



2024 Milling and Resurfacing Project Park Avenue Public Information Meeting # 1 Summary

TUESDAY, SEPTEMBER 12, 2023, 6-7:30 PM
THE LUTHERAN CHURCH OF THE INCARNATE WORD 597 EAST AVE, 14607
AND VIA ZOOM VIDEO CONFERENCE

Project Overview

The City of Rochester plans to improve Park Avenue from Alexander Street to East Avenue by milling and resurfacing the street. This is a preventive maintenance project that also will include spot replacement of damaged sidewalks and curbs, new pavement markings and signs, improvements to utilities such as drainage, curb bump-outs as warranted, and enhancements to pedestrian facilities.

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

Meeting Attendance

Participants

There was a total of 36 participants in the meeting. Participants included representatives from Reconnect Rochester, Park Meigs Neighborhood Association, Park Avenue Neighborhood Association, Berkeley Neighbors, and Stever's Candies. There were also a number of residents in attendance from the neighborhood and outside the neighborhood but within the City.

1. Aaron Weiner, Resident
2. Adrian Martin, Resident
3. Anthony Villanian, Resident
4. Bob Berch, Resident
5. David Austa, Resident
6. Dylan Welch, Resident
7. Erik Olsson, Park Avenue Neighborhood Association
8. Esther Brill, Resident from ABC Streets
9. George Lord, Barrington Street Neighborhood Association (BSNA)
10. Gudmund Olsson, Park Avenue Neighborhood Association
11. Henry Herdzik, Monroe County Department of Transportation
12. Henry Litsky, Resident
13. Jessica Irwin, Parkleigh
14. Jim McIntosh, Resident of Barrington Park
15. Joanne Lembach, Park Meigs Neighborhood Association
16. John Repel, Resident of Darwin St.
17. John Vangellow, Steven's Candies
18. Jon Schull, Reconnect Rochester

19. Jon Sparling, Reconnect Rochester
20. Marianne Pastecki, Park Avenue Neighborhood Association
21. Marilyn Rosche, Resident
22. Michael Coriddi, Property Owner
23. Michael Coyne, Reconnect Rochester
24. Michael Mattioli, Resident of 114 Westminster Dr
25. Michael Tiss, Resident
26. Nora Oldenburg, Parkleigh
27. Peter Gines, Jines Restaurant
28. Pia Cseri-Briones, Berkeley Neighbors
29. Rene Reixach, Resident
30. Roy Tompkins, Resident of Barrington Street
31. Sarah Mandanas, Reconnect Rochester
32. Sharon Karl, Park Avenue Neighborhood Association
33. Stephen Roll, Reconnect Rochester
34. Tom Pastecki, ABC Streets Neighborhood Association
35. Victoria Folsom, Resident
36. Zsuzsanna Marchl, Reconnect Rochester

Project Team

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
Terry	Rice	Barton & Loguidice	Senior Managing Engineer	trice@bartonandloguidice.com
Zach	Vacek	Barton & Loguidice	Engineer II	zvacek@bartonandloguidice.com
Phoenix	Howell	City of Rochester	Asst. Project Manager	phoenix.howell@cityofrochester.gov
Megan	Morsch	Highland Planning	Public Engagement	megan@highland-planning.com
Henry	Herdzik	Monroe County DOT	Traffic Engineer	hherdzik@monroecounty.gov

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 performed, and the proposed improvements.

This project will mill and resurface Park Avenue from Alexander Street to East Avenue. The project will also include a number of street improvements, such as:

- Repairs and/or replacement of broken, sunken, or missing curbing
- Adjusted drainage inlets to grade level with concrete collars
- Retrofitted, modified, or replaced sidewalk curb ramps to meet ADA requirements where feasible
- Installation of high visibility crosswalks and replacement of pavement markings and traffic signage
- Upgrades to traffic signals within the project limits, including accessible pedestrian signal (APS) push buttons, new video vehicle detection, and reflective back plates
- New marked crosswalks proposed on Park Ave at Vassar Street and at Buckingham Street
- New Rapid Rectangular Flashing Beacons are being considered for crossings at Barrington Street, Vassar Street, and Buckingham Street
- Installation of curb bump-outs at Arnold Park, Barrington Street, Vassar Street, Berkeley Street, Buckingham Street, Brunswick Street, and East Boulevard

Project-wide:

- A parking study found that on-street parking throughout Park Avenue is heavily utilized.
- A traffic crash analysis found 232 crashes on Park Avenue during a three-year period, including seven involving pedestrians and two involving bicycles.
- Due to the narrow width of the street and plans to retain the vast majority of on-street parking, no new bicycle facilities are proposed on Park Avenue. The City's Active Transportation Plan recommends improvements to bicycle facilities on parallel routes, such as East Avenue.
- Proposed improvements focus on pedestrian safety and traffic calming, which will benefit all users.

