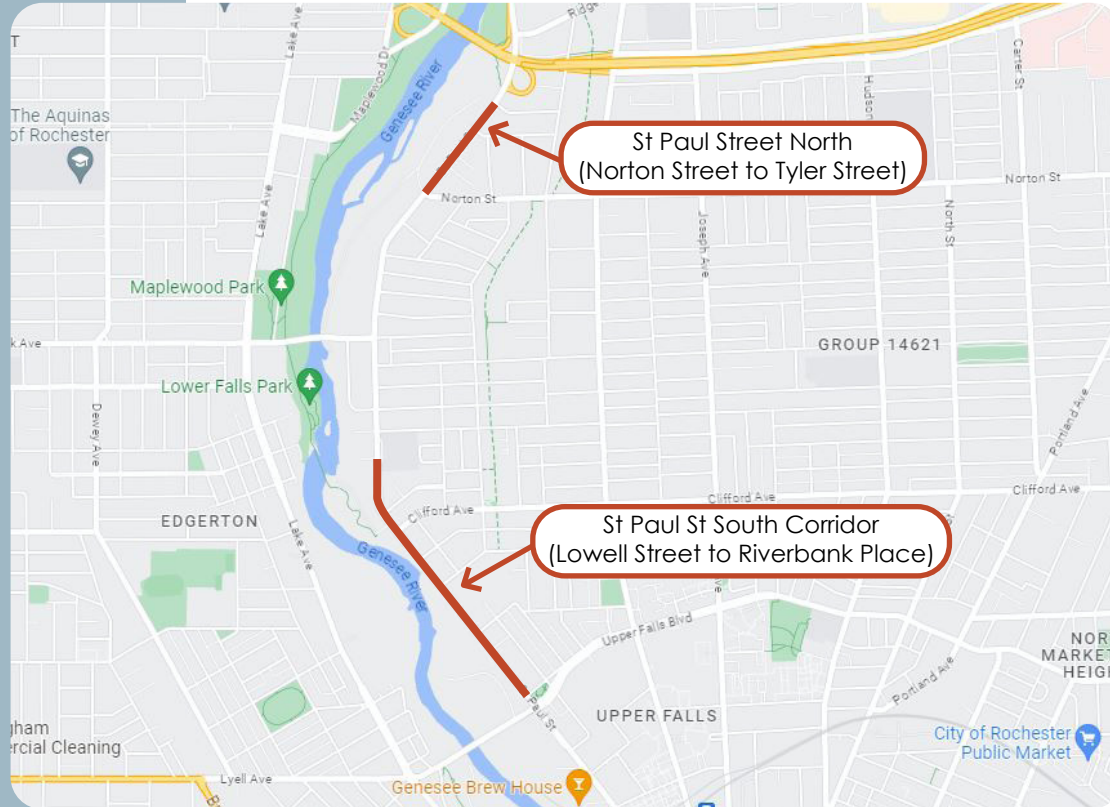


2024 MILLING AND RESURFACING PROJECT



Saint Paul Street Public Information Meeting

5:30 pm, August 30, 2023
Northeast NSC Office (500 Norton Street)

Project Limits

St Paul Street South (Lowell Street to Riverbank Place)

St Paul Street North (Norton Street to Tyler Street)

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



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



HIGHLAND PLANNING



PROJECT TEAM



Mayor Malik
Evans

Department of Environmental Services



Commissioner
Richard Perrin, AICP



City Engineer
Holly Barrett, P.E.



Director, Water Bureau
Geoff Gugel



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

Project Team

City Project Manager, Street Design
David Riley

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

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



MEETING AGENDA



- 01 Project Limits
- 02 Streetscape Improvements
- 03 Pedestrian and Traffic Safety Improvements
- 04 Parking Study
- 05 Crash History & Safety Study
- 06 Saint Paul Street Proposed Improvements
- 07 Work Zone Traffic Control During Construction
- 08 Project Timeline
- 09 Workshop Session / Q/A

01

PROJECT LIMITS

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



01

PROJECT LIMITS

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



02

STREET IMPROVEMENTS

Roadway Pavement Structure

Why Milling and Resurfacing?

