

**City of Rochester 2024 Milling and Resurfacing Project, Park Avenue (Alexander Street to East Avenue)****Friday, July 21, 2023, 9:30AM-10:30AM****Immanuel Baptist Church, 815 Park Avenue****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 Tanya Zwahlen and Mike Henry (Highland Planning), who will support public engagement. A list of meeting participants is included as Appendix A.

**Project Overview**

Jonathan led 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.

**Detailed Inventory and Repairs**

Throughout the project corridor, the consultant team has identified damaged curbs and sidewalks, and inventoried curb ramps, drainage structures, manholes, utility covers, signage, and bus stops. Structural repairs will be carried out as needed. Stakeholders expressed concerns about conditions along Park Avenue, particularly regarding pavement, brickwork, bus stops, and sidewalks. Safety for pedestrians, especially near busy intersections, was also a primary concern.

## **Bicycle and Pedestrian Facilities**

Jonathan reviewed opportunities to improve bike facilities on Park Avenue. Pursuant to the City's Complete Streets policy, improving bicycle facilities is a goal during every road project the City advances; however, due to the narrow roadway of Park Avenue, continuous dedicated bike lanes might not be feasible. The project will consider further improvements to pedestrian crossings and traffic calming. Stakeholders supported this general approach and expressed that Park Avenue is not conducive to biking comfortably; however, there was interest in developing more comfortable bike facilities on parallel routes to Park Avenue.

## **Project Schedule**

Design completion: Fall 2023

Advertisement for bids: Winter 2023

Construction: Spring 2024-Fall 2024\*

\* Some work may extend into 2025.

## **Public Engagement**

Tanya Zwahlen (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 phases. Two public information meetings will be scheduled in the late summer and fall 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. Stakeholders expressed an interest in being part of the communication process, suggesting direct email and physical brochures for better outreach.

## **Discussion**

Stakeholders expressed interest in the project and asked that attention be paid to repairing and improving bus stops, installing benches for waiting passengers, and securing funding for additional seating. Safety and traffic calming measures were emphasized during the public meeting, with concerns raised about speeding, motorcycle noise, and pedestrian crossings. The group discussed potential solutions such as curb bump-outs, raised crosswalks or intersections, and flashing beacons at crosswalks at non-signalized intersections to enhance safety and improve traffic flow. A summary of the main points is included below by theme. Full documentation of comments and questions is included as Appendix C.

### **1. Long-term Vision and Different Sections of Park Avenue**

The unique needs of different sections of Park Avenue, including residential and business areas, were acknowledged, highlighting the importance of balancing mobility and pedestrian-friendliness. The community expressed a desire for the City to help develop a long-term vision to create a vibrant, pedestrian-focused area with limited through traffic. Suggestions were made for creating a cohesive and attractive appearance for tree

lawns, decorative pavement, and sidewalks, as well as for coordinating their design along the entire length of Park Avenue.

Response: The City would be glad to collaborate with neighborhood organizations on longer-term planning, if desired. That effort is not within the scope for this preventive maintenance project. This project will consider improvements for all users, including pedestrians, cyclists, people with disabilities, and people who use public transportation. This may include, but is not limited to spot replacement of damaged sidewalks and curbs, upgrades to curb ramps, curb bump-outs at some intersections, and targeted crosswalk enhancements. The City will consider options to replace decorative pavement or brickwork in the right-of-way that is in poor condition.

## **2. Parking**

Concerns were raised about alternate-side parking rules and enforcement on side streets. Some attendees suggested removing these signs if enforcement was not consistent. Attendees expressed a desire for more handicap parking spots on Park Avenue, as there are currently very few. The impact of parklets on parking availability was discussed, acknowledging the tradeoff between parking spaces and providing outdoor seating for restaurants.

Response: This project will not directly address parking requirements, but the City can consider these comments separately. The City has a Parklets policy in place, which allows restaurants to create outdoor seating areas on a case-by-case basis.

