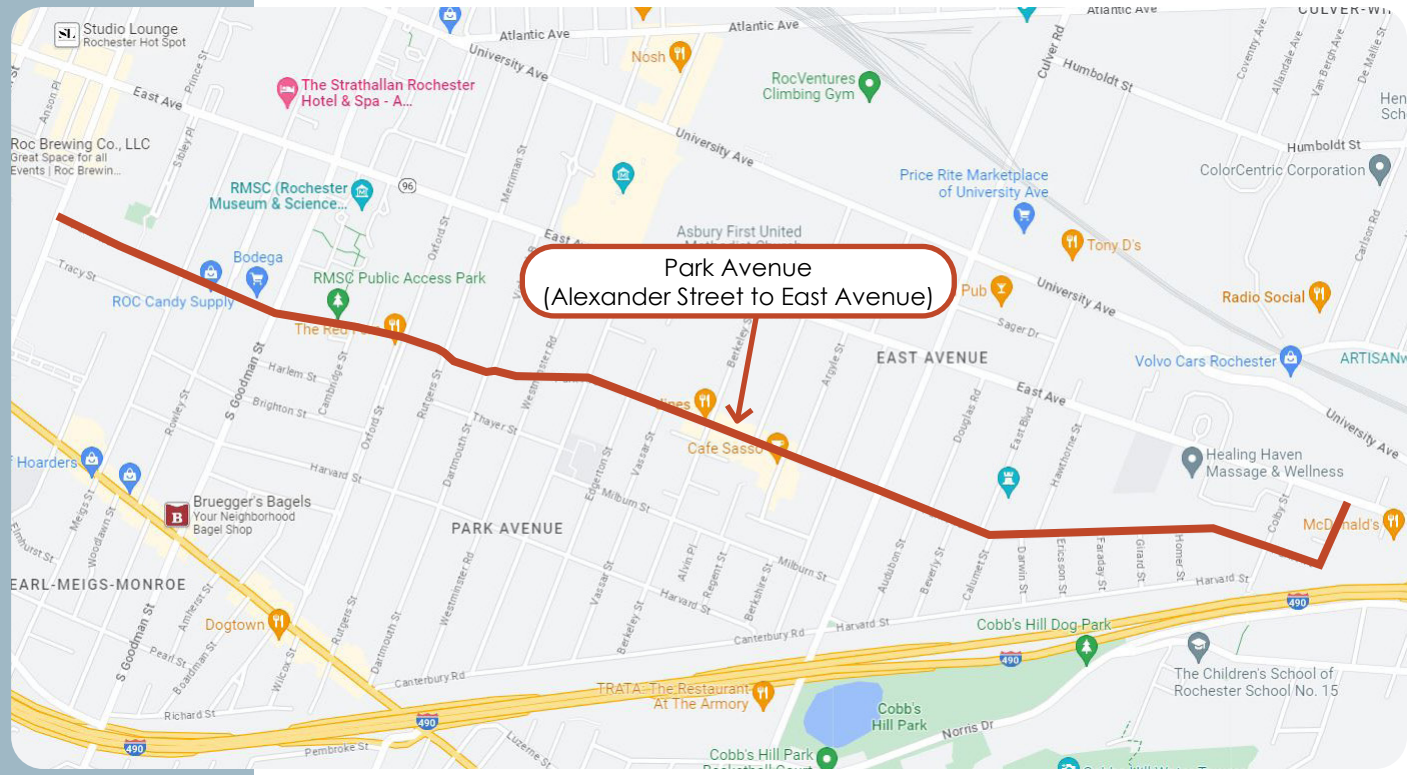
2024 MILLING AND RESURFACING PROJECT



2nd Park Avenue Public Information Meeting

Wednesday, November 15, 2023 - 5:30 p.m. to 7:00 p.m.
Lutheran Church of the Incarnate Word
597 East Avenue, Rochester, New York 14607

Project Limits

Park Avenue (Alexander Street to East Avenue)
Monroe Ave/Sumner Park (Safety improvements only)

Previously addressed in separate meetings:
St Paul Street South (Lowell Street to Riverbank Place)
St Paul Street North (Norton Street to Tyler Street)

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.