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



02

STREET IMPROVEMENTS

Granite Stone Curbs

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

BEFORE



AFTER



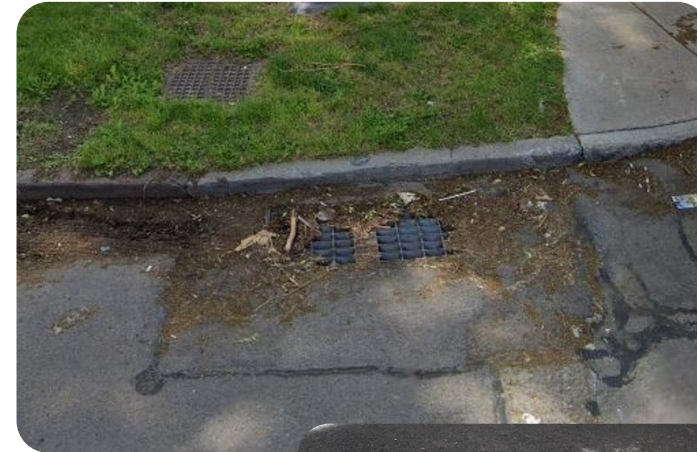
02 STREET IMPROVEMENTS

Drainage Inlets

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

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

BEFORE



AFTER



02 STREET IMPROVEMENTS

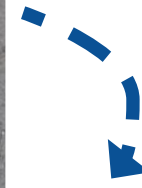
Utilities

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

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

MANHOLES

BEFORE

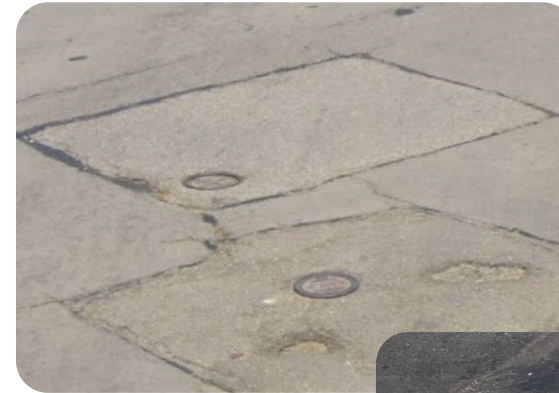


AFTER



WATER VALVES

BEFORE



AFTER



03

PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

Sidewalk Curb Ramps

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

BEFORE



AFTER



03

PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

Upgrade Crosswalks, Pavement Markings, and Traffic Signage

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

