



2024 STATE TOURING ROUTES MILLING AND RESURFACING PROJECT

WEST MAIN STREET (CHURCHLEA PLACE TO W BROAD STREET)

SOUTH PLYMOUTH AVENUE (GENESEE STREET TO FORD STREET)

Public Information Meeting

October 16th, 2023



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



Department of
Transportation

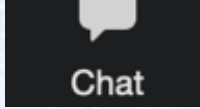


ADAM J. BELLO
MONROE COUNTY EXECUTIVE

Format of Zoom Webinar



(With Items to note for In-Person Meeting)

- **Attendance:** Please use the “chat”  feature to provide your name and address.
- **Questions:** Meeting participants will be muted during the presentation. Questions will be addressed at the end of the presentation.
- **Attendance:** Attendees consent to the audio and video recording of this meeting for project documentation purposes.

Project Team

City of Rochester

- Mayor: Malik D. Evans
- DES Commissioner: Richard Perrin, AICP
- City Engineer: Holly E. Barrett, PE
- City Street Design Manger: Dominic Fekete, PE
- City Project Manager: Darin Ramsay – ZOOM Host

Municipal

- MCDOT Project Liaison: David M. Kubiak, PE
- NYS Department of Transportation

Design Consultants

- Stantec Project Manager: Sean Miller, PE – Zoom Co-Host
- Subconsultants: Toole Design Group, Ravi Engineering, and Land Surveying, P.C.



Agenda

- ❖ Project Limits
- ❖ Project Objectives and Scope
- ❖ Preliminary Design
- ❖ Parking Study Results
- ❖ Challenges and Constraints
- ❖ Street Improvements
- ❖ Traffic Calming & Pedestrian Improvements
- ❖ Bicycle Facility Improvements
- ❖ Traffic Signs & Signal Improvements
- ❖ Street Trees
- ❖ Final Design – W Main Street
- ❖ Final Design – S Plymouth Avenue
- ❖ Work Zone Traffic Control
- ❖ Anticipated Project Timeline
- ❖ Question & Answers
- ❖ Contact Information



Meetings held to date

Public Information Meeting #1
Hybrid

- **July 26, 2023**
 - Presentation available on the City website
www.cityofrochester.gov/2024STR/

Public Information Meeting #2
Hybrid

- **October 16, 2023**

Project Limits – West Main Street



Project Limits – South Plymouth Avenue



Project Objectives and Scope



STREET MAINTENANCE PROJECT:

- Restore pavement condition
- Spot curb and sidewalk replacement
- Improve ADA Curb Ramp Compliance
- Repair and adjust drainage structures
- Traffic signal improvements
- Implement the City's "Complete Streets" policy to accommodate all road users
- Evaluation of West Main Street Placemaking Study interim improvement recommendations
- Evaluation of bus stop improvements, additional bicycle facilities, and pedestrian crossings
- Encourage multi-modal transportation

Preliminary Design

What did we take into account?

- Conditions within the corridor
 - Pavement, Sidewalk, ADA Ramps, Traffic Signs, etc.
- Analysis & Studies
 - Road Diet Analysis of West Main Street, Crash / Safety Analysis, New pedestrian crossing analysis, Environmental, Geotechnical
- Alignment with the City's Vision and goals
- Public Input
- Public Agency / Department Input



Parking Study

- A Parking Study was completed for the project to investigate the impacts of proposed new bike lanes and proposed changes to existing on-street parking
- The parking study collect counts on West Main Street and South Plymouth Avenue at various times and on multiple days



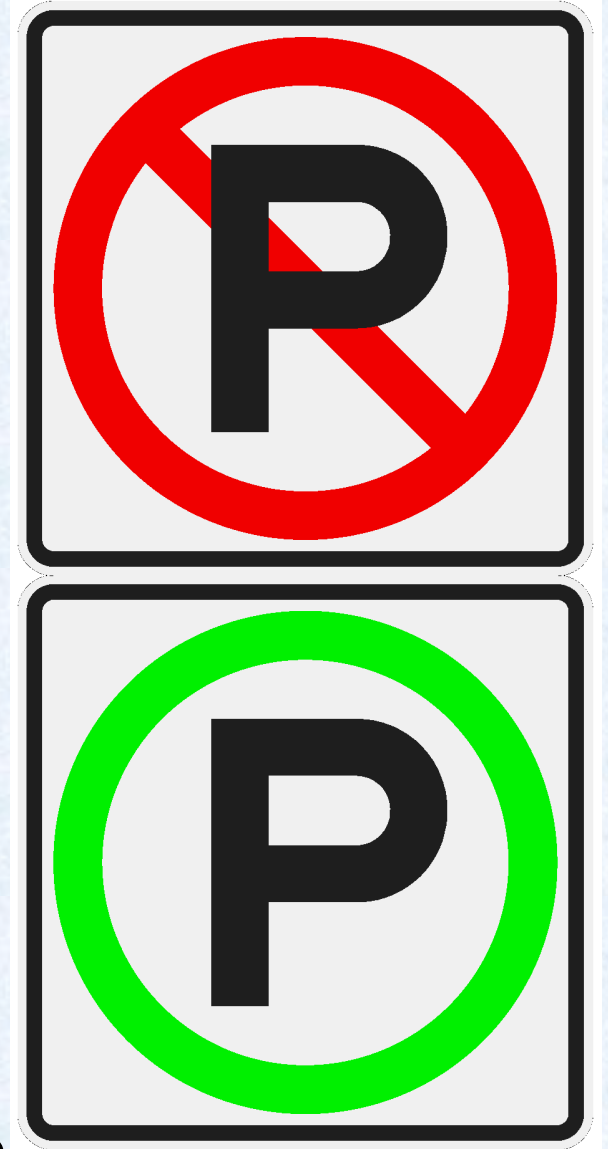
Parking Study – West Main Street

Parking Summary West Main Street From Churchlea to Broad/Ford				
North Side of Street (Existing Parking Spaces)	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Wentworth to Jefferson (6 Spaces)	0% (0)	0% (0)	0% (0)	0
Madison to King (8 Spaces)	13% (1)	50% (4)	27% (~2)	8
King to Litchfield (9 Spaces)	22% (2)	78% (7)	47% (~4)	9
Litchfield to Canal (11 Spaces)	36% (4)	91% (10)	51% (~6)	11
Canal to Trowbridge (10 Spaces)	0% (0)	10% (1)	3% (~0)	0

Parking Summary West Main Street From Churchlea to Broad/Ford				
South Side of Street (Existing Parking Spaces)	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Lamberton to Edgewood (6 Spaces)	0% (0)	0% (0)	0% (0)	0
Edgewood to Willowbank (13 Spaces)	0% (0)	8% (1)	1% (~0)	0
Willowbank to Jefferson (17 Spaces)	0% (0)	0% (0)	0% (0)	0
Jefferson to Reynolds (2 Spaces)	0% (0)	100% (2)	50% (1)	2
Reynolds to Ford (13 Spaces)	0% (0)	31% (4)	16% (~2)	13

