HIGHLAND PLANNING
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2024 Milling and Resurfacing Project
St. Paul Street Public Meeting # 1 Summary

Project Overview

The City of Rochester is planning improvements to St. Paul Street, from Lowell Street to Riverbank Place and Norton Street to Tyler Street. The project will include milling and resurfacing of the pavement, spot replacement of damaged sidewalks and curbs, new pavement markings and signs, adjustments to utilities such as drainage, curb bump-outs as warranted, and enhancements to pedestrian and bicycle facilities.

Meeting Information

Wednesday, August 30, 2023
5:30-6:30 PM
Northeast Neighborhood Service Center (NSC), 500 Norton St., Rochester, NY 14621

The objective of this meeting was to inform the community about the preliminary design of street improvements and timing of construction, and to gather feedback, solicit known issues, and identify potential opportunities for improvement. The meeting was held in person and virtually.

Meeting Attendance

Participants

- Aaron Weiner, student from the University of Rochester
- Henry Litsky, student from the University of Rochester
- Gerry Goodwill, resident of Seth Green off St. Paul at Seneca Towers
- Michael Coyen, resident of the neighborhood
- Jeff Means, superintendent at Seneca Towers (Rochester Management)
- Henry Herdzik, Monroe County Department of Transportation (Online)
- Suzanna Marchl (ZM – Online)
- James Dietz (Online)
- Bri (Online)

Project Team in Attendance:

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project manager	david.riley@cityofrochester.gov
Jonathan	Walczak	Barton & Loguidice	Design consultant	jwalczak@bartonandloguidice.com
Zach	Vacek	Barton & Loguidice	Engineer II	zvacek@bartonandloguidice.com

Julia	Hayden	Highland Planning	Public Engagement	julia@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

Meeting Summary

David Riley, project manager for the City of Rochester Department of Environmental Services (DES), Bureau of Architecture and Engineering, welcomed participants and thanked them for attending. The meeting began with a presentation from Jonathan Walczak, Managing Engineer at Barton & Loguidice, the project's design consultant. Mr. Walczak discussed the project objectives, the analyses that were performed, and the proposed improvements.

The following are some of the key takeaways from the presentation:

- The pavement on St. Paul Street is structurally sound, but it needs a new surface.
- The project will include spot repairs for damaged sidewalks and curbs, as well as replacement of grates and collars around drainage inlets.
- Pedestrian curb ramps within the project limits will be brought up to ADA compliance as feasible.
- The project will include the installation of new pavement markings, including high-visibility crosswalks.
- The project will also include traffic signage and signal upgrades as needed.
- The project will include the installation of pedestrian curb bump-outs at select locations.

The project team is also considering making some changes to the roadway configuration, such as reducing underutilized parking and adding or improving bicycle facilities. The team conducted a parking study to assess parking utilization and identify potential opportunities for reconfiguration.

The project team will use a variety of methods to inform the public about the construction project and to minimize traffic disruptions. These methods include:

- Public information: Direct mailings to adjacent properties, media alerts via radio broadcast to the general public, and variable message signs prior to construction.
- Traffic control: Temporary motorist signs, works on traffic control signage, and flaggers to maintain two-way traffic with daily lane closures. Some temporary disruptions will occur during curb and sidewalk replacement at driveways. Emergency access will be maintained always during construction.
- Coordination with other organizations: The project team will coordinate with RTS to maintain uninterrupted access to transit services during construction. They will also coordinate with Monroe

County Department of Human Services and the Rochester City School District Roberto Clemente School #8 for maintaining access during construction.

The construction is scheduled to begin in spring of 2024 and will last approximately six to eight months. The project team intends to maintain two-way traffic as much as feasible.

The full presentation is provided in appendix A.

Questions & Answer Summary

After the presentation, Megan Morsch, Public Engagement Lead at Highland Planning opened the meeting for questions and comments from the participants online and in-person.

The community members provided feedback on the preliminary design and raised some concerns. Some of the key feedback and concerns include:

Some participants requested that the project team consider adding a bi-directional bike track on one side of the street. The project team responded by explaining that they are considering a variety of options for bike facilities; however, the design team has concerns about installing a bi-directional track on two separate segments of the street, which would force cyclist to transition to bicycle lanes on opposite sides of the street or shared lanes on other segments of St. Paul Street.

Some participants requested that the project team consider making changes to the intersections at St. Paul Street and Upper Falls Boulevard, and St. Paul Street and Scrantom Street. The project team responded by explaining that they are considering a variety of options for improving the intersections and that they will continue to evaluate the feasibility of these changes.