BEFORE



AFTER



03

PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

Upgrade Sidewalks

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

BEFORE



AFTER



03

PEDESTRIAN AND TRAFFIC SAFETY IMPROVEMENTS

Installation of Curb Bump-Outs

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



04

PARKING STUDY

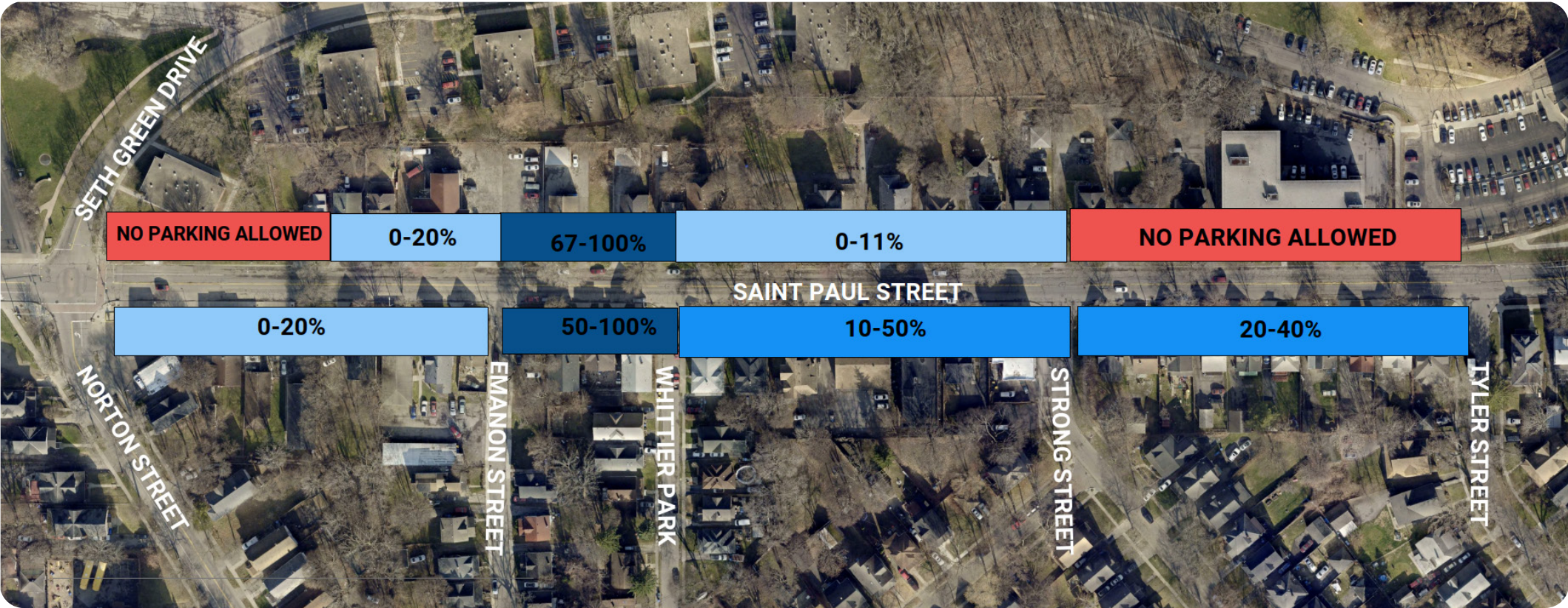
A parking study was conducted for the project to investigate the impacts of proposed bicycle lanes and elimination of underutilized on-street parking. Parking utilization was documented throughout various times of the day and week.

November 2022

Tuesday 11/15/22
Wednesday 11/16/22
Saturday 11/19/22

August 2023

Saturday 8/12/23
Tuesday 8/15/23
Wednesday 8/16/23



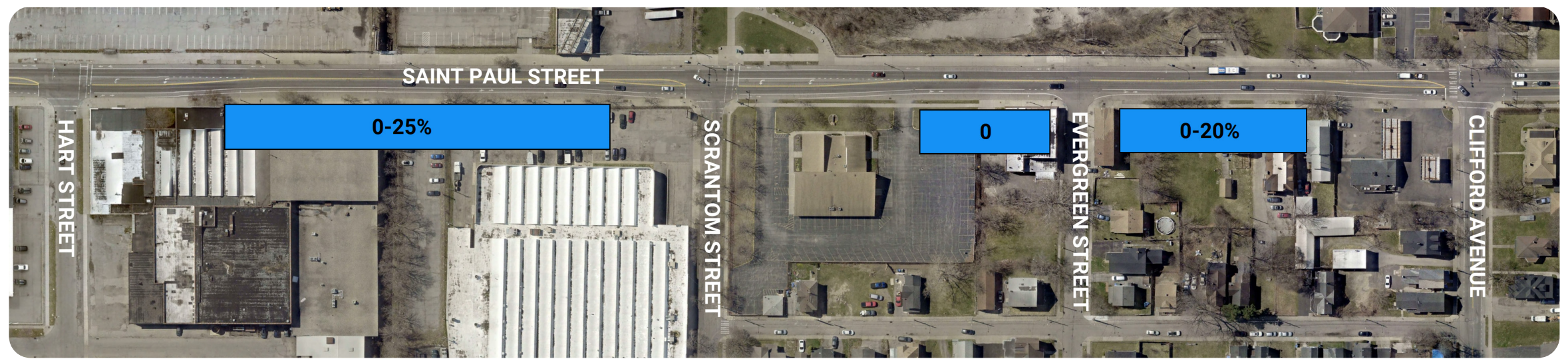
04

PARKING STUDY

- Parking between Lowell Street and Hart Street is heavily utilized
- Parking between Hart Street and Clifford Avenue less than 25%
- There is currently no on-street parking north of Clifford Avenue