Parking Study – West Main Street

- Parking Reduction for West Main Street
- Existing Number of Parking Spaces (95)
 - 44 Parking Spaces on North Side
 - 51 Parking Space on South Side
- Proposed Number of Parking Spaces (43)
 - 28 Parking Spaces on North Side
 - 15 Parking Spaces on South Side
- 42 spaces of parking to be eliminated in areas west of Jefferson Ave (36 spaces)
- 10 spaces of parking to be eliminated between Canal St and Trowbridge Ave
- **NO SPACES** being removed between Canal St and Jefferson Ave



Parking Study – South Plymouth Avenue

Parking Summary South Plymouth Avenue (West Side) From Genesee to Ford			
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate
Genesee to Barton	0%	75%	49%
Barton to Jefferson	9%	45%	32%
Jefferson to Magnolia	36%	73%	54%
Magnolia to Fuller	0%	100%	50%
Fuller to Flint	9%	26%	18%
Flint to Columbia	38%	52%	43%
Columbia to Coulton	0%	0%	0%
Coulton to Bartlett	0%	63%	35%

Parking Summary South Plymouth Avenue (East Side) From Genesee to Ford			
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate
Genesee to Barton	17%	67%	44%
Barton to Luther	32%	68%	45%
Luther to Cottage	20%	40%	27%
Cottage to Magnolia	0%	67%	36%
Magnolia to Mt Pleasant	0%	67%	22%
Mt Pleasant to Flint	10%	35%	22%
Flint to Fenwick	27%	73%	46%
Fenwick to Violetta	20%	70%	48%
Violetta to Ethel	0%	13%	1%
Ethel to Doran	0%	33%	19%

Challenges/Constraints & Multiple Needs

- Balancing Level of Service of vehicles w/ multimodal (transit, peds, bikes)
- Balancing parking needs
- Impacts to existing underground utilities
- Impacts to existing trees
- Review open areas where new trees could be planted
- Cost

City of Rochester Complete Streets

- Balance the needs and interests of all users of all ages and abilities
- Accommodate all modes of travel that is consistent with neighborhood context and neighborhood goals
- Provide safe access for all users
- Integrate physical activity into our daily lives through an increased emphasis on walking, bicycling and public transportation

<https://www.cityofrochester.gov/CompleteStreets/>



16 
Genesee
Frequent Route

Street Improvements

Milling and Resurfacing

- Extend pavement life
- Improve surface drainage
- Restore surface riding quality
 - Mill off top 2" of deteriorated pavement and replace with new riding surface
 - Deeper repairs in areas with greater deterioration



Street Improvements

Spot Sidewalk and Curb Repairs

- Replace damaged or patched Sidewalk
 - Tripping hazards, cracking, and heaving
- Replace damaged sections of curb



Street Improvements

Catch Basins, Manholes, and Valve Boxes

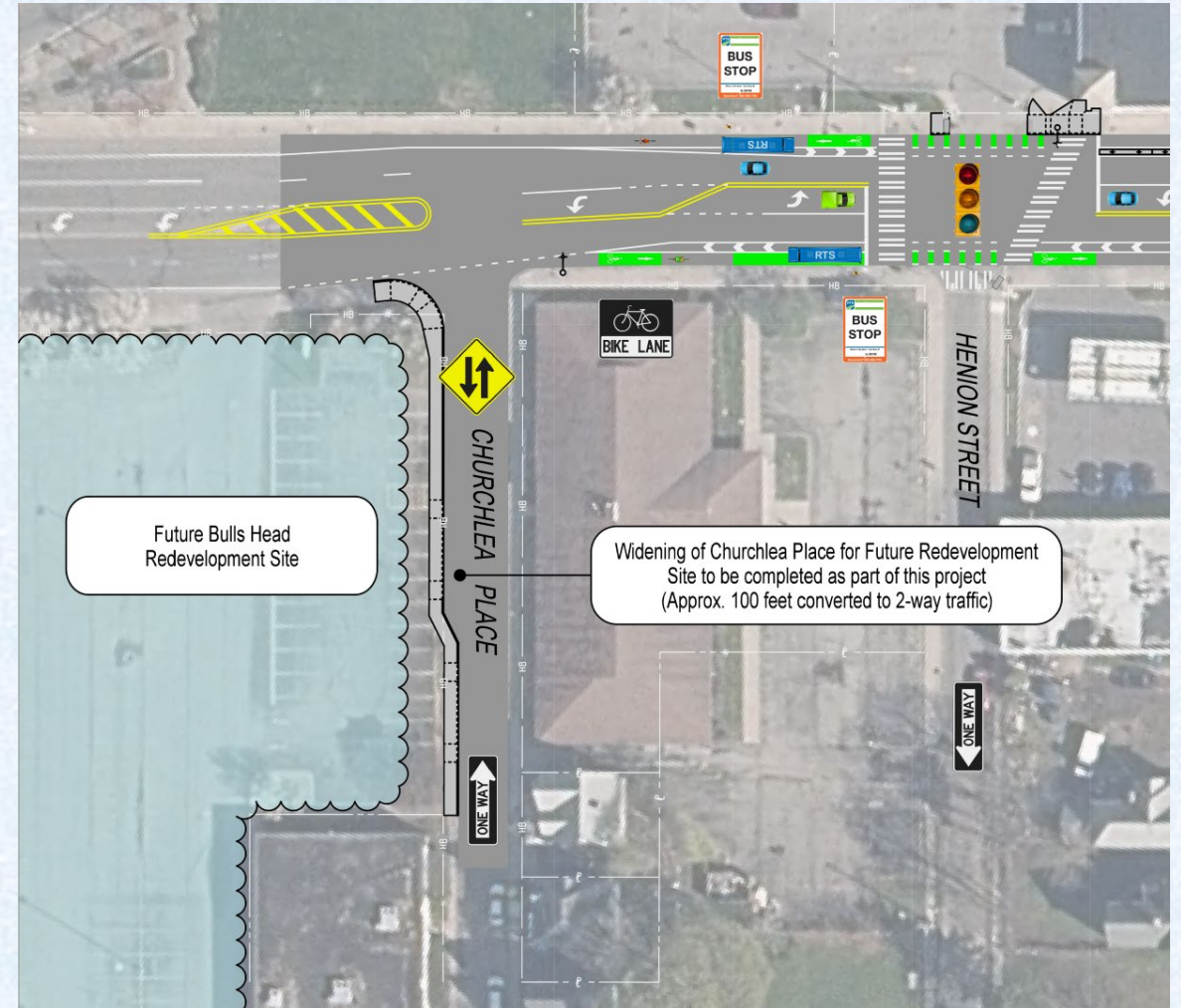
- Repair catch basins, adjust frames and grates to grade as necessary
- Replace and repair manhole covers, adjust to grade as necessary
- Valve boxes will be replaced as needed and adjusted to grade
- Install concrete collars around drainage structures, manholes and valve boxes as needed