Specific to the section of Park Avenue from Vassar Street to Berkeley Street:

- Existing conditions: Roots from street trees have shifted curbing and heaved sidewalk, requiring the replacement of much of the sidewalk and curb on the north and south sides of this block. Heaved sidewalk and curbs are currently tripping hazards.
- Considerations: Fourteen (14) existing trees may require removal to fully address sidewalk and curb considerations. Any trees removed will be replaced with newly planted trees. Trade-offs to consider: Fully replace sidewalk and curbs or retain as many trees as possible. This project may be the only opportunity to completely replace the sidewalk and curb for 20 to 30 years.

Public Information and Construction:

- Public information will be provided through direct mailings to adjacent properties, media alerts, variable message signs, temporary motorist information signs, and coordination with RTS to provide uninterrupted access to transit services.
- 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.
- The project team will work with businesses to try to minimize impacts during their busy summer season.
- Construction is anticipated to begin in 2024, with the potential for some work to continue into 2025.

The presentation slides are located in Appendix A.



Meeting Feedback and Suggestions

The City of Rochester is committed to creating a Park Avenue that is safe, vibrant, and accessible for all. To get feedback on the preliminary design, meeting participants were invited to share their thoughts and suggestions in both a Q&A session and while reviewing maps of the proposed improvements.

During the workshop portion of the meeting, attendees placed numbered stickers on maps to indicate where they liked or would like to see improvements. They could also place non-numbered stickers next to someone else's suggestion or comment if they agreed. City and Barton & Loguidice representatives were on hand to speak with participants, gather feedback, and answer any questions.

The City values the feedback of its businesses and residents, and will consider all suggestions, as feasible, as we finalize the design for this preventive maintenance project. We are grateful for the participation of everyone who attended the meeting, and we look forward to working together to create a Park Avenue that everyone can enjoy. A second public meeting to present final design is anticipated in Fall 2023.

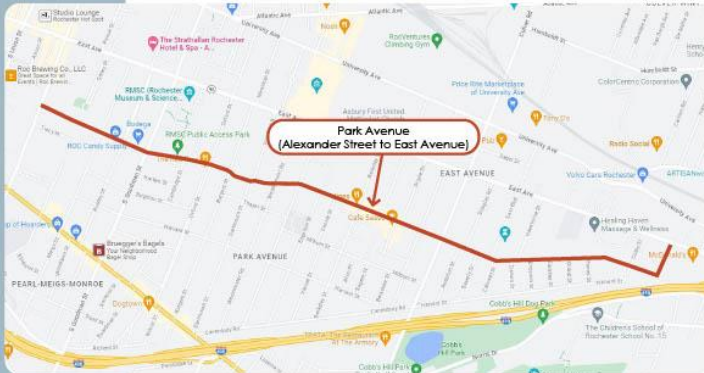
After Presentation Q&A Summary - Appendix B.

All workshop sheet responses by Segment - Appendix C.

Discussion Notes from the City and Barton & Loguidice - Appendix D.

Appendix A: Presentation

2024 MILLING AND RESURFACING PROJECT



Park Avenue Public Information Meeting

Tuesday, September 12, 2023 - 6:00 pm
Lutheran Church of the Incarnate Word
597 East Avenue, Rochester, New York

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**



Commissioner
Richard Perrin, AICP



City Engineer
Holly Barrett, P.E.



Director, Water Bureau
Geoff Gugel



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

Department of Environmental Services 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 Park Avenue Proposed Improvements
- 07 Work Zone Traffic Control During Construction
- 08 Anticipated Project Timeline
- 09 Discussion / Q&A



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01 PROJECT LIMITS

Park Avenue Corridor (Alexander Street to East Avenue)



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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.



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

02 STREET IMPROVEMENTS

Granite Stone Curbs

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



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Malik D. Evans, Mayor
Rochester City Council



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.



