 | Exchange Trail Parking Loop | Sta E57+00 to E 59+50 Rt | 8 | 4 | 50% | 11:30AM on Wed. 2/1/23 |
| 2 | Exchange Sports Bar Lot | Sta E 63+50 to E 71+00 Lt | 115 | 105 | 91% | 7PM on Sat. 2/11/23 |
| 3 | Corn Hill Landing Lot | Sta E 66+00 to E 67+50 Rt | 44 | 44 | 100% | 7PM on Sat. 2/11/23 |
| 4 | Times Square Building | Sta E 86+50 to E 89+50 Lt | 125 | 105 | 84% | 7PM on Sat. 2/11/23 |
| 5 | State Street Convenience Store | Sta S 40+50 to S 43+00 Rt | 15 | 5 | 33% | 8:30AM on Thurs. 2/2/23 |
| 6 | Harmco Fastener and 460 State Street | Sta S 42+50 to S 46+50 Rt | 80 | 70 | 88% | 11:30AM on Thurs. 2/2/23 |
| 7 | Spiro's Takeout | Sta S 47+50 to S 49+00 Rt | 14 | 6 | 42% | 11:30AM on Wed. 2/1/23 |
| 8 | 510 State Street | Sta S 49+75 to S 51+10 Rt | 13 | 6 | 46% | 11:30AM on Wed. 2/1/23 |
| 9 | Rochester Auto Glass | Sta S 51+50 to S 52+75 Rt | 20 | 6 | 30% | 11:30AM on Wed. 2/1/23 |
| 10 | 497 State Street | Sta S 47+00 to S 48+50 Lt | 79 | 40 | 51% | 11:30AM on Thurs. 2/2/23 |



PARKING STUDY



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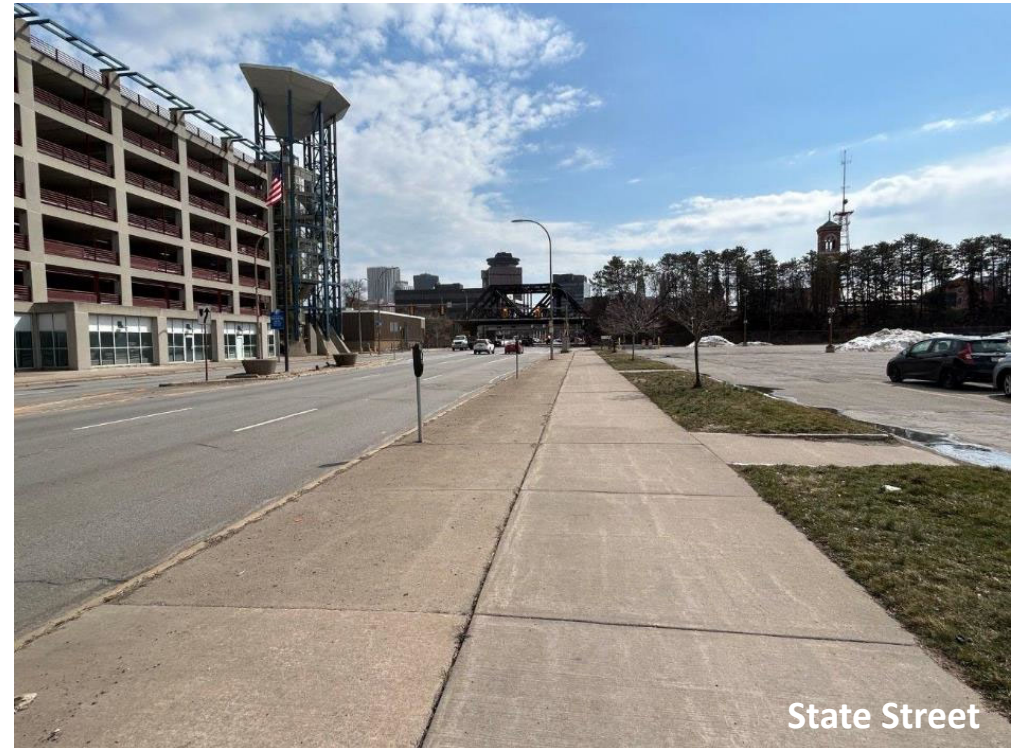
Findings and Recommendations:

- Ford Street:
 - No existing and/or proposed on-street parking
- Exchange Blvd:
 - Retain/Maximize on-street parking
 - Greater demand during the summer months
- State Street:
 - Overall parking utilization is low.
 - A few locations where parking is highly utilized.
 - Retain on-street parking at select locations.