Street Improvements

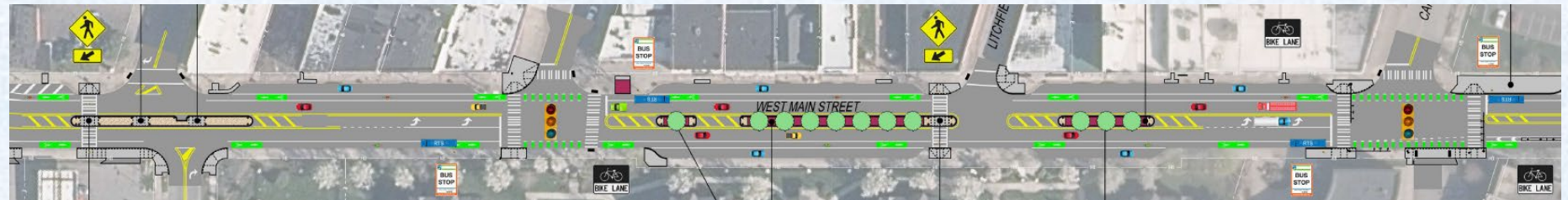
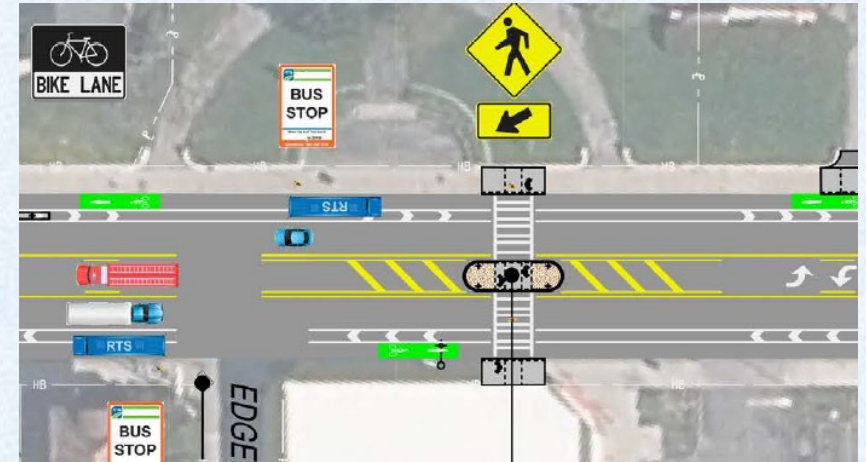
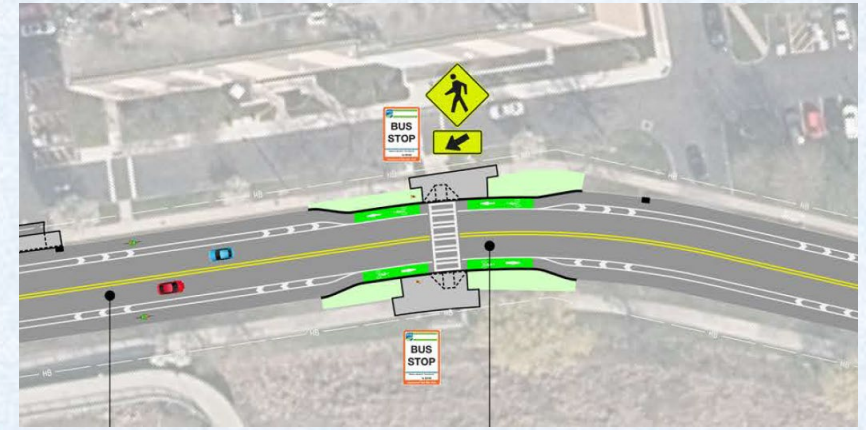
Churchlea Place

- Widen Churchlea Place to 24 feet wide from West Main Street to Approx. 100 Feet south of West Main Street to convert to 2-way traffic flow
- Widening to accommodate Future Bulls Head Redevelopment



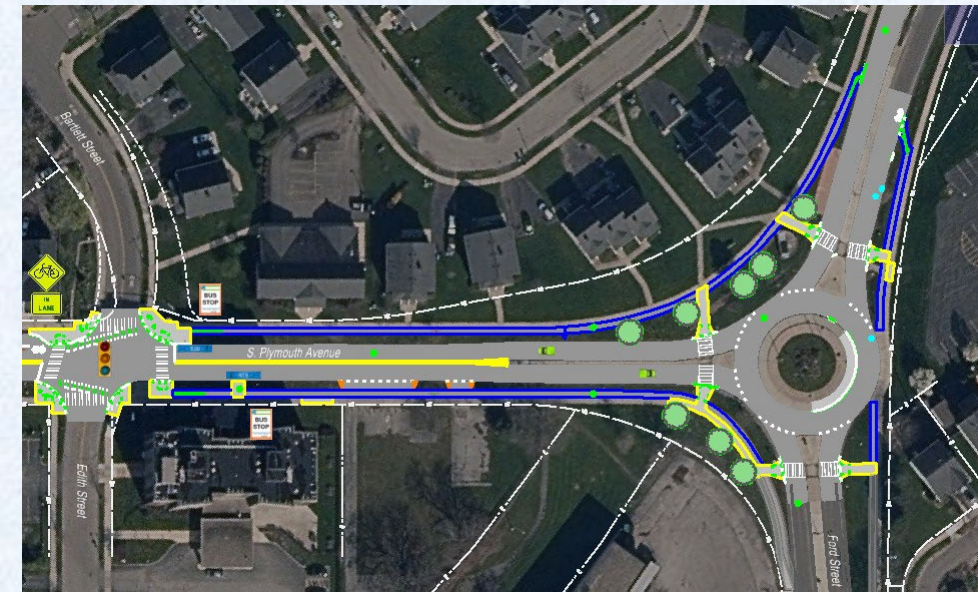
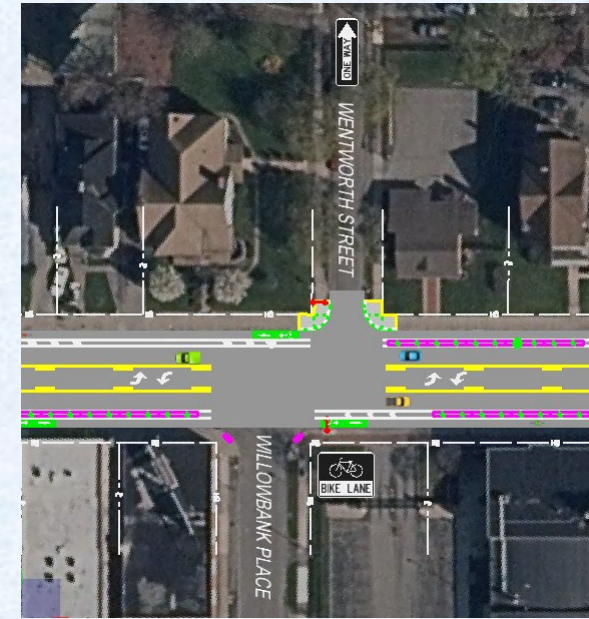
Traffic Calming and Pedestrian Improvements

