Stantec

# Meeting Notes

**2024 State Touring Routes PIM #1, Hybrid Format**

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|---|---|
| Project/File: | 192800236 |
| Date/Time: | Wednesday July 26 / 5:30 pm |
| Location: | Arnett Library |
| Next Meeting: | TBD |
| Attendees: | See Attached Sign-In Sheet |
| Distribution: | Project Website |

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**Introductions**

Darin Ramsay introduces the design team, Sean Miller and Rory Weilnau from Stantec and Preston Buehrer from Toole Design Group.

**Presentation**

Project Limits:

West Main Street: Churchlea Place to West Broad Street / Cascade Drive
South Plymouth Avenue: Genesee Street to Ford Street

Proposed Work:

This project proposes a complete pavement habilitation of West Main Street from Churchlea Pl to West Broad Street and South Plymouth Avenue from Genesee St to Ford St.

The rehabilitated street shall be designed to improve and encourage the use of multimodal transportation. The project will implement the City's Complete Streets Policy to improve the conditions for pedestrians and bicyclists, enhance the aesthetic nature of the corridor, and support economic development.

Advertisement anticipated in Fall of 2023 with Construction taking place in 2024.

| Item | Action |
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| **Public Question/Comment**<br>You indicated that you will replace deteriorated sidewalks on Main Street. Some streets in the City have seen renovations repeatably (such as Linden Ave/Cypress Ave). Those curbs are flat and seem to be original and why do some streets not get the attention that some other streets.<br><br>**Response:**<br>Some streets have more traffic needs and safety needs than others. Unsure on why curbs have not been replaced on other streets. City of Rochester will follow up on this. | |

| Item | Action |
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| **Public Question/Comment**<br>Will the traffic signals have cameras?<br><br>**Response:**<br>Yes, some of the traffic signals may have cameras but not for monitoring purposes. They will be used for traffic detection not only for cars but for all modes. The issue today is that the existing loops get broken and stop working. | |
| **Public Question/Comment**<br>Is there some sort of camera that can be installed near new stop signs or red light cameras to keep people from running stops or lights?<br><br>**Response:**<br>This is not a part of this project. | |
| **Public Question/Comment**<br>How will you keep businesses in business during construction?<br><br>**Response:**<br>During construction, the Resident Engineer will work with business owners to keep activities as normal as possible. In reality we will attempt to make this convenient as possible | |
| **Public Question/Comment**<br>What will happen with the inlay path from broad street to Nick Tahous?<br><br>**Response:**<br>Will be reset where possible or filled in with concrete to repair | |
| **Public Question/Comment**<br>Given the narrowing of main street, what will happen to the traffic that uses it now?<br><br>**Response:**<br>We don't anticipate much diversion after the conversion. Main Street has quite a bit of capacity available. The current volumes are around 12,000vpd whereas a single lane in each direction can carry up to 20-25,000 vpd. We have also looked at potential future traffic growth over 20 years and have not found that major congestion issues exist from the analysis. | |

| Item | Action |
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| **Public Question/Comment**<br>Will there be turning lanes?<br><br>**Response:**<br>Yes there will be turn lanes | |
| **Public Question/Comment**<br>Will there be bus cutouts?<br><br>**Response:**<br>A mix of locations that include bus stops with space for the bus to pull to the side as well as bus stop bump-outs. RTS preference is to do in lane stops rather than pull stops to maintain bus route timing. | |
| **Public Question/Comment**<br>Did you survey the homeowners as far as new curb cuts?<br><br>**Response:**<br><br>Scope of project is more of a maintenance project and usually large scale public engagement is reserved to reconstruction and planning studies. Flyers were sent out in regard to the project and info is posted online with Darin Ramsay's contact information. | |
| **Public Question/Comment**<br>Are there any plans to replace curbs in front of fire house on Plymouth Ave?<br><br>**Response:**<br><br>If curb cut is presently there today and no notification has been received regarding changing that location it will likely stay as is. | |
| **Public Question/Comment**<br>Single family homes have been purchased and converted into multi-family homes and parking can be quite congested (on Plymouth Avenue).<br><br>**Response:**<br>Most parking is retained however minor parking inventory loss is a result of extended curb extensions to maximize sight distance and provide more space for bus stop amenities. | |
| **Public Question/Comment**<br>What is Stantec? | |