MEETING AGENDA

Let's Discuss this Project!

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

01 PROJECT LIMITS

Park Avenue Corridor (Alexander Street to East Avenue)

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

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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.

02 STREET IMPROVEMENTS

Granite Stone Curbs

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

BEFORE

AFTER

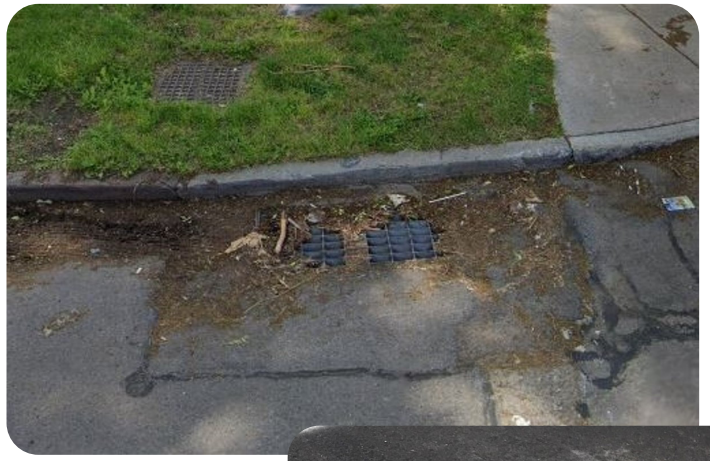
02 STREET IMPROVEMENTS

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

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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 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

03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

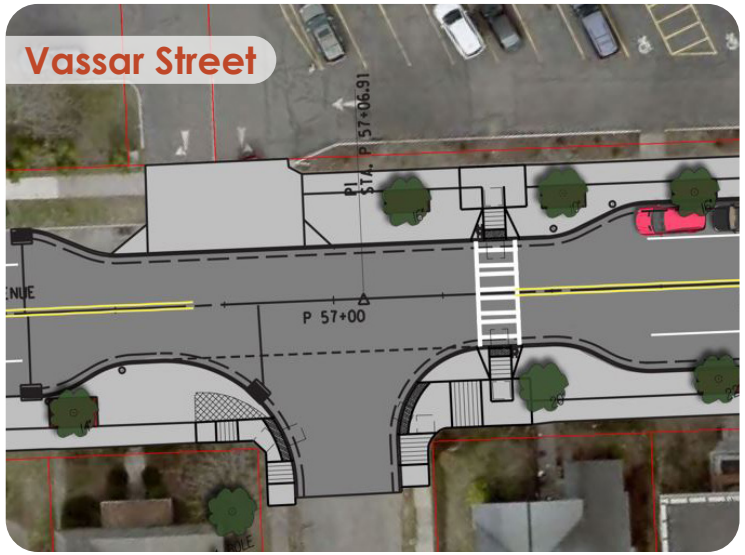
Pedestrian Crossings

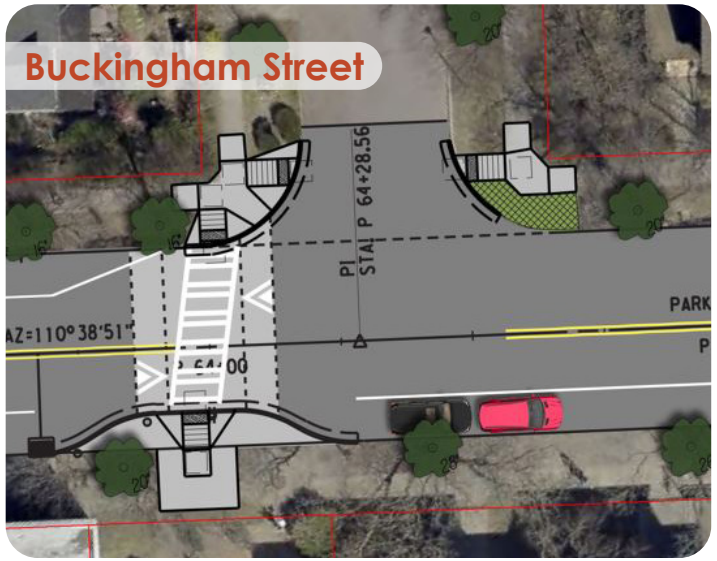
New raised crosswalks proposed at:

- Barrington Street
- Buckingham Street

New Rapid Rectangular Flashing Beacons being considered for crossings at:

- Vassar Street
- Buckingham Street





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.

03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

Installation of Curb Bump Outs

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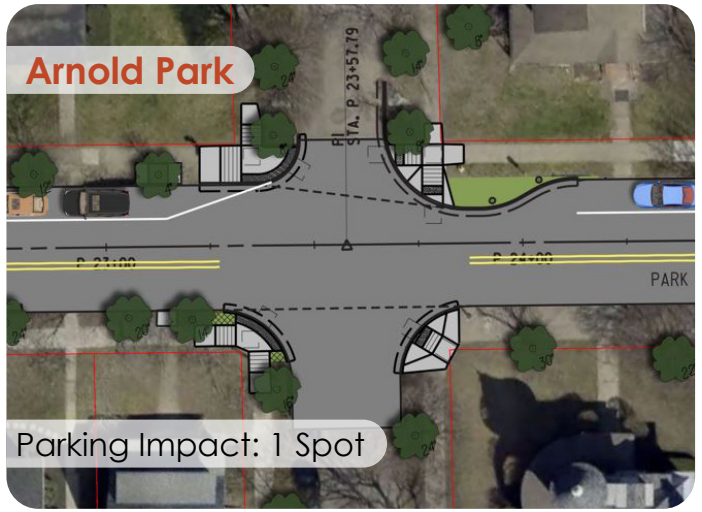