- Curb-bump outs to narrow the pavement width for pedestrian crossing (Plymouth Gardens)
- Pedestrian refuge island (Edgewood Park (Family Dollar), Madison / Reynolds, Litchfield Place)
- Raised Medians with new tree plantings (between King Street and Canal Street)



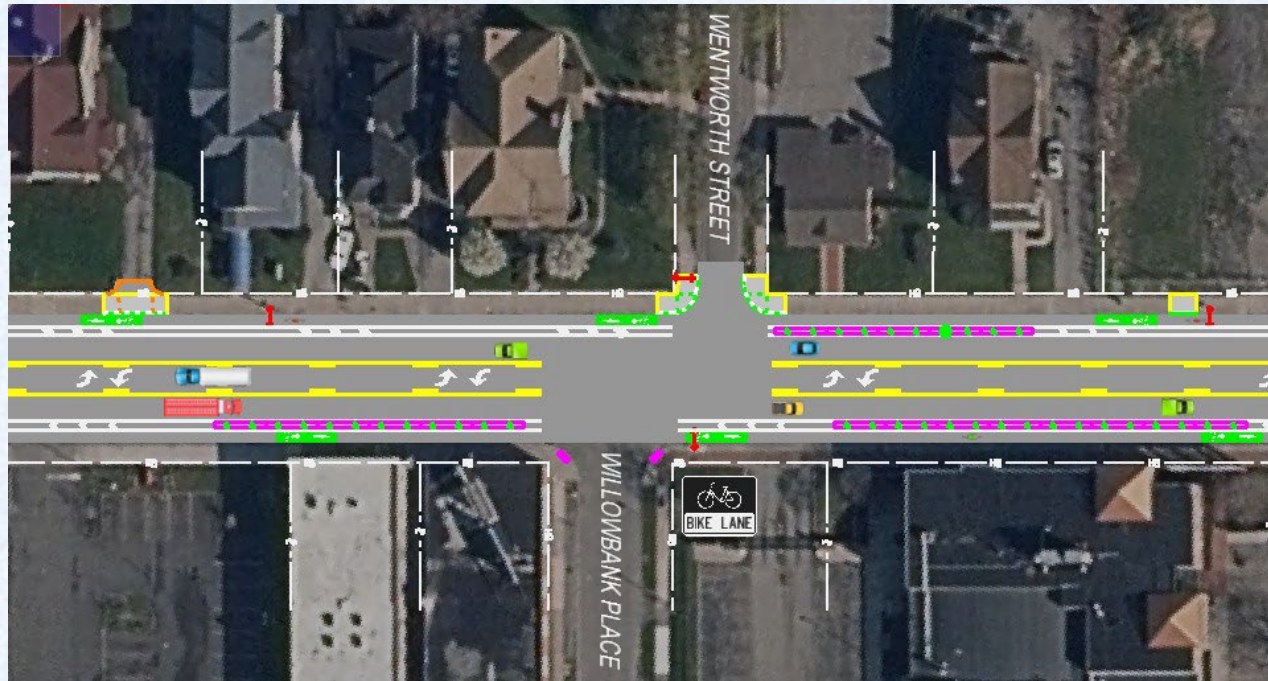
Bicycle Facility Improvements

- Implementing contiguous bicycle lanes on W Main Street
- Low profile concrete barriers being added in parts on W Main Street
- Buffered bicycle lanes from Churchlea St to Jefferson Ave
- Buffered bicycle lanes from Canal St to Broad St
- Buffered bike lanes on S Plymouth Ave from UR Pedestrian Bridge to Riverway Trail
- Cycle track on S Plymouth Ave at roundabout with Ford St



Bicycle Facility Improvements

- Low Profile Concrete Barrier (LPCB) is proposed as a Pilot Project for W Main St
- Will be used in buffer area where feasible



Traffic Signs and Pavement Marking Improvements

- Replace Traffic and Parking Signs that are faded and damaged with new signs
- Replace Non-Compliant Traffic Signs
- Replace all existing worn and faded pavement markings with new pavement markings



Traffic Signal Improvements

- Replace embedded and damaged traffic signal poles
- Install additional pedestrian signals where needed
- Upgrade all pedestrian push buttons
- Replace vehicle detection loops or install vehicle detection cameras
- Add traffic signal back plates



Street Trees

Mayor Evans initiative to plant 70,000 trees by 2026

- Over 150 existing street trees (25 on West Main, 128 on S. Plymouth segments) within the work limits (8 trees to be removed)
- 21 new street trees will be planted
- 6 Species of Trees will be planted within the work limits (Autumn Maple, English Oak, Ginko, Hackberry, Riverbirch, Tulip Poplar)



Autumn Blaze Maple
(*Acer Freemanii*)



Tulip Poplar
(*Liriodendron Tulipifera*)



Hackberry 'Magnifica'
(*Celtis Occidentalis 'Magnifica'*)