| Item | Action |
|---|---|
| **Response:**<br>Stantec is a full service engineering firm that is licensed to design and recommend improvements for projects | |
| **Public Question/Comment**<br>Will projects be completed by local contractors and firms?<br><br>**Response:**<br>City policy is to award higher marks to local contractors. More than likely for an M&R, one of the few local highway contractors will be awarded the job. | |
| **Public Question/Comment**<br>Feel that the Roundabout on S. Plymouth was never done correctly. The circle is too tight and doesn't service traffic volume that uses that.<br><br>**Response:**<br>Unfortunately, the scope is to only address current maintenance. | |
| **Public Question/Comment**<br>Pavement area between S. Plymouth and Ford street is severely rippled, will repairs to that area be included in the scope of the project?<br><br>**Response:**<br>This is included in the scope of the neighboring project of 2024 M&R**.** | |
| **Public Question/Comment**<br>Businesses along West Main Street currently have available parking between Canal and Jefferson. How will the removal affect businesses?<br><br>**Response:**<br><br>On-street (in-lane) parking west of Jefferson will be removed and parking is being retained between Jefferson to Canal. The intent is to make Main Street more of a complete street and make crossing the street safer for those using parking on the south side of the street. | |
| **Public Question/Comment**<br>Thank you for prioritizing multi-modal transportation we have been fighting for years to get this. | |
| **Public Question/Comment**<br>How is this project being coordinated with the Bulls Head Project? | |

| Item | Action |
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| **Response:**<br>Project teams are coordinating designs and confirm Road Diet will work on W Main St. As a result of the coordination, the limits of both projects could shift to keep both projects going on the same timeline | |
| **Public Question/Comment**<br>Could there be a Crosswalk near St. Peter and Paul church on West Main Street?<br><br>**Response:**<br>Crosswalks have been looked at. Edgewood Park is a chosen location for a new crossing | |
| **Public Question/Comment**<br>What thinking goes into making certain streets one-way as indicated by the planning study?<br><br>**Response:**<br>Creating one way streets is not part of the scope to make those conversions at this time | |
| **Public Question/Comment**<br>The median Island near Madison St, will it restrict bus turns?<br><br>**Response:**<br>Madison and Reynolds have been ID'd as Bike Boulevards and there is a high rate of crashes that can be prevented by the median Island. Reynolds is currently a right-out movement only. The intersection will be checked to verify if the Motor coach buses used to travel to the Susan B house can be accommodated. | Design team to run turn templates for Motor Coach Bus turns at Madison and Reynolds |
| **Public Question/Comment**<br>Will the streets be upgraded be with new asphalt or just sidewalk and curb?<br><br>**Response:**<br>Limits include maintenance on West Main and Plymouth only. Not all sidewalk and not all curbs will be replaced at this time. | |
| **Public Question/Comment**<br>Are Transit priority and queue jumps being considered at traffic signals? | |

| Item | Action |
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| **Response:**<br>Proposed transit improvements will be centered on bus bulbs and bump outs. In terms of queue jumps, these features are not prioritized as part of this M&R. We made the trade off to remove lanes to create a safer street. This project also does not include controller upgrades to include equipment upgrades to enable Transit Priority signal modules. | |
| **Public Question/Comment**<br>Can we remove tree grates and replace with a permeable solution? Can we add trees?<br><br>**Response:**<br>If funding allows, we can remove the grates and install permeable surfaces. Trees will only be added if tree pits are empty but likely will not occur without significant sidewalk improvements. Trees are usually reserved for reconstruction projects | |
| **Public Question/Comment**<br>Resident on Plymouth, notice that traffic speeds above 40mph occur. Are there additional traffic calming measures being explored to reduce speeds and what are they?<br><br>**Response:**<br>Additional measures are curb extensions are being explored however other options discussed such as vertical control measures are not being explored due to the Arterial nature of the street. | |
| | |
| **Public Question/Comment**<br>Is there consideration to go from 14 wide shared lane to a single 12' travel lane? Shared use lanes are rather useless and residents tend to ride on sidewalks.<br><br>**Response:**<br>New city policy to remove sharrows for long distances. Could add additional stripes but that could be an additional maintenance responsibility of the City. | |
| **Public Question/Comment**<br>Could the Parking bay be wider on S. Plymouth to narrow travel lane widths?<br><br>**Response:**<br>The City is trying to minimize additional pavement markings on streets but we can consider going to a 12' travel lane and 10-11' parking lane. | |