## **3. Crosswalks and Pedestrian Access**

Attendees raised concerns about a pedestrian crossing at Barrington Street and Park Avenue, noting this is a school crossing. The possibility of installing bump-outs and/or enhanced crosswalks to slow traffic and improve visibility was considered. Suggestions were made for installing high-visibility signs and flashing beacons at crosswalks at non-signalized intersections to enhance pedestrian safety.

Response: The project will consider improvements at intersections with above-average crash rates and/or particularly high pedestrian traffic. Options include but are not limited to curb bump-outs to shorten crossing distance for pedestrians, as well as targeted crosswalk enhancements.

## **4. Design Speed and Traffic Calming Measures**

Concerns were expressed about speeding vehicles and motorcycle noise as well as the need for traffic calming measures. Attendees suggested implementing curb bump-outs and raised intersections to slow down traffic and protect pedestrians. The speed limit on Park Avenue was discussed, with some suggesting a reduction to enhance safety.

Response: While data does not show a larger issue with speeding on Park Avenue, the project will consider improvements at intersections with above-average crash rates and/or high pedestrian traffic. Options include but are not limited to curb bump-outs, as well as targeted crosswalk enhancements. These measures are also intended serve as traffic calming elements to encourage slower speeds.

## **5. Bicycle Facilities**

Dedicated, continuous bike lanes on Park Avenue are not feasible due to roadway width and on-street parking. The importance of providing safe biking options was emphasized by stakeholders. Attendees expressed concern about the safety of biking on Park Avenue and suggested exploring alternatives.

Response: The City is considering recommendations in its Active Transportation Plan to enhance bicycle facilities on parallel streets in future street improvement projects. The project team will also consider if improvements are needed at the intersections of Park Avenue and two bicycle boulevards on Dartmouth Street and Vick Park B.

## **6. Park Avenue Events and Street Closure**

There was discussion about potentially closing segments of Park Avenue to vehicle traffic for special pedestrian-focused events or activities. Attendees described a need for more community-enriching events and potential pedestrian-focused activities in general.

Response: Event-related street closures are not part of the scope of this project, but City staff can coordinate with neighborhood organizations if they wish to discuss temporary closures or a different approach to seasonal activities.

## **7. Sidewalks and Infrastructure**

Attendees expressed concerns about the condition of sidewalks, brickwork, and bus stops along Park Avenue, emphasizing the need for repairs and improvements. Appendix D includes images of damaged brick submitted by a meeting participant.

Response: The City aims to enhance the pedestrian environment with spot replacement of damaged sections of sidewalk. Full replacement of sidewalks is not within the scope of this project. Concrete landing pads will be considered at bus stops. Damaged brickwork in the public right-of-way may be replaced during the project.

## **8. Public Engagement and Communication:**

The importance of public engagement and gathering input from stakeholders and the community was emphasized. Attendees offered suggestions for communication channels, including direct email and community group collaboration.

Response: The project team plans to use a mix of outreach via community groups, distribution of project brochures, and public notices to inform the community about opportunities for public input.

## Appendix A: Meeting Attendees

### Project Team

| <b>First Name</b> | <b>Last Name</b> | <b>Organization</b> | <b>Role</b>           | <b>Contact information</b>         |
|-------------------|------------------|---------------------|-----------------------|------------------------------------|
| 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 |
| Jonathan          | Walczak          | Barton & LoGuidice  | Design consultant     | jwalczak@bartonandloguidice.com    |
| Tanya             | Zwahlen          | Highland Planning   | Public engagement     | tanya@highland-planning.com        |

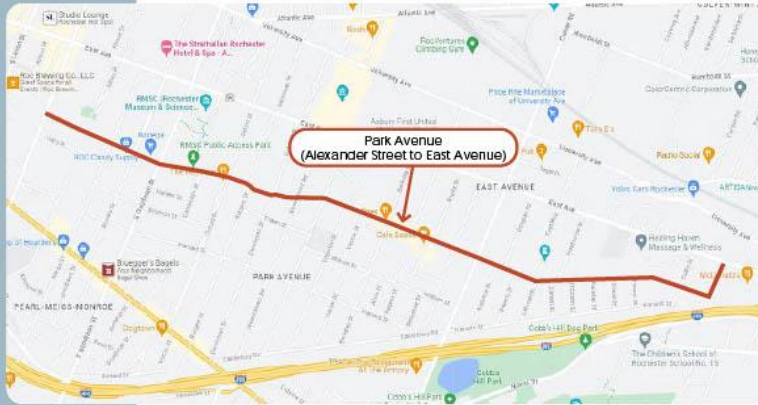
\*\* Main contact for questions and concerns related to this project