November 2022

Tuesday 11/15/22
Wednesday 11/16/22
Saturday 11/19/22



05

CRASH HISTORY & SAFETY STUDY

- Crash information from December 2019 through January 2023
- 194 crashes on Saint Paul Street within the project limits during three-year period
- 0 pedestrian crashes reported
- 2 bicycle crashes reported, including 1 fatal (at Upper Falls Boulevard intersection)

Collision Type	Count	Percentage
Rear End	43	22.2%
Sideswipe	7	3.6%
Left Turn (with other car)	4	2.1%
Left Turn (against other car)	18	9.3%
Right Angle	40	20.6%
Right Turn (with other car)	5	2.6%
Right Turn (against other car)	2	1.0%
Head On	5	2.6%
Overtaking	30	15.5%
Unknown	1	0.5%
Other	36	18.6%
Not Entered	3	1.5%

Cash Location	Count	Percentage
Saint Paul St Mainline	20	10.3%
Saint Paul St at Upper Falls Blvd / Bausch St / Smith St	83	42.8%
Saint Paul St at Lowell St	1	0.5%
Saint Paul St at Hartel Alley	1	0.5%
Saint Paul St at Hart St	1	0.5%
Saint Paul St at Scrantom St	8	4.1%
Saint Paul St at Evergreen St	2	1.0%
Saint Paul St at Clifford Ave	13	6.7%
Saint Paul St at Brewer St	2	1.0%
Saint Paul St at Huntington Park	1	0.5%
Saint Paul St at Riverbank Pl	0	0.0%
Saint Paul St at Norton St / Seth Green Dr	44	22.7%
Saint Paul St at Emanon St	2	1.0%
Saint Paul St at Whittier Park	8	4.1%
Saint Paul St at Strong St	7	3.6%
Saint Paul St at Tyler St	1	0.5%

06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Intersection with Upper Falls Boulevard

Existing: Two northbound through lanes at intersection with sharrows

Proposed: One northbound through lane and one northbound buffered bicycle lane (re-striping only)