MULTILANE CONVERSION – ROAD DIETS, LANE REALLOCATIONS AND TRAFFIC STUDY

- Reduce the number of travel lanes and reallocate that space to other uses.
 - Ford Street and Exchange Blvd Intersection (Removal of slip lanes)
 - Exchange Blvd - S. Fitzhugh Street to Broad Street (Lane reallocation).
 - State Street - Commercial Street to Lyell Avenue (Lane Reallocation)
- Promote traffic calming, enhance safety.
- Traffic analysis
 - Assessed the feasibility of a Lane Reutilization (Road Diet)
 - Better balance between vehicular travel lanes and bicycle lanes.
 - Recommendations incorporated into the proposed plans



CRASH HISTORY AND SAFETY STUDY

Ford Street

- Crash information from November 2019 thru November 2022
- 33 Crashes on Ford Street during 36-month period
- 1 Crash involved Pedestrians; 0 Crashes involved Bicycles on Ford Street
- Many of the crashes are rear end collisions

| Collision Summary Ford Street (Exchange Blvd to S Plymouth Ave) | | |
|---|-----------|--------------|
| Type of Collision | Number | Percentage |
| Rear End | 17 | 51.5% |
| Sideswipe | 4 | 12.1% |
| Left Turn | 3 | 9.1% |
| Right Angle | 5 | 15.2% |
| Right Turn | 0 | 0% |
| Head On | 0 | 0% |
| Fixed Object | 2 | 6.1% |
| Pedestrian | 1 | 3.0% |
| Bicyclist | 1 | 3.0% |
| Animal | 0 | 0% |
| Unknown | 0 | 0% |
| Total | 33 | 100% |



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CRASH HISTORY AND SAFETY STUDY

Exchange Boulevard

- Crash information from November 2019 thru November 2022
- 47 Crashes on Exchange Blvd during 36-month period
- 3 Crashes involved Pedestrians, 1 Crash involved Bicycles on Exchange Blvd
- Many of the crashes are sideswipe collisions



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| Collision Summary Exchange Boulevard (Ford St to Basin St) | | |
|--|-----------|--------------|
| Type of Collision | Number | Percentage |
| Rear End | 4 | 8.5% |
| Sideswipe | 15 | 31.9% |
| Left Turn | 7 | 14.9% |
| Right Angle | 9 | 19.1% |
| Right Turn | 1 | 2.1% |
| Head On | 0 | 0% |
| Fixed Object | 2 | 4.3% |
| Pedestrian | 3 | 6.4% |
| Bicyclist | 1 | 2.1% |
| Animal | 0 | 0% |
| Unknown | 5 | 10.6% |
| Total | 47 | 100% |



CRASH HISTORY AND SAFETY STUDY

State Street



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- 144 Crashes on State Street during 36-month period
- 2 Crashes involved Pedestrians; 7 Crashes involved Bicycles on State Street
- Many of the crashes are sideswipe collisions

| Collision Summary State Street (Inner Loop to Lyell Ave) | | |
|--|-----------|--------------|
| Type of Collision | Number | Percentage |
| Rear End | 31 | 21.5% |
| Sideswipe | 45 | 31.3% |
| Left Turn | 20 | 13.9% |
| Right Angle | 25 | 17.4% |
| Right Turn | 6 | 4.2% |
| Head On | 1 | 0.7% |
| Fixed Object | 5 | 3.5% |
| Pedestrian | 2 | 1.4% |
| Bicyclist | 7 | 4.9% |
| Animal | 0 | 0% |
| Unknown | 2 | 1.4% |
| Total | 144 | 100% |