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Rochester City Council

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.



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Rochester City Council

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.



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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.



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03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

Traffic Signal Improvements

The following upgrades are proposed for all traffic signals within the project limits:

- Accessible Pedestrian Signal (APS) push buttons added
- New video vehicle detection to replace or supplement traffic loops
- Reflective back plates added to traffic signal heads

Signalized Intersections:

- Alexander Street
- Meigs Street
- Goodman Street
- Oxford Street
- Berkeley Street
- Culver Road



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03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

Pedestrian Crossings ****DRAFT**** - Under Review

New marked crosswalks proposed at:

- Vassar Street
- Buckingham Street

New Rapid Rectangular Flashing Beacons being considered for crossings at:

- Barrington Street
- Vassar Street
- Buckingham Street



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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 ENHANCEMENTS

Installation of Curb Bump Outs ****DRAFT**** - Under Review

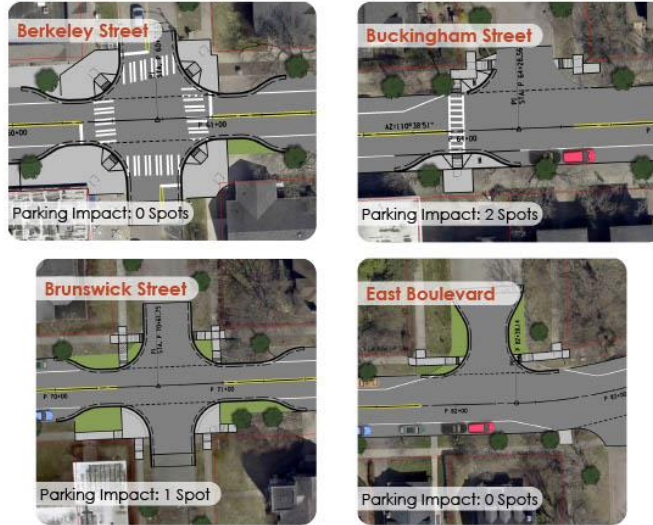
Safety benefits of curb bump-outs:

- Traffic calming, reduce vehicle speed by narrowing pavement width
- Reduced vehicle turning speeds
- Improved visibility for pedestrians
- Shorter crossing distances for pedestrians
- Restrict vehicles from parking close to intersections
- Improves intersection sight distance



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03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS
Installation of Curb Bump Outs ****DRAFT**** - Under Review



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04 PARKING STUDY

A parking study was conducted to document existing parking utilization on Park Avenue and to assess impacts to parking for any proposed geometric changes.

Study dates and times:

Date	Time
Wednesday November 9, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
	7:00 PM
Thursday November 10, 2022	6:30 AM
	10:00 AM
	12:30 PM
	3:00 PM
	7:00 PM
Saturday November 19, 2022	2:00 PM

Location		Max Utilization North Side	Max Utilization South Side
From Alexander	To Goodman	100%	No parking
From Goodman	To Barrington	100%	100%
From Barrington	To Berkeley	88%	100%
From Berkeley	To Argyle/Somerton	100%	100%
From Argyle/Somerton	To Culver	67% to 86%	71% to 92%
From Culver	To East Boulevard	63% to 100%	50% to 100%
From East Boulevard	To Colby	76% to 100%	86% to 100%
From Colby	To East Avenue	80%	89%



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05 CRASH HISTORY & SAFETY STUDY

- Crash information from December 2019 through January 2023
- 232 crashes on Park Avenue during the three-year study period
- 7 pedestrian crashes reported, including 5 injuries and 1 fatal
- 2 bicycle crashes reported

Total Crashes by Collision Type		
Rear End	33	14.2%
Sideswipe	8	3.4%
Left Turn (with other car)	2	0.9%
Left Turn (against other car)	13	5.6%
Right Angle	38	16.4%
Right Turn (with other car)	3	1.3%
Right Turn (against other car)	3	1.3%
Head On	6	2.6%
Overtaking	66	28.4%
Unknown	9	3.9%
Other	50	21.6%
Not Entered	1	0.4%