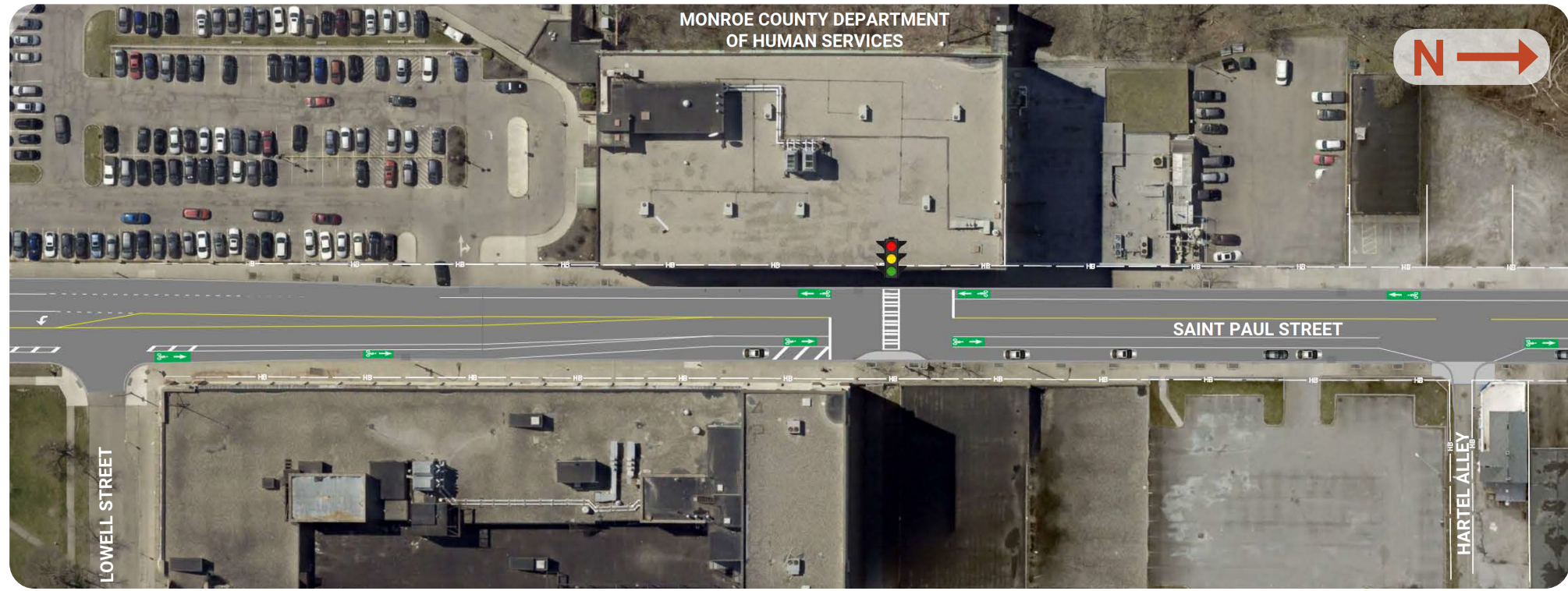


06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Lowell Street to Hartel Alley

- New curb bumpout at mid-block crossing
- Bike lanes and parking to remain the same as existing



06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Hart Street to Clifford Avenue



MATCH LINE

- Eliminating east side on-street parking
- Buffered bike lanes both directions



MATCH LINE

06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Huntington Park to Riverbank Place

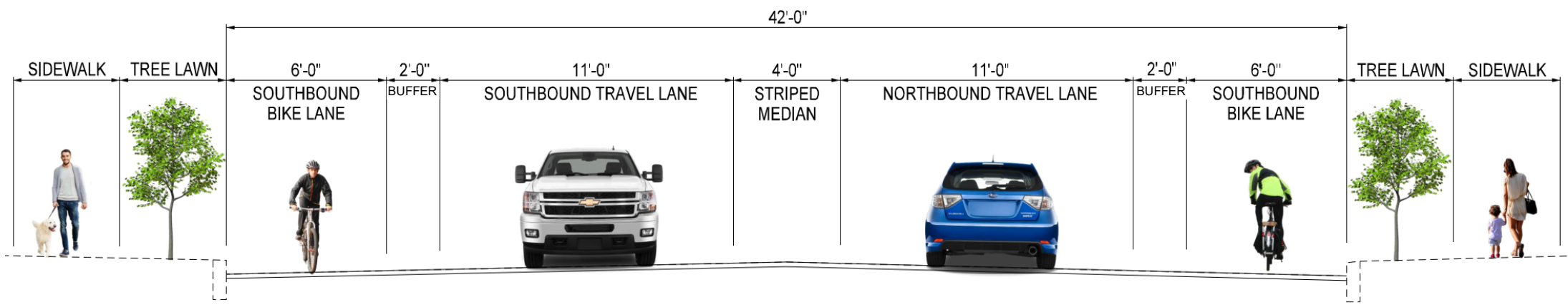


- Reduce striped median from 10 feet to 4 feet
- Add buffers to bike lanes

06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Hart Street to Riverbank Place