SIDEWALK & CURB REPAIRS

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



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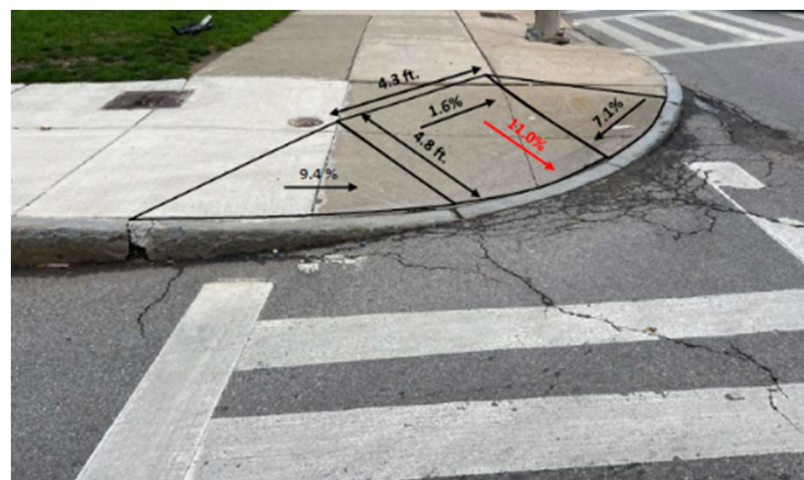
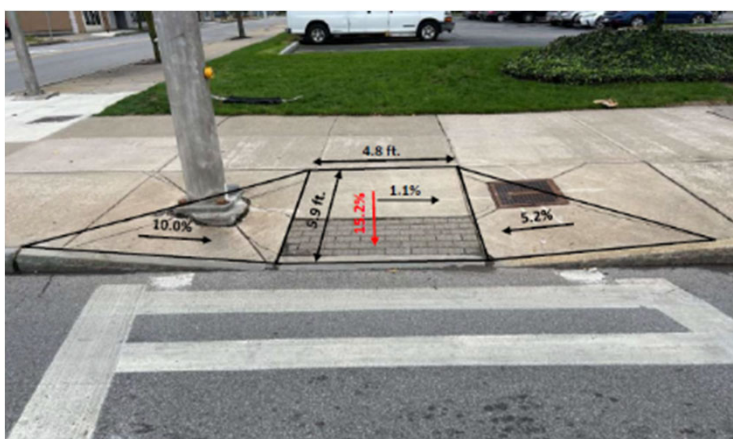
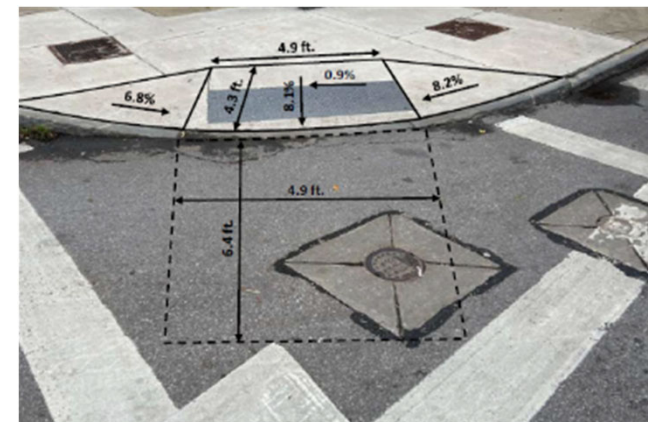
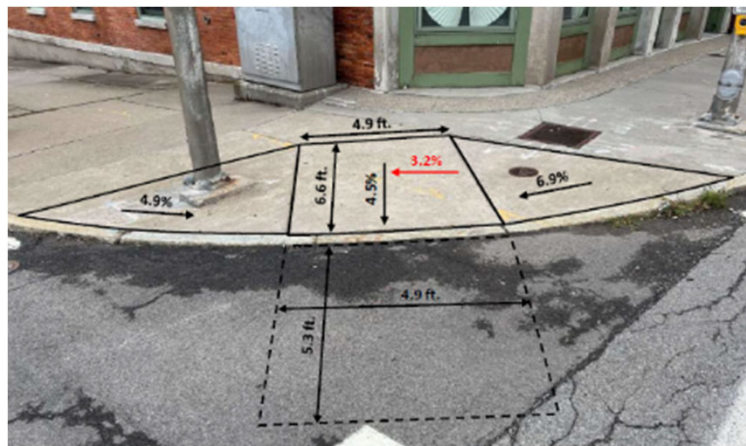