The meeting concluded with the project team reiterating their commitment to keeping the community informed and involved in the project. They encouraged community members to contact them with any questions or concerns and to provide comments by Sept. 13, 2023, if feasible.

Specific Questions & Answers:

Question 1 (Online): Why not put a bi-directional bike track on one side that is separated with a physical barrier, especially between Bausch and Brewer? *The participant recommended the project team look Brattle Street in Cambridge, MA. They installed low jersey barriers between the bike track and the car lanes without having to widen the road and that they used Flex Posts and Precast Concrete Curbing elements to separate the bi-directional bike lane and shared this website address: https://www.cambridgema.gov/streetsandtransportation/projectsandprograms/brattlestreetsafetyimprovementproject*

Answer: A bi-directional bike track with a physical barrier would require more significant geometric changes to the street. The current project is scoped as a preventive maintenance project and significant geometric changes are not being considered at this time. The design team also has concerns about installing a bi-directional track on two separate segments of the street, which would force cyclists to transition to bicycle lanes on opposite sides of the street or shared lanes on other segments of St. Paul Street.

Question 2: Can you do a better job of connecting the bike lanes at intersections, especially at Upper Falls? Can you also swap the parking and bike lane on the northern segment of St. Paul Street so that the bike lane is located between parked vehicles and the curb?

Answer 2: The design team will consider options to improve the connection of bike lanes at intersections as well as the feasibility of a parking-protected bike lane on the northern segment of St. Paul Street.

Question 3: Can you use physical barriers, such as flexi posts or curbs, to keep people from parking in the bike lane?

Answer 3: We can look at the feasibility of using physical barriers to keep people from parking in the bike lane. We do not anticipate a curb-protected cycle track. We are currently trying out different types of delineators and can consider options such as flexi-posts.

Question 4: Have you considered using traffic cones to test out different bike lane configurations before making permanent changes?

Answer 4: The City is actively seeking grant funding for a study of rapid implementation of a bicycle spine network. Such a grant might support limited demonstration activities for different types of bike facilities.

Question 5: Can you ensure that the curb ramps on this project are perpendicular to the intersections?

Answer 5: The project will use directional curb ramps wherever feasible; however, there may be some cases where this is not possible due to geometric constraints.

Question 6: Can you consider using a two-foot buffer with a jersey barrier to protect the bike lanes?

Answer 6: We are open to considering different types of delineators and buffers to protect the bike lanes. We are not currently considering using jersey barriers, but are looking at creative options used in other cities, such as low-profile concrete barriers.

Question 7: Can the traffic signal at the Bertina Forde pedestrian crossing at the Monroe County Department of Human Services building be modified so that it does not take so long to wait for the light to change?

Answer 7: The project team will discuss this with Monroe County, which maintains the traffic signals in the City.

Question 8: Can the traffic sensors at the intersections of St. Paul Street and other streets be changed so that they detect bicycles?

Answer 8: Monroe County Department of Transportation is shifting to video traffic detection at traffic signals, which provides the ability for bicycle detection.

Question 9: Can the tree lawn between the curb and sidewalk be converted to concrete where it intersects with a pedestrian path connecting to Seneca Towers?

Answer 9: The project team will review with the stakeholder to better understand the issue and consider options for extending the paved area.

Overall, the project team is committed to improving the safety and convenience of St. Paul Street for all users, including cyclists, pedestrians, and motorists. They are open to feedback and suggestions from the community, and they will try to incorporate as many of these suggestions as possible into the final design.

** This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform Project Manager David Riley at david.riley@cityofrochester.gov.

Appendix A: 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

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

Lu Engineers

HIGHLAND PLANNING

Barton & Loguidice

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.

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

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MEETING AGENDA

Let's Discuss this Project!

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

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

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01 PROJECT LIMITS

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

City of Rochester, NY
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Rochester City Council

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01 PROJECT LIMITS

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

City of Rochester, NY
Mayor
City Council

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.

City of Rochester, NY
Mayor
City Council

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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

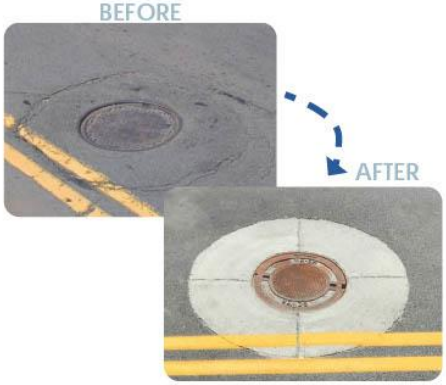
02 STREET IMPROVEMENTS
Utilities

- 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 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.

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.*

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.

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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Rochester City Council

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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 initials 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.

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