



MEETING MINUTES

2024 Preventive Maintenance Project

City of Rochester Project Number: 22125

Subject: Public Information Meeting #2
Location: Hybrid Meeting: Physical location: City Hall Council Chambers and Remote via Zoom
Date: Wednesday, October 25, 2023
Time: 5:30 PM to 7:30 PM

The purpose of this meeting was to review the final design and proposed improvements on Ford Street (South Plymouth Ave to Exchange Blvd), Exchange Boulevard (Ford St to Basin St), and State Street (Inner Loop to Lyell Avenue) that are part of the 2024 Preventive Maintenance Project. This meeting also highlighted changes made since the previous public information meeting.

OVERVIEW

On Wednesday, October 25, 2023, a hybrid-in person/virtual public meeting was held for the City of Rochester's 2024 Preventive Maintenance project from 5:30 to 7:30 p.m. The meeting included a presentation and a Q&A session where participants were invited to pose questions or offer comments. The meeting was attended by 11 members of the public in person and 10 members of the public virtually. A full list of attendees is included in Appendix A and the presentation is included in Appendix B.

PRESENTATION AND DISCUSSION

WELCOME & INTRODUCTIONS

City Project Manager, Ruben Escobar, welcomed attendees and City Transportation Planner, David Riley, provided an overview of the Zoom Webinar controls and protocols and asked attendees to electronically sign in by typing their name and address into the chat feature.

PRESENTATION

David Askinazi, from C&S Companies the City's engineering design Consultant, provided an overview of the project and summarized the community engagement efforts for the project. He then outlined the proposed improvements, including milling and resurfacing; repairs to sidewalks and curbs; ADA sidewalk ramp compliance; repairs and adjustments to manholes, catch basins, and valves; implementation of curb bump-outs, bicycle facility improvements; improvements to streetscape and traffic signal elements. The results of the parking study were reviewed and changes to the proposed parking (since the first public meeting) were highlighted. The presentation then turned to the proposed changes for each of the three street segments within the project limits with highlighted changes since the previous public information meeting. Bicycle network connectivity was highlighted, and updates to the curb bump outs and overall street improvements were reviewed before the presentation concluded with a reminder of the project's schedule and webpage information www.cityofrochester.gov/pm2024.



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PUBLIC INPUT SUMMARY

Summary of Questions and Input Related to the Meeting

Q: Are there any transit amenities being proposed?

A: Transit amenities are not part of the project due to the funding restrictions for this preventative maintenance project. The project does include some longer bump outs that will accommodate the full length of larger Regional Transit Service (RTS) buses. The City, in partnership with RTS, has received a grant from the State that would add amenities at selected RTS stops throughout the City.

Q: Will the project include pedestrian crossing signals that are accessible to blind individuals?

A: The project will incorporate audible pedestrian signals at select locations. The signals proposed are standards used by the County and State. The project will also incorporate Lead Pedestrian Intervals into the proposed signal timing to allow pedestrians to begin crossing before vehicles begin to turn.

Q: Will repair of damaged sidewalk be included in the project?

A: The project will not be reconstructing all the sidewalks. Spot sidewalk repairs and replacements are part of this project. An evaluation was completed at the beginning of design.

Q: Will any of the proposed parking be designated for individuals with disabilities?

A: The project has not defined any ADA accessible on-street parking spaces. The City is working looking into this and a much broader discussion and time to evaluate things are needed.

Comment: Concern about integrating the bike path onto an active sidewalk.

A: Our goal is to create safe facilities for all individuals. There has been robust discussion at the City around these concerns. In this particular instance, this is a milling and resurfacing project, and we are somewhat limited in what can be done. There are also geometry constraints.

Comment: 25% of the City's population do not have cars. The City put forth a tremendous effort recently to identify select corridors to be made as bike friendly as possible for riders of all ages and abilities. State Street is one of those corridors. It doesn't matter if you're driving, walking, or biking; you are more likely to get into an accident here than any other upstate City. This project on State St is one of the small steps that is going to move us forward a little bit and rebalance the scales just a tiny bit. Overall, I applaud the design. I think it's great.