CURB RAMPS

- A total of 113 curb ramps were 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



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PEDESTRIAN SAFETY AND TRAFFIC CALMING

- Installation of curb-bump outs at select locations
 - Reduce pedestrian crossing distances
 - Improve intersection sight distances
 - Restrict illegal parking
 - Traffic calming
- New raised medians with center refuge areas at select locations
- New flush medians at select locations



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BICYCLE FACILITIES

- The City's Complete Streets Policy requires the evaluation of bicycle facilities on all street projects.
- Dedicated bicycle facilities are preferred.
- Shared used lanes are an alternative where dedicated bicycle lanes are not feasible.
- Balance the needs and interests of all users of all ages and abilities
- Accommodate all modes of travel consistent with neighborhood goals
- Provide safe access for all users

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



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



PROPOSED CONDITIONS

Ford Street - South Plymouth Ave to Exchange Blvd

- Two main design alternatives were evaluated :
 - Alternative 1 - Improve lane configurations, accommodated bike lanes on East and Westbound. (Recommended)
 - Alternative 2 – Similar to existing.
- Striped as 1 though lane in each direction.
- Dedicated left turn lane at Exchange Blvd.
- Parking always prohibited.
- Proposed bike lanes to connect to existing bike lanes on Exchange and to future improvements on S . Plymouth Ave.



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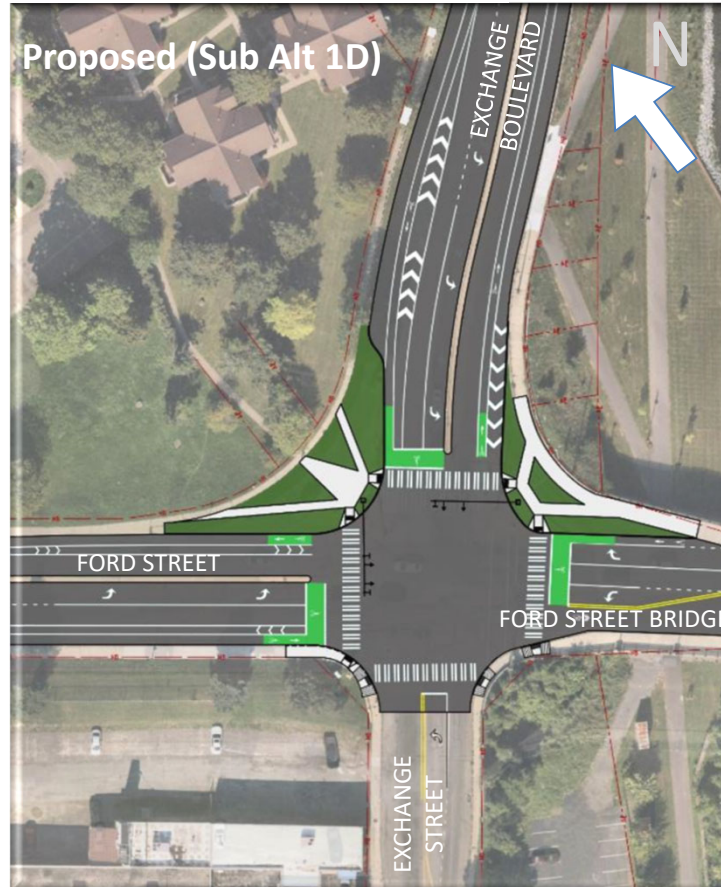
PROPOSED CONDITIONS

Ford Street - Exchange Boulevard Intersection



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- Pattern of rear end accidents.
- Misalignment on Eastbound and Westbound lanes.
- Slip lanes complicate pedestrian and bicyclist movements (safety concerns).
- Four design sub-alternatives were evaluated.
 - Sub Alt 1A – Existing
 - Sub Alt 1B – Semi protected bike intersection
 - Sub Alt 1C- Conventional intersection
 - Sub Alt 1D – Combo of 1B and 1C (Preferred)
- Proposed improvements:
 - Removal of Right Turn Slip Lanes.
 - Intersection realignment.
 - Changes in lane configurations.
 - Improve pedestrian and bicycle accommodations.