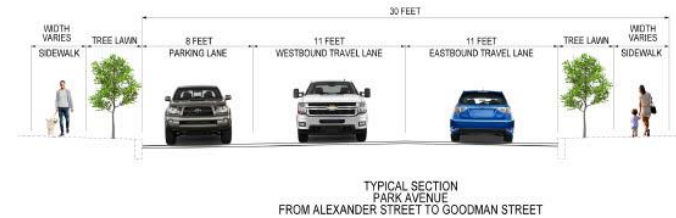
Total Crashes by Location		
Park Avenue Mainline	35	15.0%
Park Avenue at Alexander St	16	6.9%
Park Avenue at Meigs St	6	2.6%
Park Avenue at Arnold Park / Rotten St	5	2.2%
Park Avenue at Goodman St	21	9.1%
Park Avenue at Cambridge St	6	2.6%
Park Avenue at Girton Pl	2	0.9%
Park Avenue at Oxford St	16	6.9%
Park Avenue at Rutgers St	1	0.4%
Park Avenue at Vick Park A	2	0.9%
Park Avenue at Vick Park B	2	0.9%
Park Avenue at Darnouth St	0	0.0%
Park Avenue at Westminster Rd	4	1.7%
Park Avenue at Barrington St	7	3.0%
Park Avenue at Edgerton St	2	0.9%
Park Avenue at Vassar St	13	5.6%
Park Avenue at Berkeley St	19	8.2%
Park Avenue at Buckingham St	10	4.3%
Park Avenue at Somerton St	10	4.3%
Park Avenue at Argyle St	1	0.4%
Park Avenue at Brunswick St	8	3.4%
Park Avenue at Culver Rd	25	10.8%
Park Avenue at Audubon St	9	3.9%
Park Avenue at Douglas Rd	1	0.4%
Park Avenue at Beverly St	2	0.9%
Park Avenue at East Blvd	0	0.0%
Park Avenue at Cabernet St	1	0.4%
Park Avenue at Danah St	1	0.4%
Park Avenue at Hawthorne St	0	0.0%
Park Avenue at Etison St	0	0.0%
Park Avenue at Faraday St	1	0.4%
Park Avenue at Girard St	2	0.9%
Park Avenue at Homer St	2	0.9%
Park Avenue at Colby St	3	1.3%
Park Avenue at East Ave	7	3.0%



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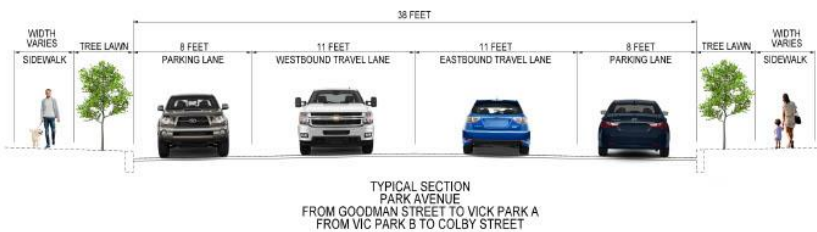
06 PARK AVENUE PROPOSED IMPROVEMENTS

Typical Sections



New bike infrastructure is not proposed due to limited width, on-street parking demands, and limited opportunity to make any continuous improvements.

City's Active Transportation Plan recommends bike improvements to parallel routes such as East Avenue.



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06 PARK AVENUE PROPOSED IMPROVEMENTS Vassar Street to Berkeley Street

Existing Conditions:

- Roots from street trees have shifted curbing and caused heaved sidewalk
- As a result, much of the sidewalk and curb on both the north and south side of this block need replacement
- Heaved sidewalk currently a tripping hazard

Considerations:

- Replacing sidewalk and curb to fully address condition issues will require tree removal (14 trees impacted)
- Trade-off: Replace sidewalk and curbs or keep trees
- May be the only opportunity to replace sidewalk and curb for next 20 to 30 years



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.



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.



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.

09 WORKSHOP SESSION / Q&A

- 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 26, 2023**

Project Webpage:
cityofrochester.gov/ParkMR



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Appendix B: After-Presentation Question and Answer Summary

Q: What is the City's position on traffic calming? A: The City believes that the proposed curb bump-outs will help to calm traffic by narrowing the roadway. Based on feedback at this meeting, the design team is considering additional traffic calming elements on Park Avenue.