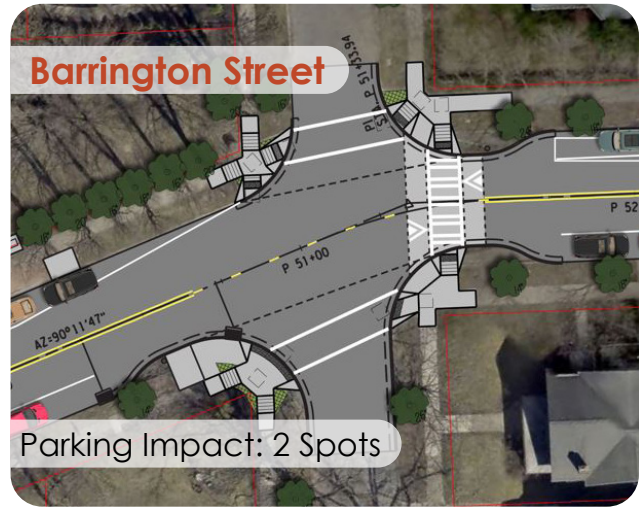

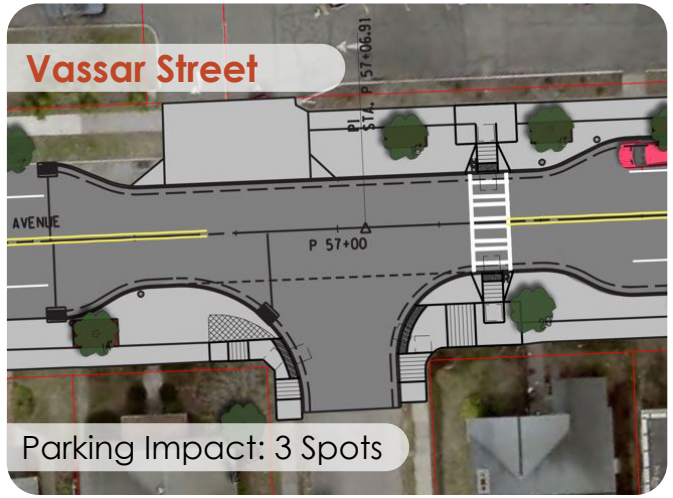

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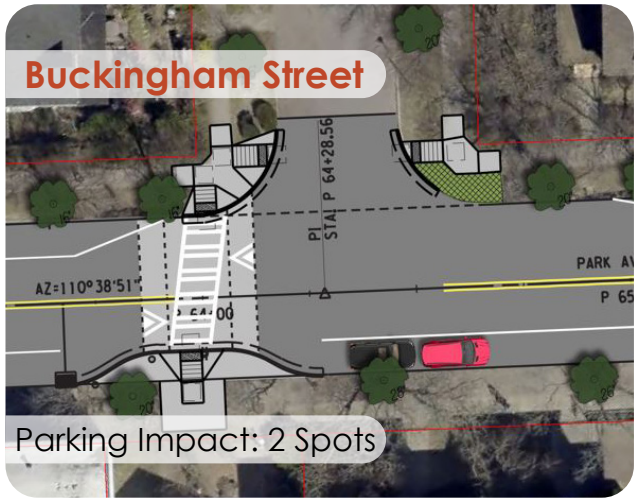
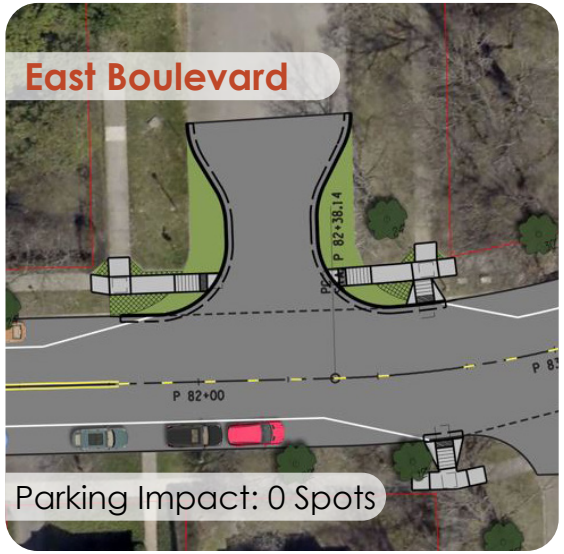
03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

Installation of Curb Bump Outs





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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%

05 CRASH HISTORY & SAFETY STUDY

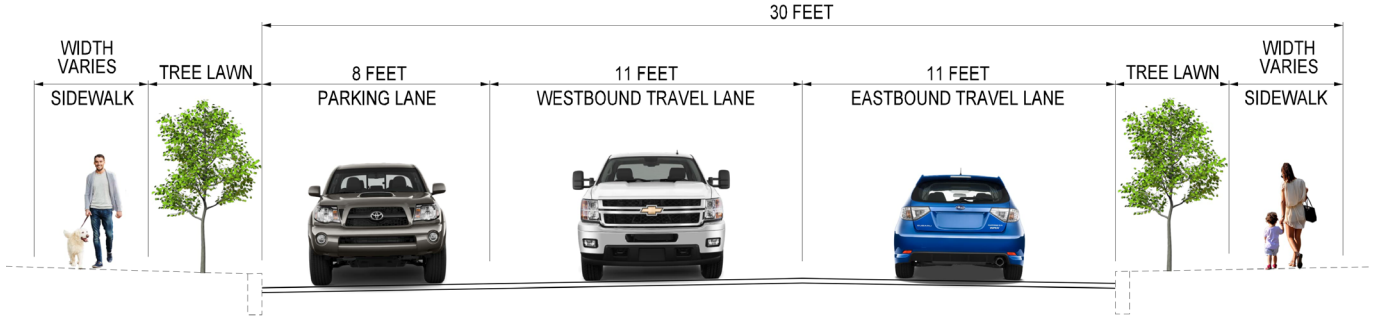
- Crash information from December 2019 through January 2023
- 232 crashes on Park Avenue during the three-year study period
- 7 pedestrian crashes reported, including 5 injuries and 1 fatal
- 2 bicycle crashes reported