PROPOSED CONDITIONS

Exchange Boulevard - Ford Street to South Plymouth Ave

- Mostly same as existing with exception that on-street parking will be added close to Ford St (west side) due to the slip ramp removal.
- To be striped as 1 vehicular lane in each direction with 5' bike lanes
- Existing parking retained along the street
- Center left turn pockets to be retained
- Raised intersection table at Fitzhugh Pl S to be retained
- Retention of raised medians



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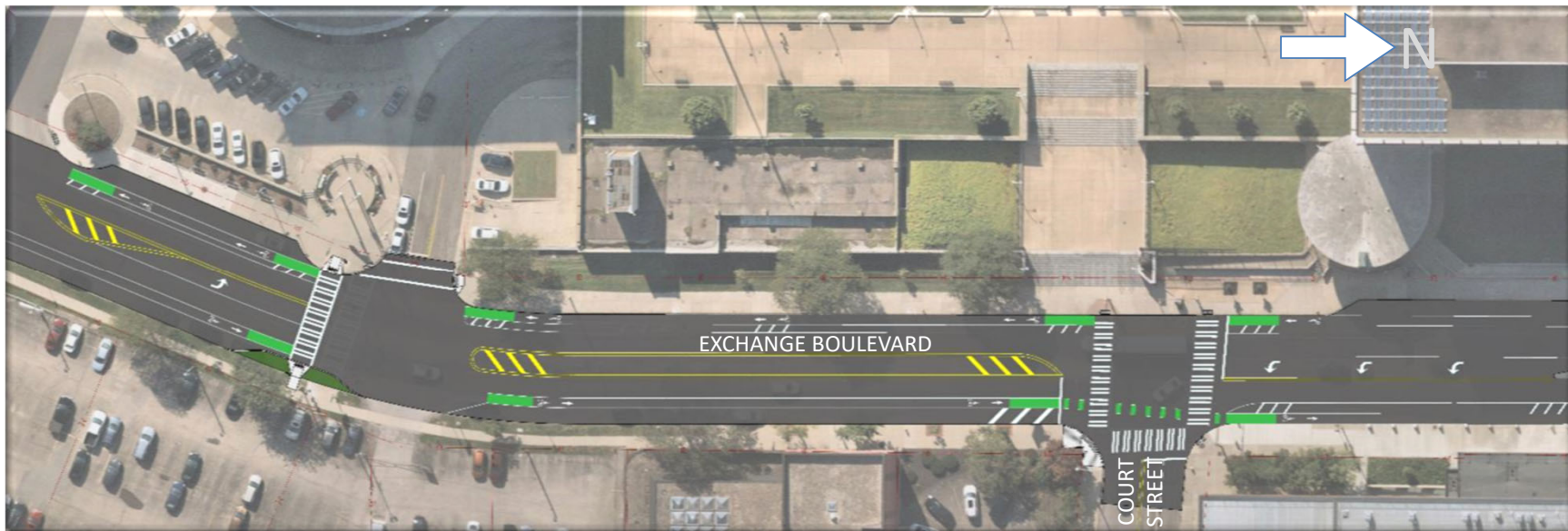
PROPOSED CONDITIONS

Exchange Boulevard - South Plymouth Ave to Basin Street

- Two main design alternatives were evaluated :
 - Alt 1 - Improve lane configurations, further accommodated bike lanes on East and Westbound. (Recommended)
 - Alt 2 – Similar to existing.
- To be striped as 1 vehicular lane in each direction with 5' bike lanes (with some sections 3' wide buffer) on either side of the street
- Existing parking retained along the street
- Center left turn pockets to be retained
- Elimination of raised medians at S. Fitzhugh St, Fire Department Driveway, Court Street intersections
- Add bump outs at selected locations to improve pedestrian crossings.