Q: How will the City ensure pedestrian safety? A: The City believes that the bump-outs will improve visibility for drivers and pedestrians crossing the street by preventing drivers from illegally parking too close to intersections, while also creating a traffic calming effect by narrowing the roadway and shortening the crossing distance for pedestrians. The design team is proposing new marked crosswalks and is considering equipping at least some crosswalks with rapid rectangular flashing beacons (RRFBs). Based on feedback at this meeting, the City will consider an additional marked crosswalk between Culver Road and East Avenue, as well as additional traffic calming measures. Street lighting improvements are not planned on Park Avenue; however, the City will revisit whether street lighting improvements are warranted and may be feasible within the project's limited budget.

Q: How will the City address the concerns about parking? A: The City acknowledges that the curb bump-outs will have limited impacts on parking availability while enhancing safety at these intersections. Parking enforcement and regulations are outside the scope of this project.

Q: How will the City ensure the safety of bikes and scooters? A: The proposed curb bump-outs and new pedestrian crossings should have a traffic-calming effect that benefits all users of the street. The City's Active Transportation Plan does not identify Park Avenue as part of a proposed bicycle "spine" network and instead proposes improved bike facilities on parallel streets

such as East Avenue. Bikes and scooters are permitted to share the road with motor vehicles, and all users are expected to follow traffic laws.

Q: Is the City considering speed humps? A: The City's current policy does not allow for speed humps to be installed on a street classified as a major collector, such as Park Avenue.

Q: What is the City doing to make Park Avenue more climate resilient? A: The City is committed to sustainability and resiliency initiatives City-wide. Making the street more pedestrian-friendly can help to reduce reliance on private automobiles. Porous tree pit installations is another climate resilient initiative the City employs. Pavement resurfacing will be done with warm-mix asphalt, which has a lower carbon footprint compared with traditional hot-mix asphalts.

Q: What is the City doing to reduce traffic and make the street more attractive to pedestrians and cyclists? A: The City is proposing traffic calming elements on this project and will consider additional calming based on feedback at this meeting. The proposed signage and bump-outs are expected to make it less convenient for cars to speed through the street.

Appendix C: Comments on Worksheets by Segments

Segment 1 – Alexander to Barrington

Segment 1 Location Alexander to Barrington	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Park & Meigs St.		Consider median island to facilitate bike boulevard crossing. Also, prioritize bicycle cross traffic with signal detection.	7	The right-of-way at this intersection is too narrow to accommodate a median island. New video signal detection is planned as part of this project. The design team will review options to improve crossings at bike boulevards.

<p>Park & S. Goodman</p>		<p>Please consider this to be a raised (tabled) intersection. This is where a man and his dog was struck and killed by a driver this past year. Would seem enough reason to really slow down traffic this year.</p>	<p>7</p>	<p>The Monroe County Department of Transportation (MCDOT) has recommended that existing crosswalks at this intersection be replaced with high-visibility staggered Type L crosswalk markings during this project. Upgrades to pedestrian crossing buttons also are planned. Raised intersections are not typically recommended at major signalized intersections. MCDOT has recommended backplates be added to traffic signal heads to improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. Signal heads with backplates are more visible and conspicuous in both daytime and nighttime conditions and for both older and color vision deficient drivers. This countermeasure is also advantageous during periods of power outages when the signals would otherwise be dark, providing a visible cue for motorists to stop at the intersection ahead.</p>
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<p>Between Dartmouth and Vick Park A</p>	<p>Not much - need more lighting, something to slow motor traffic and discourage motorcycles / bikers who are loud and huge groups</p>	<p>Consider median island and short jog center bike lane to provide connection between Barrington & Vick Park B. Something to slow traffic curve.</p>	<p>7</p>	<p>Street lighting upgrades are not currently planned on this project, but the City can re-evaluate the need for improvements. The design team will review options to improve crossings at bike boulevards. Large groups of loud motorists are a matter for traffic enforcement.</p>
<p>Park between Meigs and Alexander</p>	<p>Great park and walkway.</p>	<p>Mid-Block Crosswalk</p>	<p>5</p>	<p>A mid-block crosswalk is not currently proposed on this section of Park Avenue.</p>
<p>Park & Barrington</p>	<p>I am in support of proposed curb bump-outs at this intersection. This is a pedestrian heavy corner and it is impossible to get cars to yield.</p>	<p>City should install flashing beacon! Please consider raised intersection/crosswalk</p>	<p>5</p>	<p>In addition to proposing curb bump-outs, the City is evaluating improvements to the referenced crosswalk. Options include a flashing beacon or a raised crosswalk.</p>