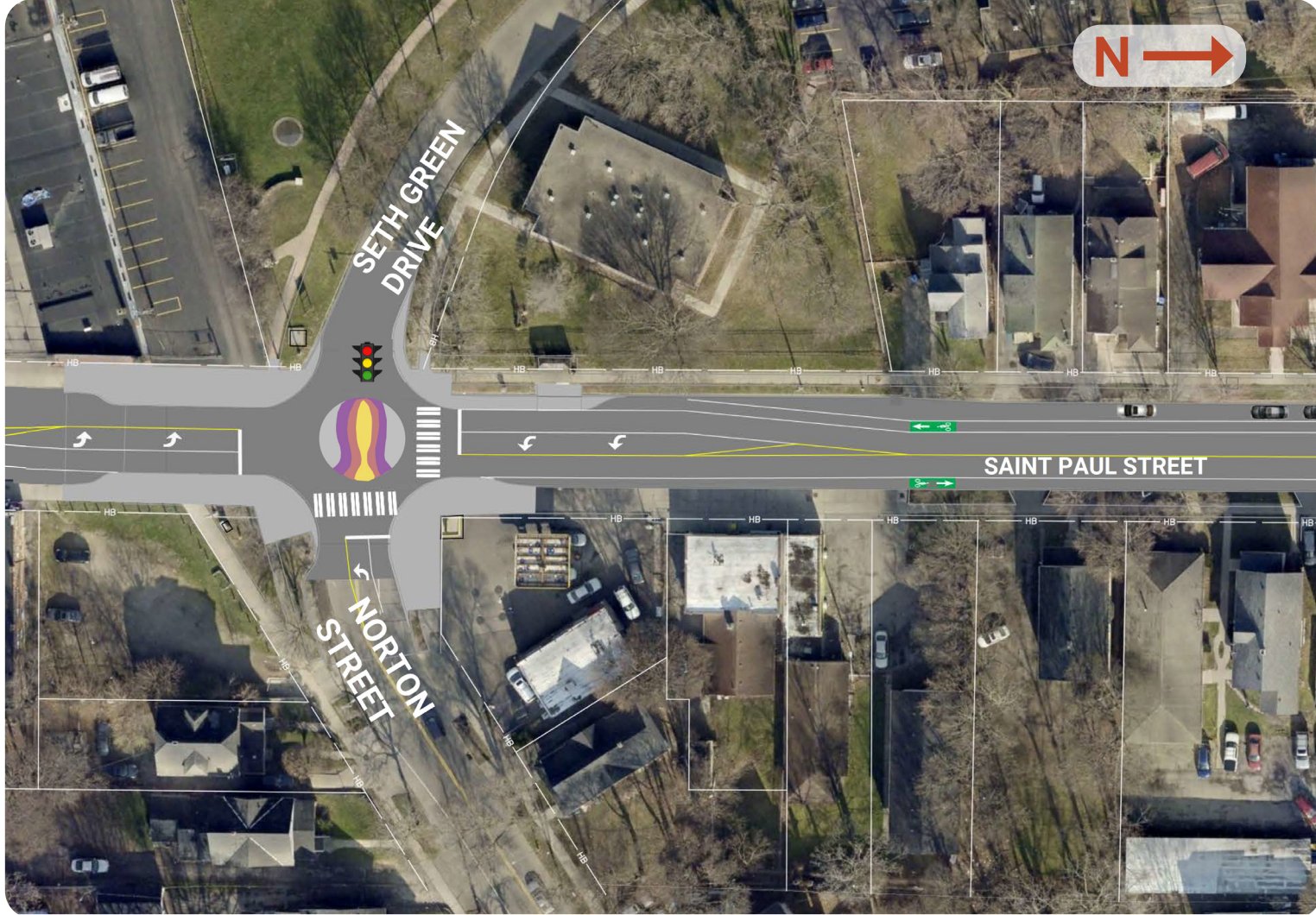


TYPICAL SECTION
SAINT PAUL STREET
HART STREET TO RIVERBANK PLACE

06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Intersection with Norton Street and Seth Green Drive



Existing Conditions

Existing:

- Two southbound travel lanes
- Northbound right lane
- No bike lanes

Proposed:

- Eliminate one southbound thru
- Eliminate northbound right turn lane
- New opposing left turn lanes
- New northbound and southbound bike lanes
- Retain decorative pavement