Q: Are there any Rectangular Rapid Flashing Beacons (RRFBs) being installed at the intersection of South Plymouth Ave and Exchange Blvd?

A: No RRFBs are being installed as a part of this project. The existing nearby RRFBs will remain. The South Plymouth intersection was evaluated and upgraded as part of the State's Pedestrian Safety Action Plans (PSAP) project which is a State project that implements various safety improvements throughout the City. Some of the intersection improvements warranted RRFB and some did not. We would check with the State to ask why an RRFB was not warranted at this particular location and see if could be implemented as a part of this project.



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Q: Would it be feasible to install bollards to protect storefronts at the intersection of State and Lyell?

A: There are no bollards currently being proposed as a part of this preventive maintenance project.

Q: Did you consider adding low profile concrete barriers in the buffer space to help protect bikes from car traffic?

A: The City will be implementing a low profile concrete barrier on W Main St as a part of another project that is in design. If it operates effectively and we don't have significant maintenance issues, we will be looking at implementing low profile concrete barriers in other select locations around the City, if budget allows.

Q: Was there any consideration for direct connections to the river trail, particularly at the Ford and Exchange intersection?

A: There are right-of-way constraints along Ford Street that prevents extending the off-road section. The sidewalk is already built right against the highway boundary. At the intersection, we looked at dedicated bike ramps during preliminary design and ultimately decided against it due to maintenance concerns and implications during the winter months.

Q: Why add parking to the west side on Exchange Blvd close to Ford Street when its' only using during events?

A: It was determined that the best use for the space would be parking, since the pavement space is available and its against the curb where the split ramps lanes will be removed. Modifying things will involve removal of medians and altering lane widths that will misalign the travel lanes at intersections.

Q: Can you remove the State Street southbound left turn onto Vincent Street and replace it with a pedestrian refuge island?

A: There was a traffic study completed that included turn movement counts. The traffic study likely supported that maintaining the turn lane is required. Our design team will look closely at this location and see if any changes can be incorporated.



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Next Steps

Future updates to the public on the project will be communicated to residents and property owners and posted on the City project website at: www.cityofrochester.gov/pm2024/

For further information, please contact the City's Project Manager, Ruben Escobar at 585-428-8600.

Appendix A - Attendees

Public Attendees

Andrew Ruffin, (Virtual - address not provided)
Rich Calabrese, (Virtual - address not provided)
James Dietz, (Virtual - address not provided)
Stephen Roll, (Virtual - North Winton Village)
Tom LaBue, (Virtual - address not provided)
M Rodriguez, (Virtual - address not provided)
Darin Ramsay, (Virtual - address not provided)
Tom Warth (Virtual - address not provided)
Jeff Miceli, (Virtual - address not provided)
Karen St. Aubin, (Virtual - address not provided)

Jesse Peers, (Reconnect Rochester)
Bill Collins, (Reconnect Rochester)
Henry Litsky, (1206 S Plymouth Ave)
Sherita Traywick, (Center for Disability Rights)
Andrew Ruffin, (Center for Disability Rights)
Jensen Courraballo, (Center for Disability Rights)
Bruce Darling (Center for Disability Rights)
Jim Theodorakakos, (490 State St –Spiros)
Lana Theodorakakos, (490 State St –Spiros)
Bob Lenard, (508 State St –McGee Monuments)
Kim Smith, (City Council Member)

Project Team

City of Rochester

Ruben Escobar, P.E., Street Design Project Manager
David Riley, AICP, Manager of Special Projects
Dominic Fekete P.E., Manager of Street Design
Holly Barrett P.E., City Engineer

Consulting Team

David Askinazi, P.E., Managing Engineer, C&S Companies
Chad Stevens, Transportation Engineer, C&S Companies

Appendix B - Presentation

A copy of the meeting presentation is available at the project's webpage under the Public Involvement section. City website at: www.cityofrochester.gov/pm2024/