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%

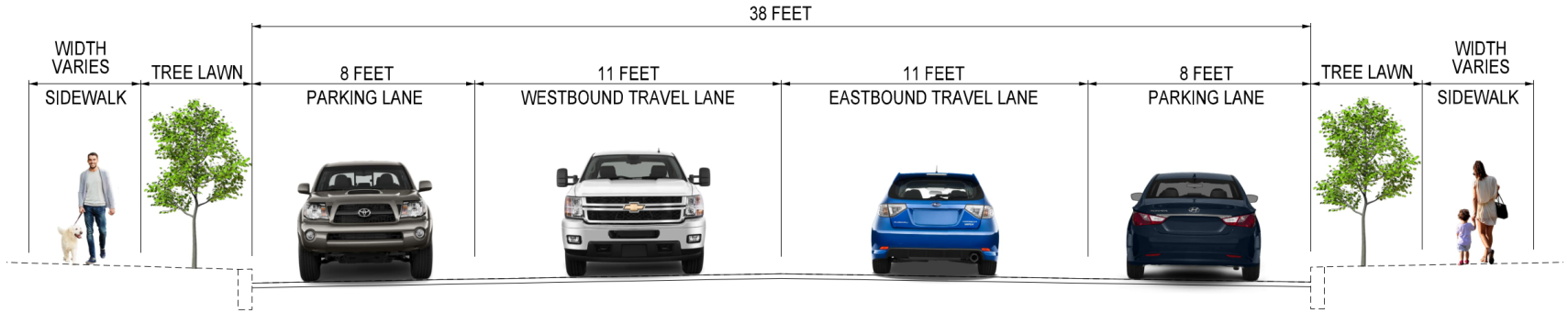
Total Crashes by Location		
Park Avenue Mainline	36	15.5%
Park Avenue at Alexander St	16	6.9%
Park Avenue at Meigs St	6	2.6%
Park Avenue at Arnold Park / Rowley St	5	2.2%
Park Avenue at S Goodman St	21	9.1%
Park Avenue at Cambridge St	6	2.6%
Park Avenue at Girton Pl	2	0.9%
Park Avenue at Oxford St	16	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 Darmouth 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	0	0.0%
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 Calumet St	1	0.4%
Park Avenue at Darwin St	1	0.4%
Park Avenue at Hawthorne St	0	0.0%
Park Avenue at Ericsson 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%

06 PARK AVENUE PROPOSED IMPROVEMENTS

Typical Sections



TYPICAL SECTION
PARK AVENUE
FROM ALEXANDER STREET TO GOODMAN STREET



TYPICAL SECTION
PARK AVENUE
FROM GOODMAN STREET TO VICK PARK A
FROM VIC PARK B TO COLBY STREET

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

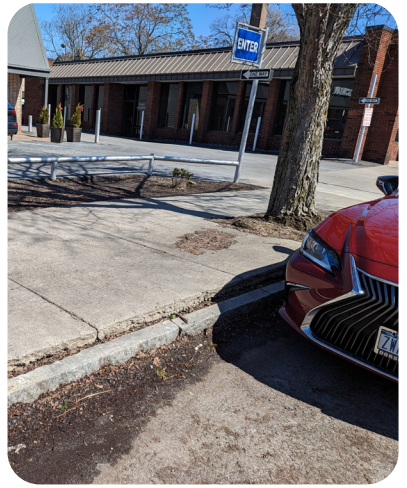
City's Active Transportation Plan recommends bike improvements to parallel routes such as East Avenue.