06

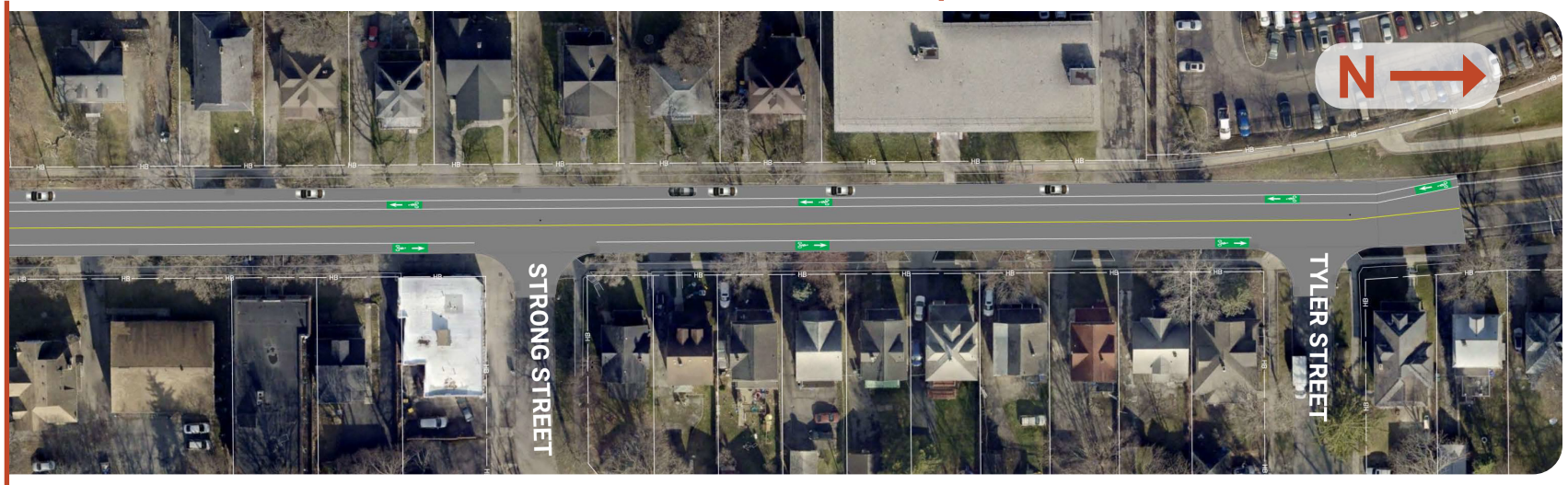
SAINT PAUL STREET PROPOSED IMPROVEMENTS

Norton Street to Tyler



MATCH LINE

- West side on-street parking to remain
- New west side parking added between Strong Street and Tyler Street (+14 spots)
- Eliminating east side on-street parking (-29 spots)
- Net loss of 15 spots from Norton Street to Tyler Street
- New 5-foot bike lanes each direction

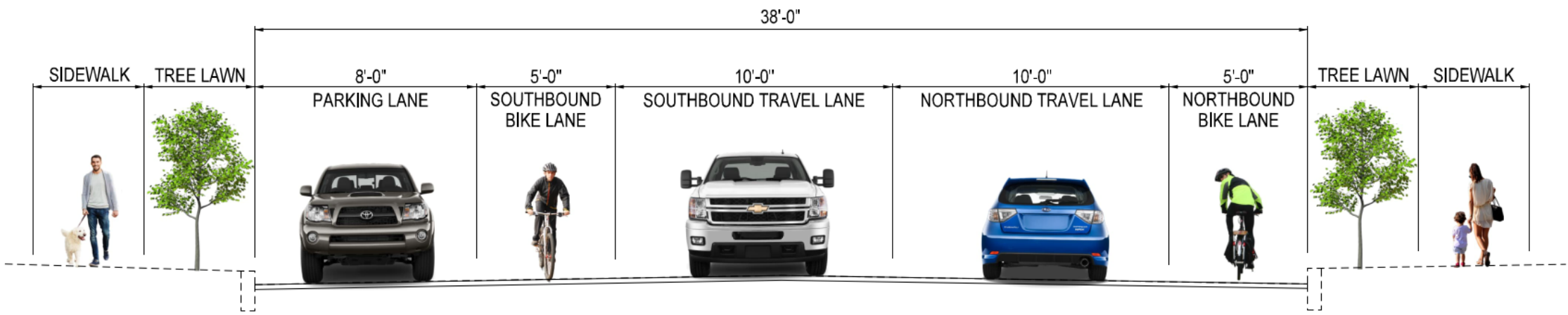


MATCH LINE

06

SAINT PAUL STREET PROPOSED IMPROVEMENTS

Norton Street to Tyler



TYPICAL SECTION
SAINT PAUL STREET
NORTON STREET TO TYLER STREET

07

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.