Park & Oxford		Delivery trucks frequently block Oxford on Park. Need a loading zone somewhere at this intersection. Also, Northwest corner is too smoothed out, letting drivers take a fast right turns. I've had close calls here.	4	The design team will review the concern about the northwest corner of the intersection. No new loading zone for delivery trucks is proposed in this location; however, trucks should stop without obstructing cross streets.
Park & Alexander		Crosswalk from south side of Park across from Alexander, please.	4	The section of Park Avenue west of South Goodman Street is primarily being resurfaced due to upcoming utility work. No significant changes to this intersection are currently proposed.
Park & Alexander	Pedestrian Crosswalk	Bump-outs to slow traffic, improve visibility. Raised crosswalk or tabled intersection. Flashing lights for crosswalk. Elevated crosswalk to slow traffic.	3	Significant changes to this intersection are not within the scope of this project. The intersection is being resurfaced mainly due to upcoming utility work in this location. Raised intersections are not typically recommended at major signalized intersections.

Park & Westminster		Hard to cross Park as pedestrians, cyclist or driver due to parked cars blocking visibility. Bump outs will help here. Poor visibility at this corner for cars crossing or turning onto. Park from Westminster.	2	The design team will review this concern about visibility at Westminster Road.
Park & S. Goodman		Tabled intersection to slow speeding through intersection, improve pedestrian safety, leading pedestrian signal	0	Raised intersections are not typically recommended at major signalized intersections like this one. Upgrades to pedestrian signals are planned during this project, along with installation of high-visibility staggered Type L crosswalk markings and signal head backplates.

Segment 2 – Barrington to Homer

Segment 2 Location Barrington to Homer	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Park & Berkeley	This is a special part of the neighborhood. Full of Pedestrians and dining, outdoors for 6 months, keep it unique and its historical charm.	Elevated Crosswalks and More Lighting	10	The design team is proposing curb bump-outs at all four corners of this intersection to shorten crossing distance for pedestrians and to encourage traffic calming.

Park & Buckingham	I like the plan for a new bump-out and a cross walk	Not enough lighting, Even more traffic-calming bump outs (bump outs at all four corners), More "Flexi-Pave" in areas where people walk on grass.	9	The design team is considering additional improvements to this intersection. Street lighting improvements are not proposed in this project, but the City will reevaluate whether such improvements are necessary and feasible.
Park & Berkeley	Good Pedestrian Experience	Eliminate Through Traffic by 1) Diverting and forcing a right turn, preventing going straight through the intersection (which may impact RTS) 2) or movable bollards for RTS and emergency vehicles who can move them when others can't). In the long-term, consider one-way conversion via shifting the direction of RTS to East Ave, in the short-term you could implement transit gates.	4	The City is not proposing to divert vehicle traffic off Park Avenue at Berkeley Street, nor a one-way conversion as part of this preventive maintenance project. The City can consider such changes as part of longer-term planning process for the neighborhood. Movable bollards and transit gates would require further study to consider feasibility, cost and maintenance needs.
Park and East Blvd.	Love the idea of curb bump outs to improve safety and for both turning cars and pedestrians		4	Thank you for your feedback.
Park & Brunswick	Yes to Curb Bump outs!	Please correct the flooding that happens during heavy rainstorms at the crosswalks when walking down Park Ave at Brunswick	4	Drainage improvements are planned during this project. The design team will review the concern about this specific location.