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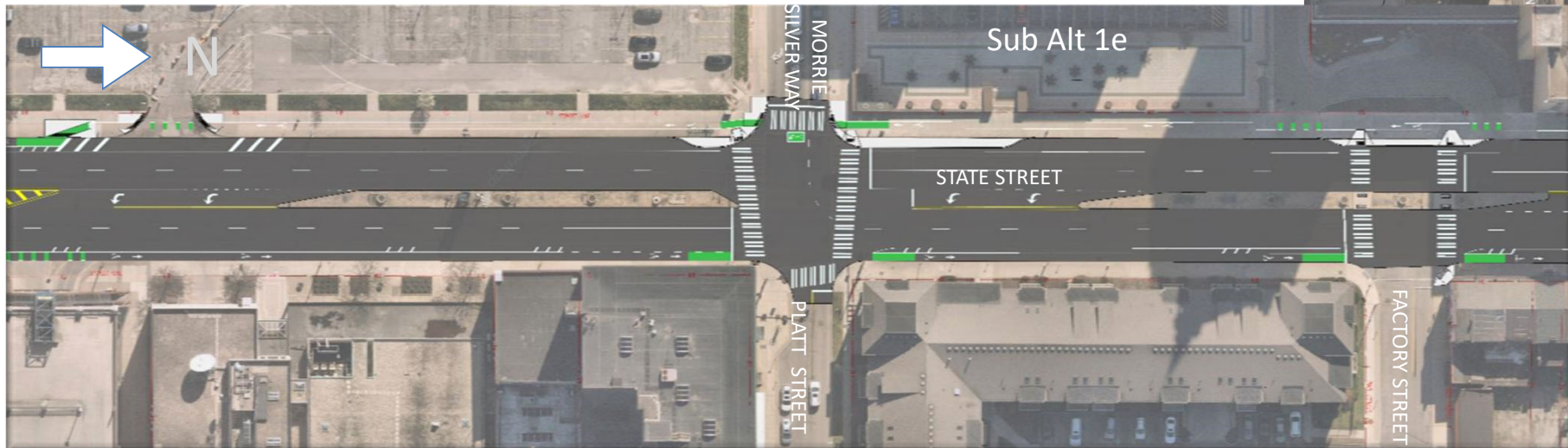
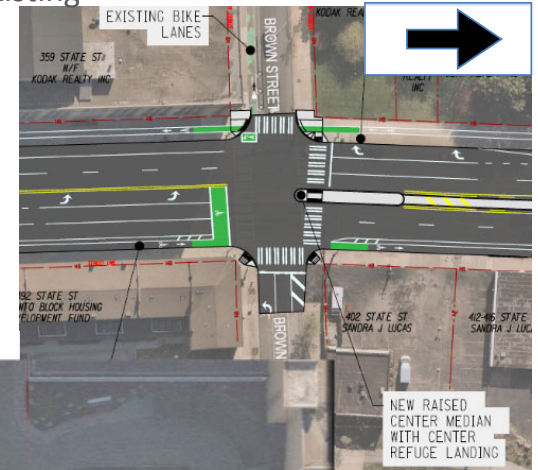
PROPOSED CONDITIONS

State Street - from Inner Loop to Browns Street

- Two main design alternatives were evaluated :
 - Alt1 - Improve lane configurations, accommodates on- street bike lanes on South and Northbound.
 - Sub Alt 1e – further evaluated Southbound cycle track or shared use path located on existing sidewalk. (Preferred)
 - Alt 2 – Similar to existing (retains existing under-utilized parking).
- To be striped as 2 vehicular lanes in each direction.
- Northbound – Parking lane will be removed (under utilized)
 - 5' bike lanes with 3' buffer zones (between vehicular lane and bike lane).
- Southbound - Parking lanes will be preserved along the curb line.
 - 4' wide cycle track or shared use path along State St (on existing sidewalk)



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PROPOSED CONDITIONS

State Street - Browns Street to Lyell Avenue

- Similar Alt and sub-Alt to previous section on State St were studied
- To be striped as 2 vehicular lanes in each direction.
- Northbound – Parking lane will be removed (under utilized)
 - 5' bike lanes with 3' buffer zones (between vehicular lane and bike lane).
- Southbound - Parking lanes will be preserved along the curb line.
 - 4' wide cycle track or shared use path (on existing sidewalk)