### Park Avenue Stakeholders

| <b>First Name</b> | <b>Last Name</b> | <b>Organization</b>                     |
|-------------------|------------------|---|
| Lisa              | Campbell         | Douglas Road, East Blvd., Hawthorne St. |
| Paul              | Campbell         | Douglas Road, East Blvd., Hawthorne St. |
| Pia               | Cseri-Briones    | Berkeley Street Neighbors               |
| Maureen           | Duggan           | Barrington Park HOA                     |
| Peter             | Gines            | Jines Restaurant                        |
| Laura             | Habza            | Arnold Park                             |
| Philip            | Hopke            | Barrington Park INC                     |
| Carlene           | Kline            | Barrington Park HOA                     |
| John              | Lembach          | Park - Meigs Neighborhood Association   |
| Joanne            | Lembach          | Park - Meigs Neighborhood Association   |
| Dave              | MacDonald        | Barrington Street Neighbors             |
| Caitlin           | Meives           | Barrington Street Neighbors             |
| Michael           | Nulton           | Park Avenue Merchants Association       |
| Tom               | Pastecki         | ABC Streets / Park Avenue Association   |
| Marianne          | Pastecki         | ABC Streets / Park Avenue Association   |
| Craig             | Schneider        | Norchar / Park Avenue Merchants         |
| Jan               | St. Pierre       | Immanuel Baptist Church                 |
| Jonathan          | Swan             | Swan Family of Restaurants              |

Appendix B: Presentation Slides

# 2024 MILLING AND RESURFACING PROJECT



## Park Avenue Stakeholder Meeting

Friday, July 21st, 2023 - 9:30AM  
Immanuel Baptist Church  
(815 Park Ave., Rochester, NY)

### Project Limits

Park Avenue (Alexander Street to East Avenue)

*To be addressed in separate meeting:*  
St Paul Street South (Lowell Street to Riverbank Place)  
St Paul Street North (Norton Street to Tyler Street) Monroe Avenue/Sumner Park/Oxford Street Intersection



## PROJECT TEAM



**Mayor Malik Evans**

### Department of Environmental Services

### Project Team



**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 Herdzik, 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



**Barton&Loguidice**

## 01 PROJECT LIMITS

Park Avenue Corridor (Alexander Street to East Avenue)



**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.



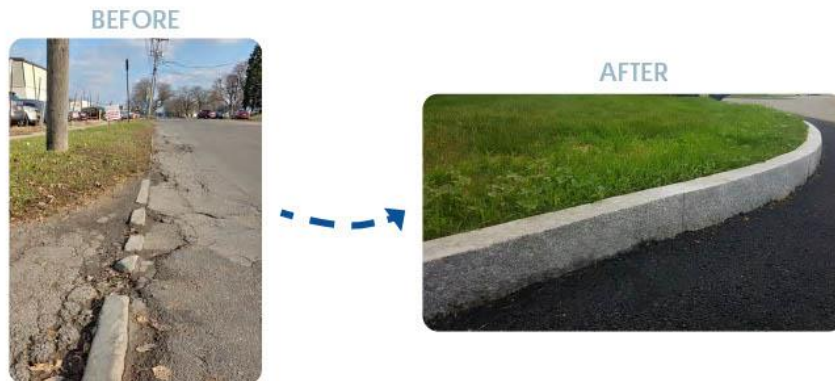
**Barton&Loguidice**



## 02 STREET IMPROVEMENTS

### Granite Stone Curbs

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



**Barton&Loguidice**



## 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.



**Barton&Loguidice**

## 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.



**Barton&Loguidice**

### 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.



**Barton&Loguidice**

### 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.



**Barton&Loguidice**

## 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.
- Parking on Park Avenue is not anticipated to change.
- Minor impacts to parking may result from installation of curb bump-outs at intersections.
- Additional and/or improved bike facilities throughout the corridor are being considered.