| Item | Action |
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| **Public Question/Comment**<br>From a cost comparison have other designs from other places been considered? Are you considering flex posts vs paint?<br><br>**Response:**<br>Maintenance is a huge reason that flex posts are not widely considered as they do need replacement frequently and do need to be taken out during the winter. | |
| **Public Question/Comment**<br>Are we going to see something like the separated bike lane behind the bus shelters or is that ideally what should be in place?<br><br>**Response:**<br>The rendering in the planning study is the intended full blown evolution of the concepts presented today. The proposed alternatives under this project are an interim step to that. | |
| **Public Question/Comment**<br>Are Rumble strips a possibility?<br><br>**Response:**<br>Generally used for Rural purposes and can create noise issues in neighborhoods when vehicles run over them. | |
| **Public Question/Comment**<br>Similar layout in Charlotte and Chicago and it is really nice | |
| **Public Question/Comment**<br>What is the project cost?<br><br>**Response:**<br>Roughly $4.9 million in construction funds allocated | |
| **Public Question/Comment**<br>Are you planning on reducing the 4 lanes on West Main and installing an island in the center of the street?<br><br>**Response:**<br>Yes, a lane reduction will happen to result in 2-3 lanes depending on location. There are medians at select locations but not the entire length of the street | |

| Item | Action |
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| **Public Question/Comment**<br>Susan B  Anthony House is expanding and anticipating an increase in motor coach tours. There is a concern with how well the motor coach tours will be able to access the museum if a median island is installed at Madison & Reynolds. (see attached comment letter)<br><br>**Response:**<br>The design team will look into the turning templates for this. However, it should be noted that this location has a recommendation from Monroe County to install an island as part of the road diet to prevent left turns off of Madison and Reynolds.  While the City and project team are trying to accommodate the SBA House request, the safety concern outweighs the ability of a Tour Coach being able to make a left on to W Main from Madison Street. | |
| **Public Question/Comment**<br>See attached comment letter from Aaron W. about incorporating the recommendations of the Active Transportation Plan (ATP).<br><br>**Response:**<br>With the design scope and funding of this project being completed prior to the completion of the ATP, the design team will look to see what recommendations can be incorporated into the project while keeping the anticipated construction cost within the current funding allocated for this project. | |
| **Public Question/Comment**<br>I am writing to voice my full support for the West Main Street Resurfacing Plan. Separated, PROTECTED, bike lanes running the length of the project on BOTH sides! It's amazing! And the daylit intersections is huge for safety! I genuinely have no notes for improvement. Bravo! I only ask that you don't allow this great plan to get watered down! Do not change a thing!<br><br>**Response:**<br>Comment noted. | |
| **Public Question/Comment**<br>See Attached Comment Letter from Adrian<br><br>**Response:**<br>Pedestrian buttons are required now for the visually impaired community. All Ped Buttons are being upgraded to Accessible Pedestrian Signals (APS) Buttons if they are not currently present. | |

| Item | Action |
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| With South Plymouth being a City Arterial Street, Speed Humps are not allowed. | |

The meeting adjourned at 6:53 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Sincerely,

**STANTEC CONSULTING SERVICES INC.**

**Sean W. Miller** PE
Associate, Transportation
Phone: (585) 475-1440
sean.miller@stantec.com

Attachment: Sign In Sheet
SBA House Comment Letter
Aaron W. Comment Letter
Adrian Comment Letter

CITY OF ROCHESTER
BUREAU OF ARCHITECTURE AND ENGINEERING

# PUBLIC MEETING SIGN-IN

**PROJECT: 2024 State Touring Routes** **TIME: 5:30 PM to 6:30 PM**

**DATE: July 26, 2023** **LOCATION: Arnett Library**

| NAME | MAILING ADDRESS | EMAIL | PHONE NUMBER |
|---|---|---|---|
| Dan Hoffman | 8 King St 14608 | dhoffma1@rochester.rr.com | 585 737 1889 |
| Barbara Hoffman | 8 King St. 14608 | | 585-436-3772 |
| Mayor Brooks | 238 Sawyer St 14619 | | 585-489-4478 |
| Allison Hinman | 17 Madison St | allison.hinman@susanb.org | 585-279-7490 |
| Holly Bauer-Mergen | 17 madison St | hbauermergen@susanb.org | 585-352-4548 |
| Kate Peck | 515 Grand Ave. 14609 | kwilson6492@gmail.com | |
| Lenora Carter | 9 Saint clair St | CARLENO1@gmail.com | 585 235-8697 |
| Craig Zecari | 33 Weston Rd S | CZecari3@[illegible] | 750-7671 |
| Bryan Babcock | 78 Woodbine Ave | bryan@14619.org | 969-3222 |
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2024 State Touring Routes Milling & Resurfacing
West Main Street (Churchlea Place to W Broad Street)
South Plymouth Avenue (Genesee Street to Ford Street)

Public Meeting
July 26, 2023

**Comment Sheet**

**Name**: Allison Hinman, Deputy Director of the National Susan B. Anthony Museum & House
**Address**: 17 Madison Street, Rochester NY 14608

