

City of Rochester 2024 Milling and Resurfacing Project
St. Paul Street (Lowell Street to Riverbank Place and Norton Street to Tyler Street)
Wednesday, July 12, 2023, 3:30 PM – 4:30 PM
Northeast Rochester Neighborhood Service Center, 500 Norton Street
Stakeholder Meeting Summary

Welcome & Introductions

David Riley, project manager for the City of Rochester Department of Environmental Services (DES), welcomed participants and thanked them for attending. He introduced the project team, which includes Phoenix Howell, assistant project manager for DES; Jonathan Walczak (Barton & Loguidice), the consultant project engineer and project manager, and Megan Morsch and Mike Henry (Highland Planning), who will support public engagement. A list of meeting participants is included as Appendix A.

Project Overview

Jonathan reviewed a PowerPoint presentation, which is included as Appendix B. The presentation included an overview of the City project team, the consultant project team, the project limits, possible streetscape improvements, potential pedestrian and traffic safety improvements, potential bicycle facility improvements, tentative work zone traffic control, and the anticipated project timeline. The design process is in early stages and will be completed by fall 2023.

The primary focus of this preventive maintenance project is to restore the pavement surface, providing a better riding surface and extending the roadway's life. Spot deep pavement repairs also will be performed as needed. The project also aims to improve the street for all users while enhancing traffic safety and accessibility. The project is expected to include spot replacement of damaged sidewalks and curbs, upgrades to curb ramps, and improvements to bicycle and pedestrian facilities. The City also wishes to address concerns raised by stakeholders, as feasible. The City will coordinate with public and private utilities to ensure any utility improvements are completed before street construction.

The City is committed to engaging with stakeholders and the community to ensure a collaborative and thoughtful approach to the design and implementation of the project.

Project Schedule

Design completion: Fall 2023

Advertisement for bids: Winter 2023

820 South Clinton Avenue, #3 Rochester, NY 14620

highland-planning.com

Construction: Spring 2024-Fall 2024*

* Some work may extend into 2025.

Public Engagement

Megan Morsch (Highland Planning) provided an overview of the public engagement process. The City is committed to engaging with stakeholders and the community throughout the project's planning and design phase. At least one public information meeting will be scheduled in the late summer to gather input and feedback from residents, business owners, and other stakeholders. The project team will use public notices, direct mailings, collaboration with neighborhood organizations, and brochures to notify the public of opportunities to provide input. Attendees at the stakeholder meeting expressed an interest in being part of the communication process, suggesting direct email and physical hand flyers for better outreach, as well as the following key populations that Highland Planning should also focus on along St. Paul: Residents of Seneca Towers, people with disabilities, and people who primarily speak Spanish.

Summary of Discussion

Here were some main themes that stakeholders shared with the project team during the meeting.

- **The importance of engaging the community, especially those who are traditionally underrepresented.** Stakeholders emphasized the need to reach out to people who may not have reliable internet access, as well as those who speak Spanish. They also suggested working with youth organizations to help spread the word about the project.
- **The need to improve safety for pedestrians and cyclists.** Stakeholders expressed concerns about drivers blocking crosswalks, difficulty crossing the street in some areas, and fast-changing traffic signals. They also suggested highlighting the corridor's history and role as a gateway to the City.
- **The need to address parking concerns.** Stakeholders were concerned about any impacts to on-street parking in some areas, particularly on the northern segment of St. Paul Street. They suggested providing more information about parking options during construction.
- **Access to the Monroe County Department of Human Services at 691 St. Paul Street.** Stakeholders wanted to ensure access to the DHS facility is maintained during construction.

Overall, stakeholders were supportive of the project, but they also had some specific concerns that they wanted to be addressed (listed below). The City and the project team will develop a plan that will meet the needs of the community to the full extent feasible during a maintenance project. Full documentation of comments and questions during the facilitated discussion is included as Appendix C.

** This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform the author within five days of receiving the minutes.

Appendix A: Attendees

Project Team:

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project manager**	david.riley@cityofrochester.gov
Mike	Henry	Highland Planning	Public engagement	mike@highland-planning.com
Phoenix	Howell	City of Rochester	Asst. project manager	phoenix.howell@cityofrochester.gov
Megan	Morsch	Highland Planning	Public engagement	megan@highland-planning.com
Jonathan	Walczak	Barton & LoGuidice	Design consultant	jwalczak@bartonandloguidice.com

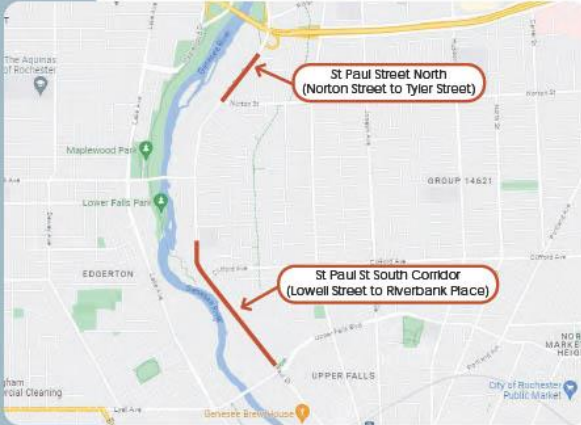
** Primary contact for questions or concerns regarding this project.