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

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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.*



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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.



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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 concerns.



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## 08 DISCUSSION / Q&A

\*Please provide your name and address when asking a question!\*

- 01 What do you like about the Park Ave?
- 02 What are some current challenges and opportunities you see with Park Ave?
- 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 Park Ave community? How can we work with you on engagement?
- 05 Are there any concerns 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](http://www.cityofrochester.gov/ParkStPaul)



**Barton&Loguidice**

### Appendix C: Discussion Notes

1. Question: Will this project fix potholes?  
Answer: Yes, the project will restore the pavement surface, providing a better riding surface and extending the roadway's life. It will also address areas requiring more extensive repairs by implementing deeper milling and repairs as needed.
2. Question: What is the big picture for making Park Avenue a vibrant place?  
Answer: The City would be happy to work with neighborhood organizations on longer-term planning. That effort is not within the scope for this preventive maintenance project. That said, the City has various plans and policies intended to create safe and vibrant streets. The City recently completed an Active Transportation Plan that recommends focusing on creating a network of high-comfort bike facilities on specific corridors. Park Avenue was not identified as part of the bike spine corridor network, but the Plan also has recommendations on pedestrian and accessibility improvements.

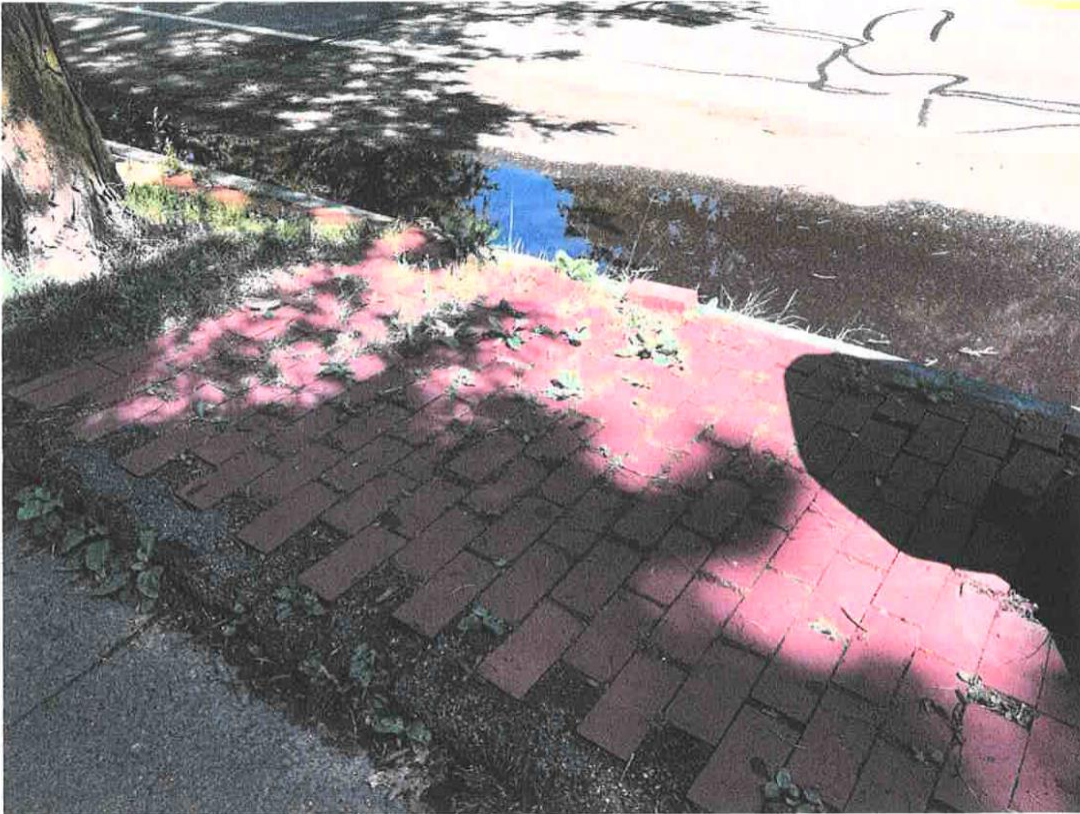
The City aims to enhance the pedestrian environment by replacing damaged sections of sidewalk and will consider opportunities to improve pedestrian crossings. Additionally, the City has a Parklets policy in place, which allows restaurants to create outdoor seating areas on a case by case basis.