Park & Ericsson	Love the idea of a curb cutout here (Ericsson and Park)	Poor visibility due to parked cars on Park - consider moving parking spot back and add a curb cutout, it would help if you also moved the park bench from the intersection.	4	The design team is not proposing curb bump-outs at this intersection. The design team will consider concerns about visibility at this intersection.
Park between Berkeley and Argyle	Cafes, Restaurants and great for people (not cars)	Pedestrianize Berkeley to Argyle which reduces through-traffic, is safer and more outdoor dining and places for people.	3	This preventive maintenance project will not permanently pedestrianize Park Avenue. The City can work with the neighborhood on both temporary street closures for events and longer-term planning to consider pedestrian-only zones.
Park and Culver		Tabled intersection to slow traffic and allow for safe pedestrian crossing, Early and leading pedestrian signal.	3	Tabled intersections are not typically recommended at major signalized intersections. Pedestrian signals will be upgraded during this project, as well as installation of signal head backplates.
Park between Ericsson and Faraday		The Rochester ATP recommends marked crosswalks at every intersection or a minimum of every 300-500 feet and at every bus stop. This segment fails horrendously to meet that.	2	The City currently follows MCDOT's policy for marked crosswalks. Recommended changes to the City's approach require further analysis. The design team is considering an additional marked crosswalk in this segment based on feedback at the PIM.
All		Unmarked crosswalks to entire stretch	1	The design team is proposing new crosswalks along this segment of Park Avenue.
Park & Hawthorne		Bring bump out to lane in order to provide in lane RTS stop	1	No curb bump-out is proposed at this location, but the design team will consider this suggestion.

Park and Buckingham		There is a problem with the space between the sidewalks and street from the restaurants to Buckingham, turning into muck after the rain! - Could we please get a ground cover for this stretch?	1	The design team will consider options to address this concern. Options may include installation of porous pavement.
All		Bus stop bricks are heaved - need replacing	0	New concrete landing pads will be installed at all bus stops throughout the corridor.
All		ABC Streets Neighbor is highly residential and has an active N.A. signage "Welcome to ABC Streets" Estherbrill@gmail.com	0	Thank you for your feedback.
Park & Ericsson		1021 Park Avenue @ Ericsson - why tree removal? Can you replace the trees with smaller trees?	0	This removal was recommended by the City's Forestry Department due to the tree's health or condition. All trees removed will be replaced with new plantings.
Park & Colby		1225 Park Ave @ Colby - why tree removal? Can you replace the trees with smaller trees?	0	This removal was recommended by the City's Forestry Department due to the tree's health or condition. All trees removed will be replaced with new plantings.
All		Cleaning Break - Maybe Monthly to allow for Street Cleaning and Full Snow Plowing?	0	The design team is not certain what this comment refers to.
Park & Ericsson	Quiet area, narrow street (entire stretch)	Slow traffic down, cars of around the corner too fast. Numerous car accidents at the bend. Make the section between Colby and East Ave one way. Install speed bumps.	0	The City will consider options to address concerns about speeding at the curve between Colby Street and East Avenue. A conversion to one-way traffic is not

				anticipated as part of this project.
Park at Argyle, Barrington and Vassar		More crosswalks. Especially at Argyle, Barrington, Vassar	0	A new crosswalk is proposed at Vassar and enhancements are proposed to the existing crosswalk at Barrington. A new crosswalk also is proposed at Buckingham.
Park between Vassar and Berkeley	Great trees giving shade in the summer	To save trees and sidewalks, widen the sidewalk around the streets to what is now parking spots.	0	This is not feasible due to the limited width of the street and plans to retain the majority of on-street parking. Any trees removed will be replaced with new plantings.
Park & Berkeley	The Sidewalk Cafes	The sidewalk is too narrow for pedestrians and people with strollers, please widen the sidewalks in front of the cafes.	0	The City is proposing curb bump-outs at all four corners of the intersection of Park Avenue and Berkeley Street.
Park between Culver and Colby	Great place to cross Park are halfway between Culver and Colby	Would like to see a marked, raised pedestrian crossing and curb bump outs.	0	Based on feedback at this meeting, the design team is evaluating an additional marked crosswalk between Culver Road and Colby Street.
Park and East Blvd.	Have you considered ease of access for fire engines and rescue trucks at entrances to bump out and have you thought of snow plows' damage to bump outs - what about traffic cameras to control speeding?	A general slow limit to reduce speed of traffic with speed signs	0	The design team will coordinate with the Rochester Fire Department and with the Department of Environmental Services Bureau of Operations to address any concerns. The City will ask MCDOT to evaluate whether speed limit signs are warranted on Park Avenue.

Segment 3 – Homer to East Ave

Segment 3 Location Homer to East Ave	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
General	Lots of unique small business	Tabled intersections/raised crosswalk	2	No additional crosswalks or tabled intersections are currently proposed in this segment of Park Avenue. The design team will consider this suggestion.