**Comment**:

The National Susan B. Anthony Museum & House supports many of the proposed improvements of the 2024 State Touring Routes Milling & Resurfacing on West Main Street. However, the Anthony Museum has some concerns regarding the proposed plan for a median/island at the Madison/Reynolds intersection with West Main St. Our understanding from the public meeting is that there will be no left hand turn from Madison onto West Main Street if the proposed median/island is implemented. The primary concern is regarding motor coach bus traffic. We are anticipating an increase in motor coach tourism over the next few years, especially with our planned expansion on the corner of Jefferson and Brown. This expansion will allow the Anthony Museum to accommodate over 30,000 visitors many of whom will visit by motor coach. If a motor coach bus is picking up or dropping off in front of the historic properties this makes returning to the Interstate difficult because the motor coach would only be able to turn right onto West Main Street from Madison Street. All motor coach buses are too tall to exit to the north via King or Canal, and many are too tall to head north onto Brown; there is not enough clearance for them at the underpass. Exiting southbound on King Street to W. Main, where there is a stoplight, is also challenging because the road is narrow and frequently congested with car and truck traffic for W. Main Street businesses. Thank you for considering our concerns.

# Introduction

To whom it may concern,

Thank you for your time and work on this street rehabilitation project. I am extremely excited and encouraged by the fact that the city is intending to use street repavement funds in order to improve the design of the project area, by creating safer, more multimodal streets that are better for all users.

I am extremely supportive of the road diet proposed for West Main Street, and implore the city to move forward with the proposed 4-to-2 lane conversion, even if there is pushback and concern about topics such as increased traffic or lack of parking from some residents. West Main street deserves to be a safe, people-friendly corridor that fosters economic development and a sense of place, and it currently largely fails in these regards. The proposed changes, while imperfect, would be a massive leap in the right direction, especially given the finite funds available for this project.

Admittedly, I am less enthusiastic about the proposed changes to South Plymouth Ave. Given limited funds, I fully support prioritizing West Main to receive more transformative improvements, given the corridor's economic importance, poor safety record, and designation as a part of the ATP Bicycle Spine network. While I outline below some improvements that I believe could be made to the design for South Plymouth without large changes to project cost, please note that I do not intend to argue that funding should be shifted from West Main to South Plymouth.

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# West Main Street

As stated above, I am extremely supportive of the lane reduction proposed for West Main, and the installation of buffered/protected bicycle lanes. I also fully support the installation of raised crossings over side streets (and would advocate for more of these if the city can afford to do so!), bringing bike lanes to sidewalk level at bus stops in order to improve safety and accessibility for RTS riders, and installation of curb bump-outs at important pedestrian crossings. That being said, I am less supportive of the installation of RRFBs, as I believe that they place an overemphasis on improving safety by catching the attention of drivers as compared to actually slowing traffic to safe speeds.  I encourage the city to question whether the proposed traffic calming is intensive enough to support a people-centered corridor if RRFBs are needed at crossings.

My recommendations for West Main can be divided into two categories

1. Driveways
2. Signaling

## 1. Driveways

My primary recommendation for the West Main Street proposal is to consider the consolidation and/or elimination of as many driveways onto West Main Street as possible. Motor traffic coming in and out of driveways presents a serious safety risk for all users, but especially for pedestrians and cyclists. Drivers turning out of driveways onto fast-moving streets (which West Main will still be, even with the speed reductions that will result from the proposed traffic calming) are focused almost exclusively on car traffic, and thus often don't see vulnerable road users.

Beyond safety concerns, driveways also significantly worsen the comfort and quality of both the pedestrian environment, as they force pedestrians to be alert for their safety at all times, even when they are on the sidewalk. This is especially the case for commercial driveways where parking turnover is high, meaning that there is a large amount of traffic crossing through pedestrian space on a regular basis.

To the extent to which the city is able to do so, driveways onto West Main Street should be removed, with motor traffic entering and exiting parking lots for business via side streets, not via West Main. The majority of parking lots on corner properties already have additional entrances onto side streets, meaning that new curb cuts would not need to be installed. For example, at 769 W Main St, the parking lot should open only onto Lamberton Park.

Beyond strengthening their businesses due to increased pedestrian traffic by improving safety and comfort, property owners would additionally benefit from such changes as the space dedicated to the curb cuts onto West Main could actually be converted into additional parking spaces, if desired.

For properties that have multiple driveways onto West Main that do not currently have entrances on side streets (such as the Rochester Housing Authority), driveways should be consolidated.

I worked at the Rochester Housing Authority office last summer, and I always either cycled or took the bus to work (since I don't own a car). Just walking or cycling to the office from the corner of Jefferson was often extremely uncomfortable, due primarily to staff members entering and exiting the parking lot at high speeds. In the long term, RHA and properties with similar situations should absolutely be encouraged (or better yet, required) to shift the entrances to their parking lots onto side streets such as Willowbank Place or Troup Street. In the short term, they absolutely do not need to have two separate driveways onto West Main, given that the parking lot connects via the rear of the building.