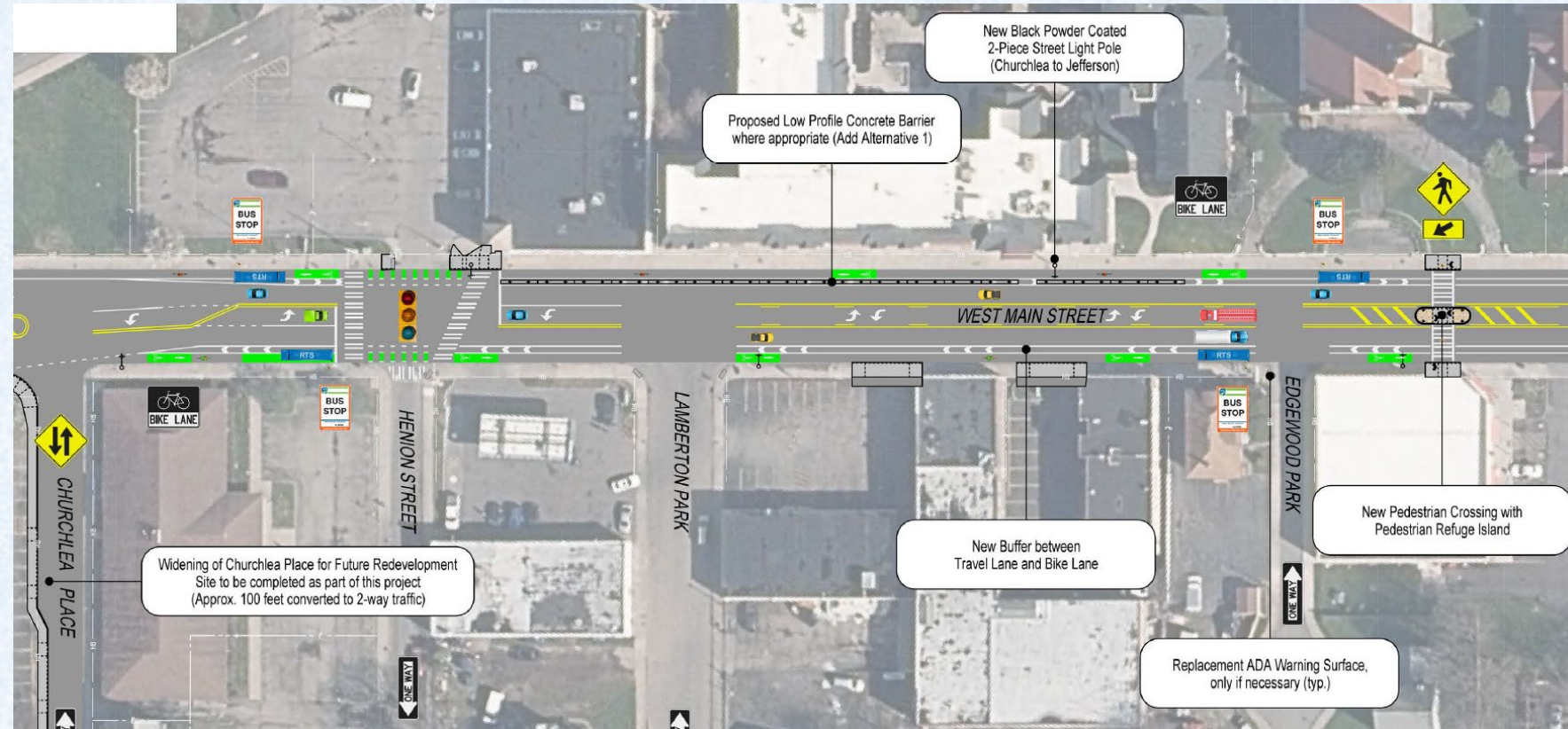
Final Design – W Main Street

Proposed Section Churchlea to Edgewood



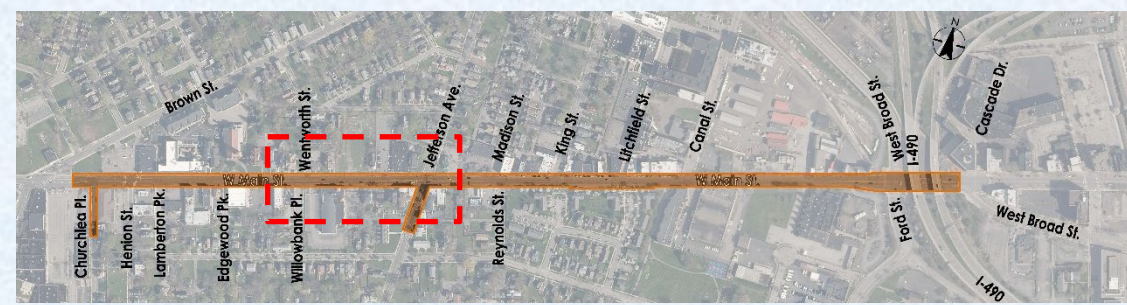
Proposed features

- Standard 11' wide travel lanes
- Center 11' wide two way left hand turn lane
- 5' wide bike lanes with 3' wide buffer
- LPCB in some locations
- New pedestrian crossing at Edgewood with median refuge island
- **Removal of all on-street parking (6 spaces)**



Final Design – W Main Street

Proposed Section Edgewood to Jefferson



Proposed features

- Standard 11' wide travel lanes
- Center 11' wide two way left hand turn lane
- 5' wide bike lanes with 3' wide buffer
- LPCB in some locations
- **Removal of all on-street parking (26 Spaces)**

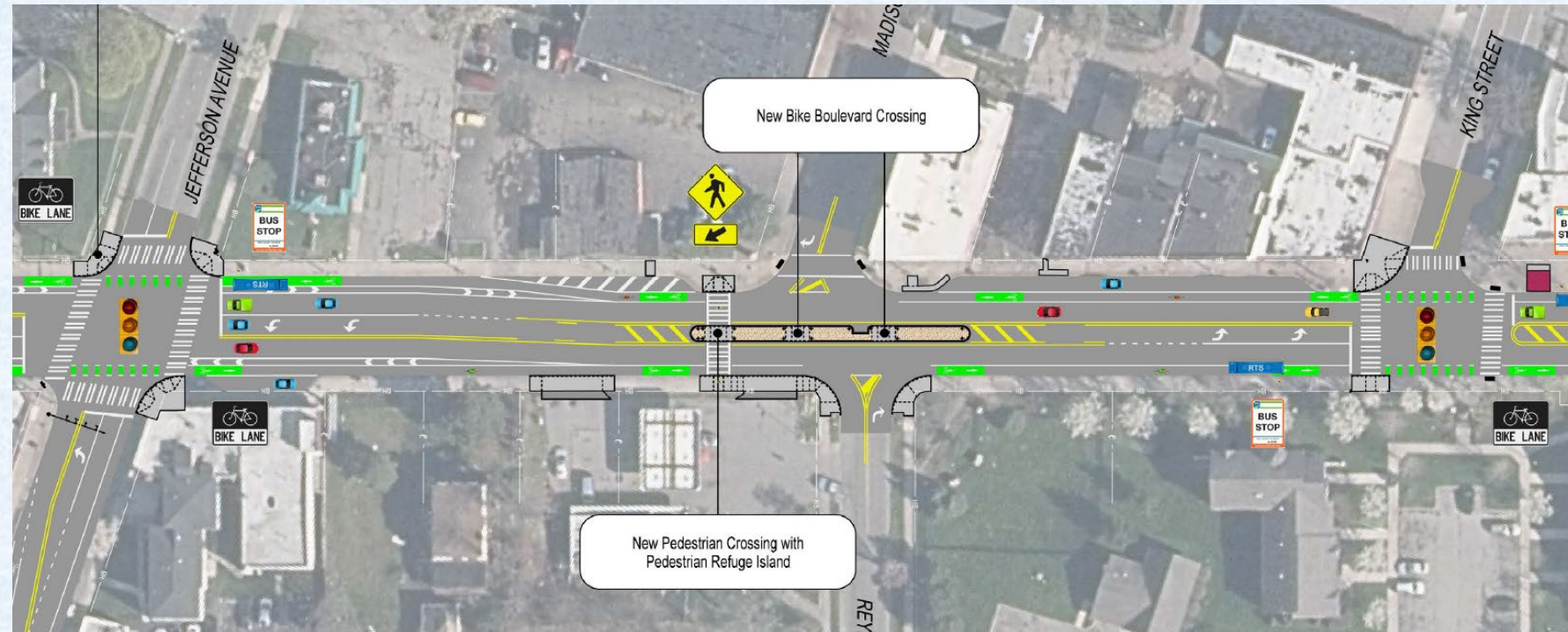
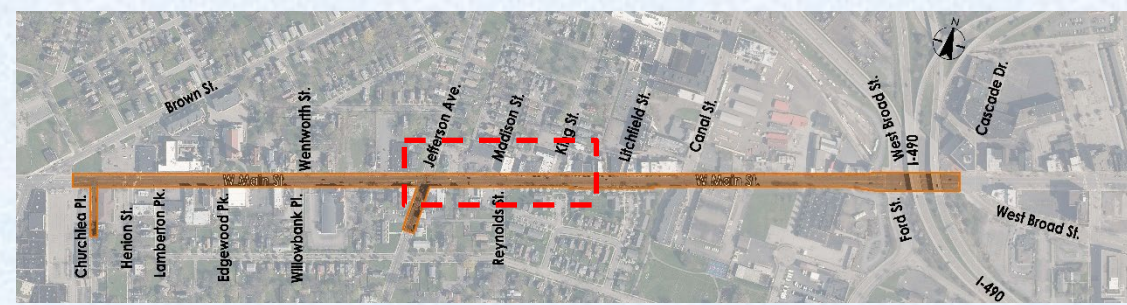