07

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

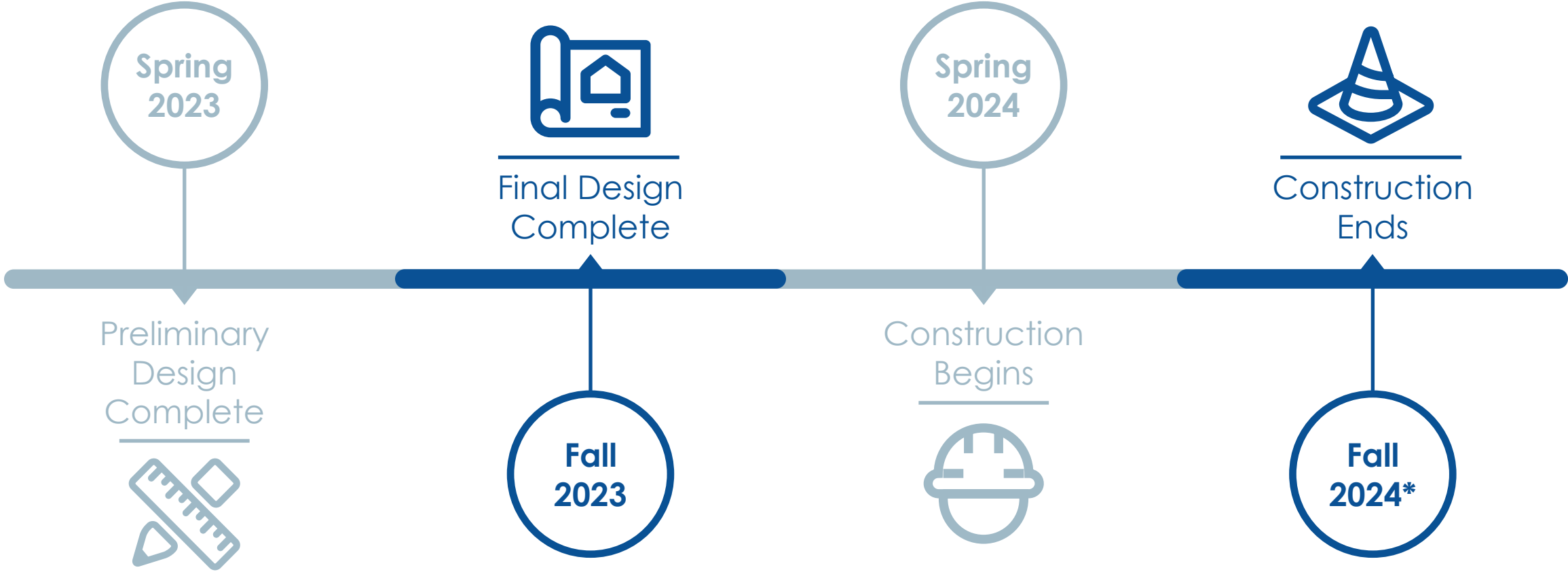


If there are known medical emergency access needs at any of the properties within the project limits, please inform the City's Construction Project Manager so that the appropriate measures are taken to maintain access during construction at all times.



08

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.

- Place a numbered circled sticker on the map and write on the worksheet what you like or would like to see improved on the preliminary design.
- If you agree with someone else's suggestion or comment, place a non-numbered circled sticker next to their comment on the worksheet.

THANK YOU!

For additional information, please contact:

David A. Riley

City of Rochester Department of
Environmental Services

585-428-6978

David.riley@cityofrochester.gov

**Please submit questions by
September 13, 2023**

Project Webpage:
cityofrochester.gov/StPaulMR