While I focused on the RHA building in the paragraph above due to my personal experience, there are other properties that unnecessarily have multiple driveways onto West Main throughout the corridor, such as at 390 W Main St.

The less opportunities for conflict, the better.

## 2. Signaling

It was not entirely clear from the presentation what signaling improvements were planned for West Main, but I would strongly encourage the following:

- Installation of bicycle signals along the corridor
- Bicycle detection at non-timed intersections
- Leading bicycle intervals
- Leading pedestrian intervals
- Transit signal priority

For any intersection where signal cycles will vary based on real-time traffic, it is critical to have automatic bicycle detection, whether via loops embedded in pavement that are tuned to cyclists weight and placed in the cycle track, video detection or other methods. I would strongly discourage the use of bicycle push-buttons, such as those at the intersection of Elmwood Ave and East Drive, as they are extremely awkward and frustrating to use as a cyclist.

I would also discourage the use of pedestrian push-buttons, wherever feasible, and to instead incorporate pedestrian crossings into every signal cycle and/or to use video detection. Push buttons indicate to pedestrians that they exist only secondarily to car traffic. They may be appropriate at rural crossings with very low pedestrian traffic, but they are not at all appropriate for a high pedestrian traffic corridor downtown, where pedestrians should be the first priority, not the last.

I will not go into detail about the benefits of leading pedestrian and bicycle intervals, as the safety data speaks for itself. Recognized as both a pedestrian high-injury and bicycle spine corridor in the ATP, safety needs to be prioritized over vehicle speeds.

Finally, it is my understanding that transit signal priority is not planned for the corridor as of now. During the meeting, you mentioned that this would need to be a project led by RTS, as not all of their rolling stock is currently equipped with the necessary equipment. I strongly disagree with this. I of course strongly encourage consulting and collaborating with RTS for TSP treatments, but there is no reason that TSP-capable signals could not be installed now, even if the actual signalization benefits cannot be incorporated until a future date when RTS is ready. Rather than waiting for all RTS buses to be equipped, TSP-capable signals should be installed across the city whenever signals are replaced, so that TSP can be activated whenever RTS is prepared to do so.

Additionally, it is my understanding that some video-detection based signals are TSP-capable by default. I would strongly recommend consulting with RTS as to which video systems are installed, so that they do not need to be unnecessarily replaced at a later date for high costs.

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# South Plymouth Ave

As mentioned above, my recommendations for South Plymouth are more substantial. I'll break them down into the following areas, from south to north[1]

They fall into the following categories:

1. Genesee Street to the Genesee Riverway Trail Entrance just south of the Riverview Apartments Complex
2. Barton Street intersection
3. Genesee Riverway Trail Entrance to Bartlett Street
4. Bartlett Street/Edith Street intersection
5. Ford Street Roundabout

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## 1. Genesee Street to Genesee Riverway Trail Entrance

For the sake of legibility, I'm going to refer to the entrance of the Genesee Riverway Trail Entrance located just south of the Riverview Apartments Complex (located at lat/long 43.132721, -77.632105) as the "North Trail Connection (NTC)." Similarly, I'll refer to the entrance to the Genesee Riverway Trail behind the Brooks Crossing apartmentment building as the "South Trail Connection (STC)."

With that out of the way, my primary concern is this—the portion of South Plymouth Ave between Genesee Street and the NTC is part of the bicycle spine network[2], and the proposal does not treat it as such. While the ATP seems to imply that the existing portions of the Genesee Riverway Trail are completed portions of the Bicycle Spine Network, it's ludicrous to argue that the slightly wide sidewalk between the pedestrian bridge and the NTC is a high-comfort bicycle facility. While the proposed design includes buffered bike lanes on this street segment, connections are not provided at the STC or NTC, meaning that these lanes would not actually act as part of the Genesee Riverway Trail. Additionally, the proposal does not properly account for the currently preferred design for the Genesee Street Improvement project.

My solutions to these problems are as follows:

(a) Between Genesee Street and the STC, designate the extremely wide sidewalk adjacent to the Brooks Crossing Apartment building as a shared-use path, and eliminate the shared-use lanes

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[1] I'm not sure if South Plymouth is considered primarily to be north-south or east-west. To avoid confusion, I'll describe it as running north-south, with sidewalks being on the "east" and "west" sides of the street.

[2] Admittedly, it is unclear from ATP diagrams whether the short segment of South Plymouth from the corner of Genesee Street to the STC is technically part of the spine network, but it's hard to believe that this short connection between the Genesee Street and the riverway trail was not intended to be included.