St. Paul Stakeholders:

First Name	Last Name	Organization
Patricia	Canty	Resident / 14621 Community Rising Inc.
John	McMahon	NE Neighborhood Service Center
Joan	Roby-Davidson	Resident / 14621 Community Rising Inc.
James	Swank	Resident / 14621 Community Rising Inc.
Perry	Wheeler	Monroe County Department of Human Services

Appendix B: Presentation

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



PROJECT TEAM

Department of Environmental Services Project Team



Mayor Malik Evans



Commissioner
Richard Perrin, AICP



City Engineer
Holly Barrett, P.E.



Director, Water Bureau
Geoff Gugel



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

City Project Manager, Street Design
David Riley

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

Monroe County Department of Transportation
Henry Herdzyk, 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



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01 PROJECT LIMITS

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



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01 PROJECT LIMITS

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



Barton&Loguidice

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.

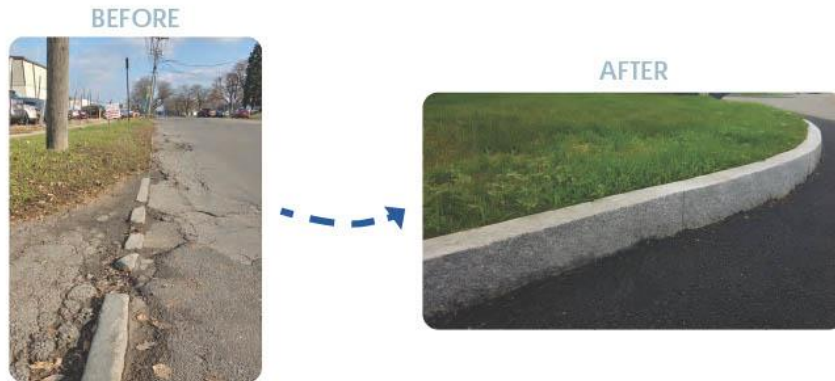


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02 STREET IMPROVEMENTS

Granite Stone Curbs

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



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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.



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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



WATER VALVES



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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.



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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.



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03

PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

Upgrade Sidewalks

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



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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.



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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.



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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.*



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

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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.



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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.



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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.



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07 PUBLIC ENGAGEMENT OVERVIEW

- 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.



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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



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Appendix C: Facilitated Discussion Notes

What do you like about this section of St. Paul?

- Seth Green Drive
- Sections of St. Paul have history as original Village of Carthage - *Carthage* was a settlement on what is now St. Paul Street between East Ridge Road and Clifford Avenue.
- Gorgeous homes that have since been turned into multi-family housing
- Genesee Riverway Trail connection
- School #8
- Diversity of residents – large Spanish speaking population
- Street is a gateway to downtown and to the Seneca Park Zoo
- Decorative pavement feature at St. Paul Street, Norton Street, and Seth Green Drive

What are some current challenges and opportunities you see with St. Paul?

Challenges

- Drivers stopping in crosswalks / need to restripe crosswalks
- Street needs to be appropriate for many pedestrians and people with disabilities who use mobility aids and
- Many people walk/bike
- Digital divide in outreach to residents
- Traffic signal timing – limited time to cross the street
- How will construction impact the school?
- Drivers parking in bike lanes

Opportunities

- Reduce crossing distance
- Lead times for pedestrians at traffic signals
- Make Seth Green Drive easier to identify
- School nearby – get the youth involved
- St. Paul is the gateway to the Zoo in the North
- St. Paul is the gateway to the City if traveling south
- Internationally recognized salmon fishing area
- Banners to acknowledge St. Paul as a gateway and historic area

What is the best way to engage the community? How can we work with you on engagement?

- Digital divide (distribute brochures to residents who may lack reliable internet access)

- Outreach to tenant group at Seneca Towers
- Large Hispanic population: provide the brochure and project information in Spanish as well
- Involve youth to pass out flyers and info. This could be a volunteer and community-building opportunity
- School #8 Parent-Teacher Association

Are there any concerns the consultant team should be aware of before conducting outreach with the public?

- Taking away bike lanes (not planned as part of this project)
- Adequate facilities for people with mobility and accessibility issues
- Potential loss of on-street parking, especially on the northern segment (Norton Street to Tyler Street)
- People parking in bike lanes