Final Design – W Main Street

Proposed Section Jefferson to King

Proposed features

- Standard 11' wide travel lanes
- Center 10' wide left hand turn lanes at Jefferson and King
- 5' wide bike lanes
- New pedestrian crossing with refuge island at Madison
- New median island between Madison and Reynolds to reduce crashes.
- **No changes to on-street parking**

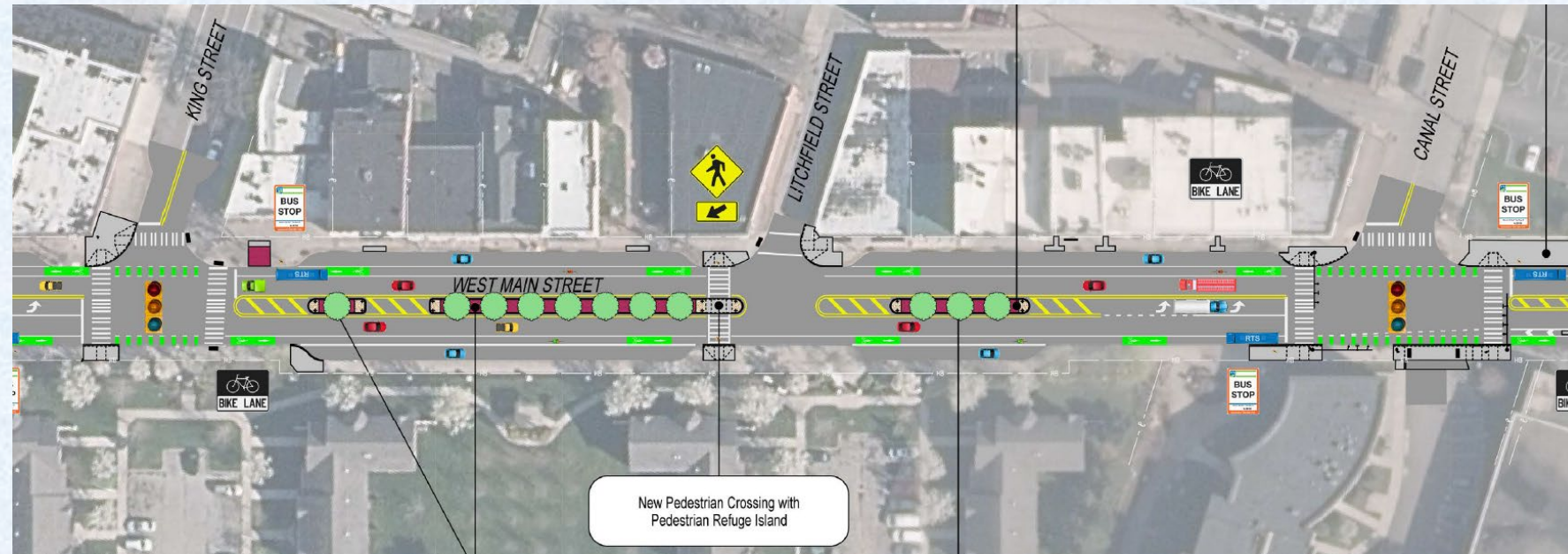
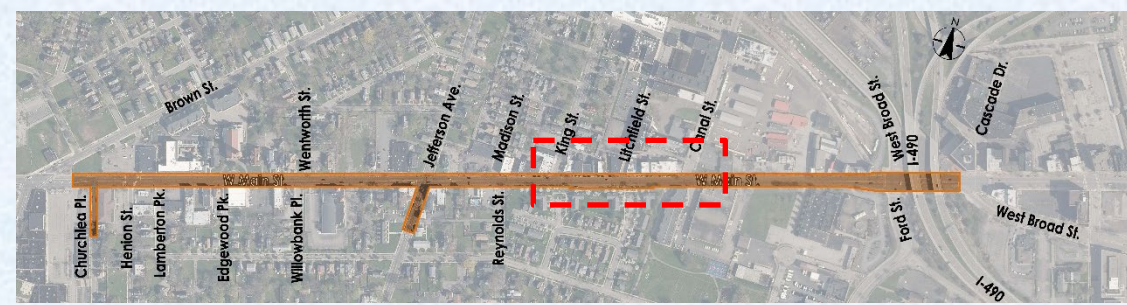


Final Design – W Main Street

Proposed Section King to Canal

Proposed features

- Standard 11' wide travel lanes
- Center 10' wide left hand turn lane at Canal.
- 5' wide bike lanes
- New pedestrian crossing with refuge island at Litchfield
- New median islands with trees between King and Canal
- Location for future art or welcome signage
- **No changes to on-street parking**