Monroe and Sumner Intersection

Monroe and Sumner Intersection	What Do You Like About This Area?	What could be improved?	# of Participants Who Supported the Feedback	City Response
Monroe and Sumner	Glad to see a bump-out here to improve visibility. Right now, it's a blind turn.		0	Thank you for your comment.
Monroe and Sumner	The convenience store on the corner uses the corner as a parking lot!		0	The curb bump-out should reduce illegal parking at this corner.

Comments & Questions on all of Park Ave

1. On the crossings of the side streets, why are there no crosswalks?

Response: Crosswalks are evaluated on a location-by-location basis. The City follows the Monroe County Department of Transportation’s policy for marked crosswalks. In general, side streets at unsignalized intersections do not meet the criteria for marked crosswalks.)

2. Help students safely cross to get to School #23!

Response: The design team is proposing curb bump-outs and enhancements to the existing crosswalk at Barrington Street to improve the environment for pedestrians, including students.)

3. On entire project, why not reduce travel lanes to 10 feet opposed to 11? St. Paul and other ROC Streets use and are planned to keep 10 feet. Narrow Streets and Slow Traffic.

Response: Existing Lane widths are proposed to remain on Park Avenue. In general, there are no plans to widen existing travel lanes.)

Appendix D: Workshop Session - Discussion General Questions & Comments

1. There's a lot of through-traffic and speeding on Park Ave. The City's speed data is flawed. The reason vehicles drive through Park Ave is to be seen on their motorcycles popping wheelies, blasting music, etc.

Response: Speed data does not show a significant problem with speeding in this area; however, that does not mean that speeding does not occur. The design team will continue to look at options to calm traffic.

2. Has the City consider having paid parking (with meters) on Park Avenue?

Response: This can be considered but is outside the scope of this project. The City team will report this idea to the Parking Bureau.

3. The Park Avenue neighborhood is a unique dining district and the pedestrians should be the priority.

Response: The proposed improvements are intended in part to enhance the pedestrian experience on Park Avenue.

4. Why not install raised crosswalks?

Response: The City will reconsider raised crosswalks as an option in targeted locations on Park Avenue.

5. The City needs to consider the character of the neighborhood when making improvements.

Response: The City strives to make improvements appropriate to the context of the neighborhood.

6. Can a marked crosswalk be placed on Park Avenue east of Culver Road? There are currently no marked crosswalks in this section.

Response: Based on this comment, the City is evaluating options for a crosswalk east of Culver Road.

7. The newly constructed East Avenue and East Boulevard bump-out were well received by the attendees and suggested that bump-outs be placed more often.

Response: We agree that curb bump-outs help to improve visibility and reduce speeds at key intersections.

8. There is a serious speeding issue on Park Avenue. What's the City's speed limit? There are no speed limit signs posted on Park Avenue.

Response: The City-wide speed limit is 30 mph. The City can ask the Monroe County Department of Transportation to evaluate whether there is a need for speed limit signs on Park Avenue.

9. What will happen to the on-street apartment parking during construction?

Response: The City will notify adjacent property owners of plans for construction and will work to minimize disruption as much as feasible.)

10. Has the City considered making Park Avenue (or a portion of it) one-way?

Response: The City can consider this, but it would require more long-term planning outside the scope of this project. This project will not preclude consideration of this option in the future.

11. One-way configuration would allow the inclusion of bike lanes.

Response: The City can consider this option as part of a longer-term planning process outside the scope of this project.

12. Are there any street lighting improvements planned? There are limited light poles on portions of Park Ave. Should investigate whether mature trees or limited light poles are effecting light levels.

Response: The City is not currently planning street lighting improvements on Park Avenue as part of this project, but will reconsider whether such improvements are necessary and feasible within the project's limited budget.

13. Has the City consider installing Law Enforcement Cameras?

Response: This would be outside the scope of this project. The City can relay this question to the Rochester Police Department.

14. The snow plowing equipment is too large and breaks curbing.

Response: The City will review this concern with the Department of Environmental Services' Bureau of Operations.

15. The parking lot across from Vassar St should be taken over by the City. The new owner is charging for parking at the lot that was free for many years. There are limited parking options on Park Ave.

Response: The City has no plans to acquire this parking lot from its private owner.

16. Has anyone considered stopping all traffic through the dining and shopping area of Park Ave like some other larger cities have adopted?

Response: The City can consider this as part of a longer-term planning process, or work with the neighborhood to plan temporary closures for special events. Both would be outside the scope of this project.