3. Comment: The City should have more consistent alternate side parking rules on side streets to improve predictability and availability of on-street parking.  
Answer: This project will not specifically address parking requirements, but the City can consider these comments separately.
4. Comment: Speeding and crashes are a concern. Have speed humps been considered?  
Answer: Park Avenue does not meet the City's requirements for speed humps. While the data does not show a larger issue with speeding on Park Avenue, the project will consider improvements at intersections with above-average crash rates and/or high pedestrian traffic. Options include curb bump-outs to shorten crossing distance for pedestrians and to prevent cars from parking too close to intersections to improve visibility, as well as targeted crosswalk enhancements. These measures may also serve as traffic calming elements to encourage slower speeds.
5. Comment: Some participants believe that the project should focus on pedestrian safety and creating a more pedestrian-friendly environment, rather than prioritizing automobiles.  
Answer: This project will consider improvements for all users, including pedestrians, cyclists, people with disabilities, and people who use public transportation.
6. Question: Where would alternative crosswalks be needed?  
Answer: The project team is considering several crosswalk improvements in areas with high volumes of pedestrian traffic.
7. Comment: Some participants discussed potential to close Park Avenue to vehicle traffic during special events and activities. This may boost business for merchants and create a positive environment; however, concerns also were raised about mobility and access for more residential segments of Park Avenue.  
Answer: Event-related street closures are not part of this project, but City staff can coordinate with neighborhood organizations if they wish to discuss temporary closures or a different approach to seasonal activities.
8. Comment: Some participants suggested adding more handicap parking spots on Park Avenue due to the current limited availability.  
Answer: Separate from this project, the City can evaluate the need for additional handicap parking.
9. Comment: The condition of bus stops was a concern.  
Answer: The City will look at improvements to landing pads at bus stops as well as opportunities for seating, as appropriate.



10. Comment: Improvements to the school crossing at Barrington are desired.  
Answer: The City is evaluating improvements to this crossing.
11. Comment: Some participants have suggested the possibility of making Park Avenue one-way and implementing diagonal parking and bike lanes.  
Answer: This concept would require longer-term study and analysis than is feasible during this project, but could be considered as part of longer-term planning for Park Avenue. This project will not preclude more significant changes or enhancements to Park Avenue in the future.
12. Comment: Some participants have expressed concern about the safety of biking on Park Avenue due to the street's narrow width, automobile traffic, on-street parking, and a lack of dedicated bike facilities.  
Answer: The City's recently completed Active Transportation Plan recommends that the City focus bicycle improvements to streets parallel to Park Avenue. That said, other improvements considered as part of this project may help to calm traffic for all users.
13. Comment: Participants suggested locations for bump outs, raised crosswalks, and street closures to prioritize pedestrian safety and make Park Avenue a more pedestrian-friendly area.  
Answer: The City will consider opportunities for pedestrian enhancements throughout the corridor.
14. Comment: Various suggestions were made to improve communication with the community and engage the public in this project, including mailing, flyering, and using existing neighborhood structures for distribution.  
Answer: The City looks forward to collaborating with community organizations to notify the public about opportunities to provide input and feedback on this project.
15. Comment: Concerns about the different materials used for tree lawns along Park Avenue were raised, and suggestions have been made to create a more uniform and aesthetically pleasing appearance.  
Answer: The City will look at options to address decorative brickwork that is in poor condition

**Appendix D: Images of the damaged bricks along Park and Vassar Street provided by Joanne Lembach**



Park & Vassar Street





Southwest corner of Barrington/Park Avenue