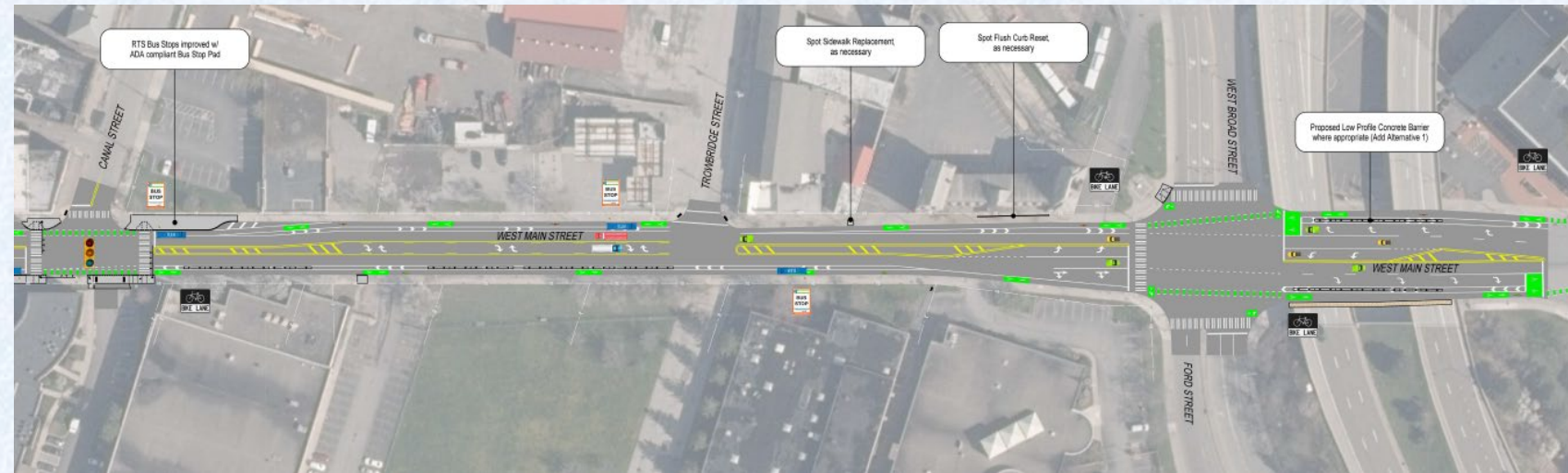
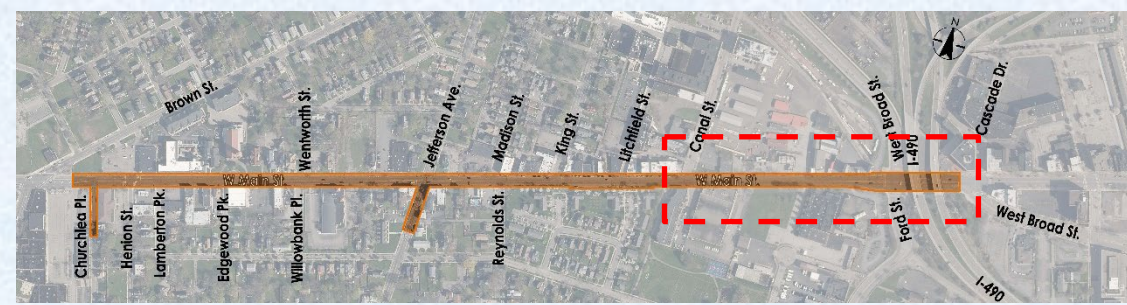


Final Design – W Main Street

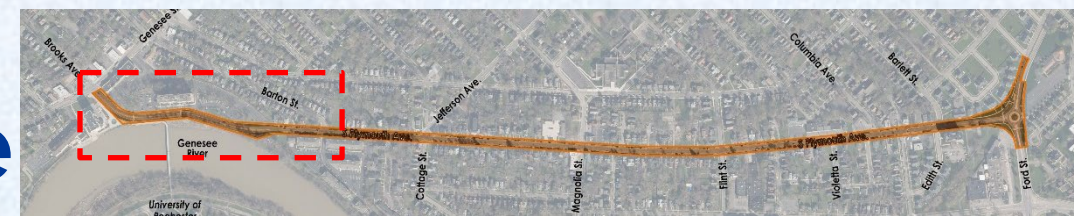
Proposed Section Canal to Broad

Proposed features

- Standard 11' wide travel lanes
- Center 11' wide two way left hand turn lane
- Dedicated turn lanes at Broad St
- Lengthened bumpout at Canal to improve bus stop
- 5' wide bike lanes with 3' wide buffer
- LPCB in some locations
- Two stage left hand turns for bikes at Broad/Ford Street
- **Removal of all on-street parking (10 Spaces)**



Final Design – S Plymouth Ave



Proposed Section Genesee to Barton

Proposed features

- Standard 11' wide travel lanes
- Lengthened bumpout at Barton to improve bus stop
- 6' wide bike lanes with 3' wide buffer
- New bumpouts in front of Plymouth Towers to improve bus stops and reduce crossing distance.
- New connection to River Trail for on-street cyclists.
- **No changes to parking.**



Final Design – S Plymouth Ave

Proposed Section Barton to Ethel

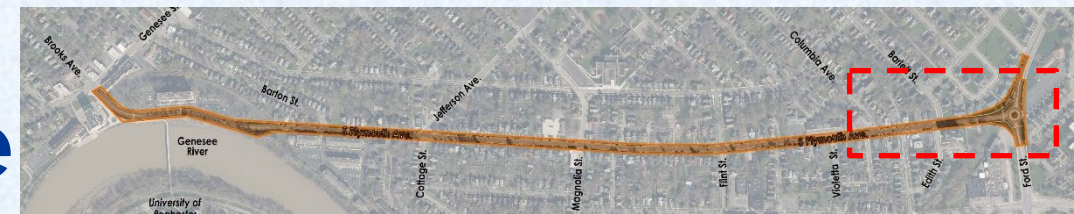
Proposed features

- Non-standard 13-14' wide travel lanes
- Improved bus stops at Flint and Ethel
- Retaining existing bumpouts
- **No changes to parking**