(b) Replace the proposed 1-way buffered bike lanes between the STC and the NTC with a 2-way buffered bike lane (with delineator posts) on the east side of the street, and provide curb cuts at either end to connect to the STC and NTC.

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### 1a. Genesee Street to the STC

This is the simplest recommendation, and I think its benefits are obvious if recommendation 1b is also implemented. The east-side sidewalk is extremely wide, and having lived in the Brooks Crossing Apartment building for the past year, I feel confident in saying that it is already used as a shared-use path by the vast majority of people cyclicling along this segment of the street.

However, formally designating this sidewalk segment as a shared use path (ideally with appropriate signage and pavement markings) would make sense even if recommendation 1b was not implemented, as it would provide the safest, most comfortable bicycle connection from the STC and adjacent pedestrian bridge to the new shared use path.

If done, the shared-use lanes would not be needed in this area, and the lanes could be restriped) to be 11 feet, rather than 13. This could help to slow traffic (the speed at which some cars go around this bend is terrifying), while still providing space for buses to get around the bend.

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### 1b-1. STC to NTC (two way cycle track)

As proposed, the one-way bike lanes will do little to connect the two segments of the Genesee Riverway Trail that are separated by this portion of Genesee Street.

Of note, there is no space for the east-side sidewalk to be widened along this street segment in the future without widening the ROW by acquiring a portion of the Plymouth Gardens property, and shifting the entire road to the west. I feel fairly confident in saying that the city would not have the financial means to undertake such a project in the foreseeable future (nor would it be a good use of funds, even if money was available to do so).

Thus, bicycle accommodations provided on South Plymouth itself are the only feasible way to provide a safe, comfortable bicycle connection between the STC and the NTC. While it would be theoretically possible to provide such a connection via 1-way bike lanes (see 1b-2), doing so introduces unnecessary roadway crossings.

In order to accommodate a two-way on-street cycle track along this segment, curb cuts will be needed near both the STC and NTC.

By the STC, the need for a new curb cut could have been avoided if the safety island by the pedestrian bridge had been designed in such a way to facilitate bikes entering/exiting the street at this location. Since it was not, however, a new curb cut should be installed just north of the safety island, and the sidewalk should be widened slightly in this area in order to meet this curb cut.

In order to fit within the existing 40 foot curb-to-curb width, the street could be configured as follows (west to east):

- 11 foot southbound travel lane
- 11 foot northbound travel lane
- 4 foot buffer (with delineator posts)
- 14 foot 2-way cycle track[3]

In order to maintain the cycle tracks behind the north-bound bus stop across from plymouth gardens, there would be enough space for the following configuration (west to east) as an alternative to Curb Bumpouts

- 11 foot southbound travel lane
- 11 foot northbound travel lane
- 8 foot bus boarding island
- 10 foot 2-way raised cycle track

Near the NTC, there are two main things to consider:

- Connection to the NTC itself
- Bicycle crossing for southbound-bicycle traffic

For the former, a curb cut should be installed, and the trail/sidewalk extended to the curb in order to meet it.

In order to facilitate bicycle crossings for southbound traffic (since the 2-way cycle track would terminate at the NTC), I propose a new mid-block crossing that would facilitate pedestrian and one-way bicycle traffic. As shown in the included diagram, there would be just enough space to facilitate a fairly protected crossing here by strategically narrowing the buffers, and utilizing a small curb bump out. While I show the crossing lining up precisely with the new curb cuts, there is no reason the crossing could not instead be facilitated slightly farther north of the curb cuts, if this would be beneficial.

If it provides the difference in cost necessary to make such a crossing feasible, the west-side sidewalk extension and curb cut could be excluded, and only a bicycle crossing facilitated. Similarly, the suggested bump outs could be implemented using interim materials (planters, delineator posts, paint, etc.) , if shifting the curbs for such bump outs is not feasible at this time.

[3] The allocation between bicycle lane width and buffer width could be adjusted as needed.

Please see the included attachments for more details of the lane configurations and an overall diagram of the configuration. Please note that for the lane configuration diagrams, I am only showing the 40 foot curb-to-curb width, and not including tree lawns, sidewalks, etc.

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### 1b-2. STC to NTC (one way bike lanes)

If one-way bike lanes are maintained, improved connections would need to be made to both the STC and NTC.

Curb cuts would still be needed at both locations, and protected bicycle crossings would be needed at both locations, rather than just one. I created a very rough sketch of what this could look like, which is also attached.