06 PARK AVENUE PROPOSED IMPROVEMENTS

Vassar Street to Berkley Street

Existing Conditions:

- Roots from street trees have shifted curbing and heaved sidewalks
- 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 the removal of 14 trees.
- Street trees impacted by sidewalk reconstruction will be replaced with new trees; larger plantings anticipated.
- 1st public meeting showed support for replacement of curb and sidewalk

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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

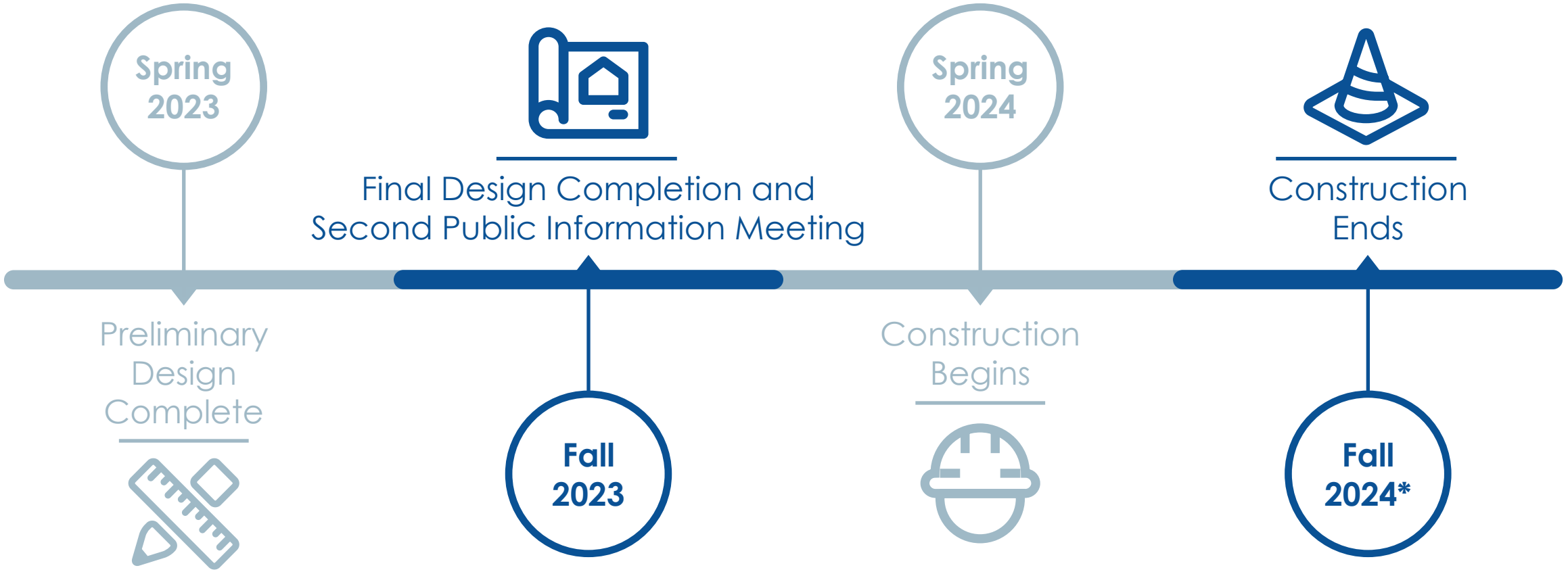
- Construction is anticipated to last approximately 6-8 months.
- Two-way traffic will be maintained with flaggers and daily lane closures when needed.
- Some temporary disruptions will occur during curb and sidewalk replacement at driveways.
- Emergency access will be maintained during construction.

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.

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

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 November 29, 2023

Project Webpage:
cityofrochester.gov/ParkMR