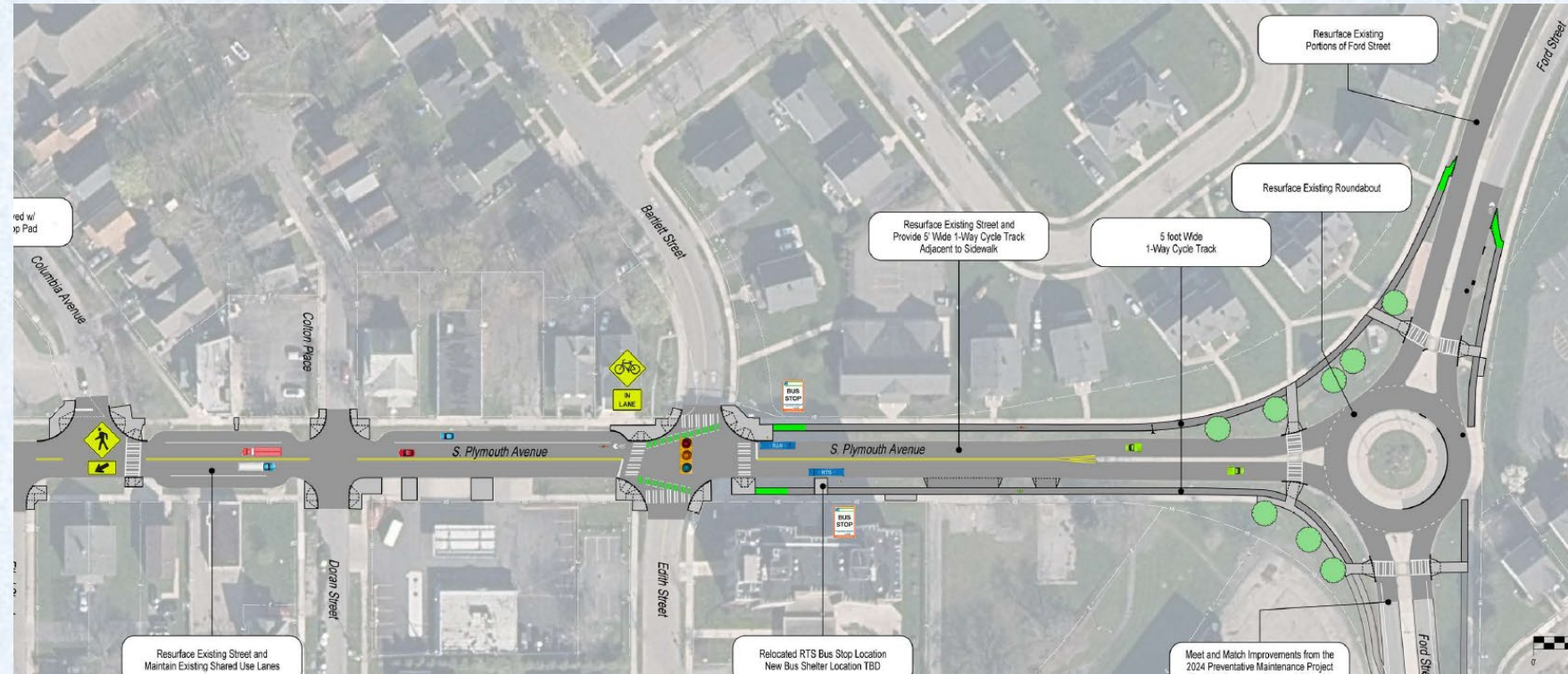
Final Design – S Plymouth Ave

Proposed Section Ethel to Ford



Proposed features

- Non-standard 13-14' wide travel lanes
- New location for NB bus stop at Edith
- Retaining existing bumpouts
- New crosswalk at Columbia Ave
- New off-street cycle tracks from Edith to Ford
- **No changes to parking**



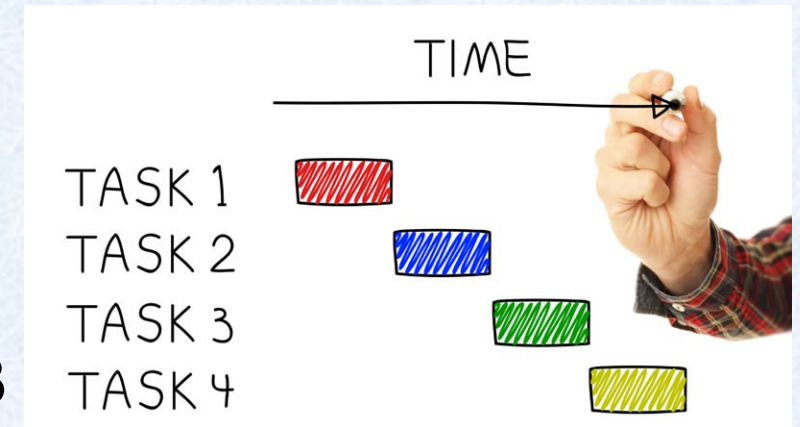
Work Zone Traffic Control

- Public Information will be provided:
 - Direct mailings to adjacent properties
 - Media alerts via radio broadcasts to the general public
 - Variable Message Signs (VMS)
 - Temporary motorist information signs
- Coordination with RTS will be maintained to provide uninterrupted access to transit service

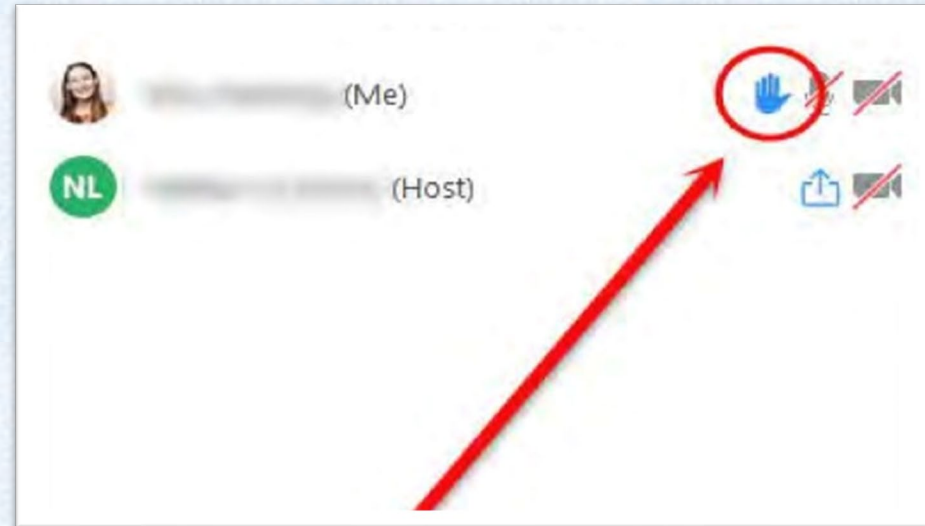


Project Timeline

- Kick-Off August 2022
- Preliminary Design Aug. 2022 to June 2023
- Public Meeting #1 July 2023
- Final Design June 2023 to Winter 2023/2024
- Public Meeting #2 October 2023
- Advertisement Winter 2023/2024
- Construction Summer / Fall 2024 (West Main Street)
Spring / Summer 2025 (South Plymouth Street)



Questions & Answers



If you are on a computer:

Use the “raise your hand” feature to ask a question

If you are on a phone:

Dial *9 to “raise your hand” to ask a question

Contact Information

The presentation will be posted to the project webpage at:

<https://www.cityofrochester.gov/2024STR/>

Comments may be submitted to the Project Manager until one week after this Public Meeting. Any comments received by **Monday, October 23rd, 2023**, will be recorded and answered in the public meeting minutes.

City Project Manager

Darin Ramsay

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Phone: (585) 428-6695