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Regardless of which configuration is chosen, for all such infrastructure improvements referenced above that would increase project costs (such as new curb cuts, sidewalk extensions/widening, bus boarding island, etc.), I would strongly recommend contacting the University of Rochester to see if they would be willing to cover part or all of these costs, as improved bicycle facilities would greatly benefit many students, especially those living in the Riverview Apartment Complex.

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## 2. Barton Street intersection

I would strongly recommend installation of a raised crossing across the entrance to the Riverview Apartments complex. Many drivers (presumably students) drive extremely quickly in and out of the parking lot. Unfortunately, I do not believe that new/expanded bump outs will do nearly enough to slow cars, as one of the primary concerns is drivers not looking for people on the sidewalk before exiting the parking lot, which bumpouts will do nothing to prevent.

Similar to with recommendation one, I would strongly encourage working with the University to explore cost-sharing agreements for a raised crossing here, and potentially for additional traffic calming measures in/around this intersection as well. The university is aware of the safety concerns at this intersection, and I believe they would be willing to provide funding to improve safety for students.

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## 3. Genesee Riverway Trail Entrance to Bartlett Street

Obviously, the proposed configuration here is not ideal. However, I understand the deprioritization of this corridor due to limited funds as it is not part of the bike spine.

As discussed during last week's meeting, the city now recognizes that the use of sharrows throughout an extended corridor is unacceptable. It is my understanding that one of the reasons why usage of sharrows in this manner is dangerous is that they can encourage cyclists to assume a street is safe, when it in-fact is not. It would seem to me, however, that the increased danger from shared-use lanes is also due in-part to the fact that they are generally wider than traditional lanes, at 13 feet as compared to 11.
Since a formal road diet is off the table for this portion of the street at this time, a known solution would be to use paint and other interim materials in order to visually narrow the width of the travel lanes. This would help to slow speeds, and encourage cyclists not to travel in the door zone (as most will assume they should stay to the right).

If painting a 2-foot buffer between the parking lane and the travel lane is seen as too expensive, perhaps consider simply striping the parking lane as being 2 feet wider, thus reducing the effective travel lanes to 11 feet. This striping should extend around existing and new curb bump-outs in order to visually narrow lanes and create the appearance of tighter turn radii at intersections as much as possible, while still allowing for larger vehicles to turn. Striping two feet away from the curb should also be maintained in areas where there is no parking lane such as the north side of the street between Luther Circle and Jefferson Ave, in order to maintain the appearance of 11-foot lanes.

In the attached diagram for recommendation 1b-1, I showed what this could look like between Barton Street and Jefferson ave.

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## 4. Bartlett Street/Edith Street intersection

Edith St and Bartlett St are designated bicycle boulevards, and the portion of Plymouth Ave to the north is part of the ATP spine network. I fully support the installation of cycle tracks along this portion of South Plymouth, but I would also strongly advocate for improvements to this intersection in order to facilitate safe, comfortable connections between the bicycle boulevard and the Spine Network, and to improve safety for cyclists crossing South Plymouth between Edith St and Bartlett St.

I would recommend a treatment extremely similar to the one proposed at the intersection of West Main and Madison/Reynolds St—a safety island that doubles as a traffic diverter, and raised crossings over Bartlett St and Edith St.

The raised crossings could be wide enough to extend the cycle tracks across the intersection to the south, with angled curb cuts providing a transition back into mixed traffic, very similar to the proposal for the north portion of the Ford Street Roundabout.

Ideally, the cycle tracks should swing out to be behind the bus stops/shelter, but if it would not be feasible to move the bus shelter towards the curb due to costs, paint and tactile markings should require cyclists to yield to pedestrians at the bus stop.

With such a treatment, it may be possible (or even preferred) to designalize the intersection.

Please see the attached diagram for recommendation for what this could look like. I have shown a design where the cycle tracks are not bent around the bus stops, despite this not being the preferred design.

Having previously worked for the Rochester Housing Authority, I would be remiss not to highlight the fact that Kennedy Tower RHA property is located at this intersection, which is home to many elderly residents with reduced mobility. This should be reason enough to install traffic calming and intersection safety improvements at this location. It's also a reason to give special attention to the interaction of the bike lanes and bus stops, as these individuals may not be able to quickly move out of the way if cyclists do not yield to them.

If such a design (or something similar) is not feasible, please consider widening the curb cuts parallel to South Plymouth on the north side of the intersection so that they can accommodate both pedestrians and cyclists. I would also strongly recommend the inclusion of signage and pavement markings indicating the desired travel lines for cyclists across the intersection for this type of configuration, as it would otherwise be extremely confusing to navigate.

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### 5. Ford Street Roundabout

I'll keep this short and simple—cycle tracks are great, but not providing for bicycle left turns is highly problematic. Please strongly consider utilizing standard bicycle-friendly roundabout designs in order to facilitate bicycle traffic in all directions.