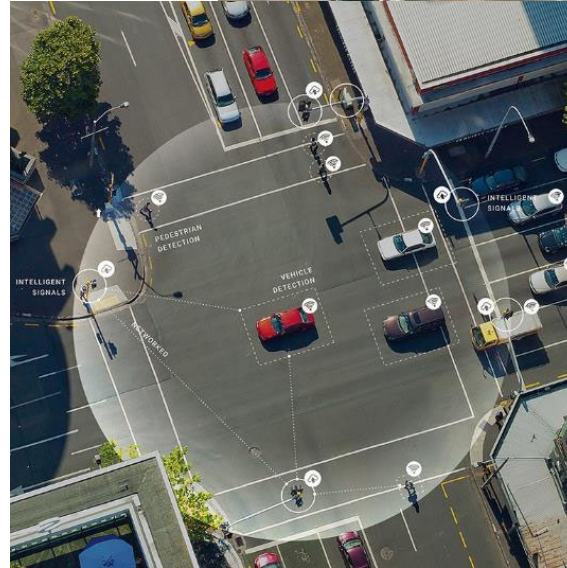


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TRAFFIC SIGNAL IMPROVEMENTS

- Upgrade pedestrian push buttons at intersections as needed
- Signals will receive new vehicle detection (combination of new loops and/or 360-degree cameras).
- Increase “all red” signal phase to reduce tee bone accidents. (Select locations)
- Add leading pedestrian interval (LPI) at select traffic signals to improve pedestrian crossing safety.
- Additional traffic signal improvements at Ford St-Exchange Blvd intersection (safety improvements).



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WORK ZONE TRAFFIC CONTROL DURING CONSTRUCTION



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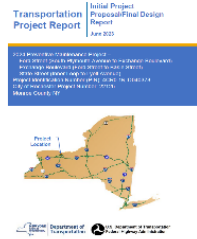
- Public information will be provided:
 - Direct mailings to adjacent properties
 - Media alerts via radio broadcasts to the general public
 - Variable message signs (VMS)
 - Temporary motorist information signs
- Coordination with RTS to provide uninterrupted access to transit services





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PROJECT SCHEDULE



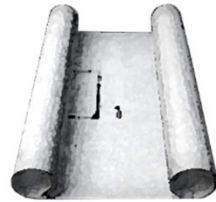
August to November 2023

Final Design



Fall 2024
Construction Ends

January to August 2023
Preliminary Design



Spring 2024
Construction Begins





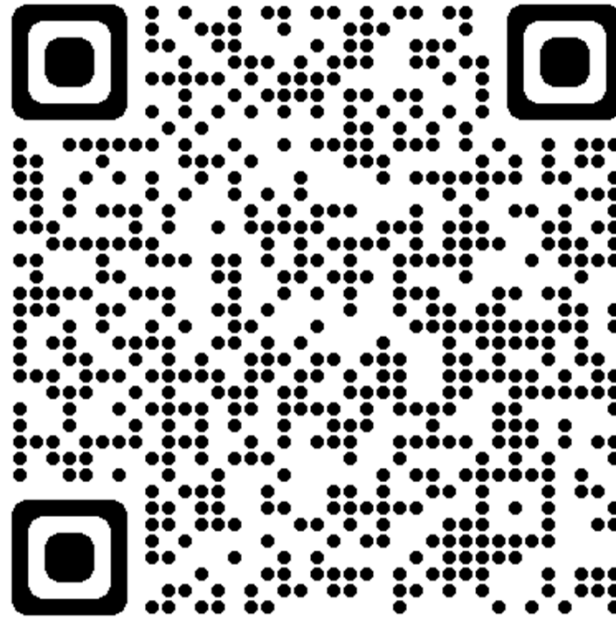
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Visit the City of Rochester project webpage for updates and contact information:

2024 PREVENTIVE MAINTENANCE PROJECT WEBSITE:

www.cityofrochester.gov/pm2024/

or scan QR code below:



FOR MORE
INFORMATION





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QUESTIONS OR
COMMENTS

Please provide your name and address when asking a question

To ask a question from you COMPUTER :

- Click “**Raise Hand**” in the Zoom controls
- The host will be notified
- Click “**Lower Hand**” when Finished



To ask a question from you PHONE:

- Dial ***9** to raise your hand

For additional information or comments, please contact:

Ruben Escobar, P.E.

585-428-8600

Ruben.Escobar@CityofRochester.Gov

Thank you for your time



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