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## Conclusion

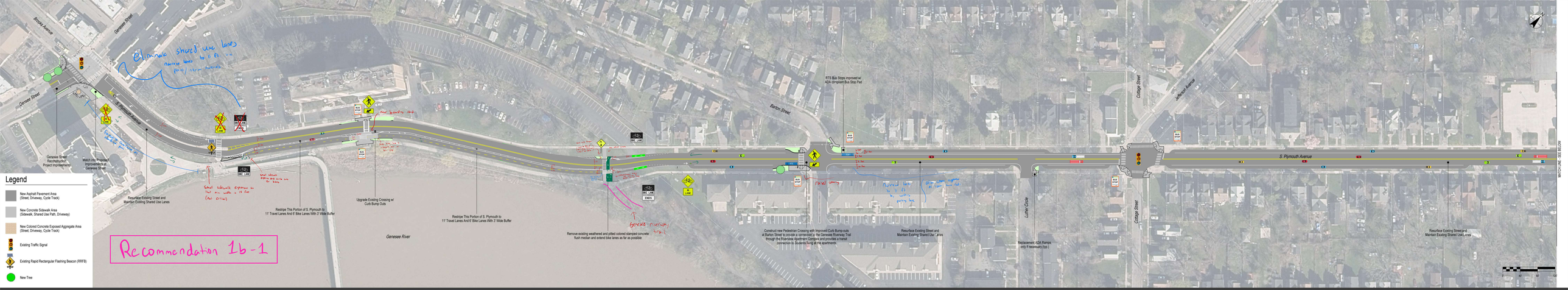
Thank you for your work on this project, and for considering the recommendations described above. The ATP inspired me to believe that the City of Rochester has a future as a world-class multi-modal city, and I am thrilled that the City appears to be looking to make that transition as quickly as possible.

I include these recommendations in the hope that the suggestions I've made can help the City do more to achieve this goal with the limited funds available.

Sincerely,
Aaron Weiner

# Plymouth Gardens Bus Stop

# STC to NTC Connection




SOUTH PLYMOUTH AVENUE RENDERING

(GENESEE STREET TO 150 FEET SOUTH OF MAGNOLA STREET)

SOUTH PLYMOUTH AVENUE RENDERING

(150 FEET SOUTH OF MAGONLA STREET TO FORD STREET)

2024 State Touring Routes Milling and Resurfacing Project
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Hello Darin,

I'm just getting to review a bunch of these street design proposals.

I think the proposed design for W Main St is absolutely fantastic. I haven't biked on W Main St very much because doing so is scary. Even walking on the sidewalk is really unpleasant due to how fast cars zip past you and how close you are to the lanes. What is proposed here is a tremendous upgrade. But I still have some nitpicks!
1) "upgrade pedestrian push buttons" - why not eliminate them? In the winter, snow piles can make them inaccessible. Passive pedestrian detection would be preferable in my opinion.
2) The protected bike lanes are great; how would I make a left turn from them, for instance going from eastbound on W Main St to northbound on Broad St? A big green box in front of the northbound lanes on Ford St would help cyclists figure out to make a Copenhagen left, rather than try to merge into W Main St traffic.
3) It's great that the bike lanes are not in the door zone of on street parking... except for the southeast corner of W Main/Jefferson Ave. Average use of the existing parking was 1 spot. It looks to me like there's plenty of room to bend the bike lane around a single parking spot, to avoid having door zone bike lanes.
4) I think the bus stop islands are great as well. Maybe there is room for trees at some of them? I think especially at W Main/Jeff and Canal St, there might be room.

I think the S Plymouth proposal is still pretty good but could be improved by treating it like a bicycle boulevard. I understand that S Plymouth is really narrow and the treelawn also doesn't give much space to work with. Where S Plymouth narrows between Brooks and Barton, clearly there isn't room for separated bike lanes without moving the curb, which I assume is outside the scope of the project. But since bikes and cars/trucks will be mixing there, let's do what we do on bike boulevards, and put some vertical deflection to slow car traffic, to allow bikes to merge in. It looks like the City isn't going to ditch street parking for the length of S Plymouth, which even I admit would be a hardship for people who live there. So since bikes and car traffic will be mixing for many blocks just like they do now, it is really important to have vertical deflection to slow traffic. Otherwise we'll have a really nice cycletrack that ends at Bartlett St and people will just continue on to the sidewalk once the cycletrack ends. I think especially a tabled intersection at Bartlett St and a speedbump/hump/pillow at the "Bike Lane Ends" sign west of Barton St would be really helpful.

Thanks for reading.
- Adrian