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2024 Milling and Resurfacing Project
Park Avenue Public Information Meeting # 2 Summary

WEDNESDAY, NOVEMBER 15, 2023, 5:30-7:30 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 FINAL design of street improvements and construction timing, gather feedback, solicit known issues, and identify potential opportunities for improvement.

Meeting Attendance

Participants

There were a total of 18 participants at the meeting and 3 participants on Zoom.

1. Brett Baron, 505 University Ave, Apt 114
2. Marilyn Rosche, 500 Park Ave
3. Jim McIntosh, 14 Barrington Park
4. Dennis Bassett, 335 Park Ave
5. Marianne Pastecki, Park Avenue Neighborhood Association, 51 Calumet St
6. Lisa Campbell, 131 Douglas Rd
7. Shawn Baranyi, 50 Mulberry St
8. Sam Tiston, 25 Berkeley St
9. Peter Scribner, 1110 Park Ave
10. Maureen Duggan, 14 Barrington Park
11. Gary Goodwin, 11 Hawthorne St
12. Kara Rosenthal, 267 Oxford St
13. Joanne Lembach, Park Meigs Neighborhood Association, 105 Meigs St
14. John Lembach, 105 Meigs St
15. Stephanie Frontz, 451 Park Ave
16. Tom Pastecki, ABC Streets Neighborhood Association, 51 Calumet St
17. Emma Falkenstein, 12 Rundel Park, Apt. 3
18. Howard Nielsen, 705-707 Park Ave

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Project Team

First Name	Last Name	Organization	Role	Contact information
David	Riley	City of Rochester	Project Manager	david.riley@cityofrochester.gov
Alicia	Benhumea	Barton & Loguidice		
Jaymes	Tanski	Barton & Loguidice	Project Engineer	
Phoenix	Howell	City of Rochester	Asst. Project Manager	phoenix.howell@cityofrochester.gov
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 and Mr. Riley discussed the project objectives, the analyses performed, and the proposed improvements.

The 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 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.

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. The City and Barton & Loguidice representatives were on hand to speak with participants, gather feedback, and answer any questions.

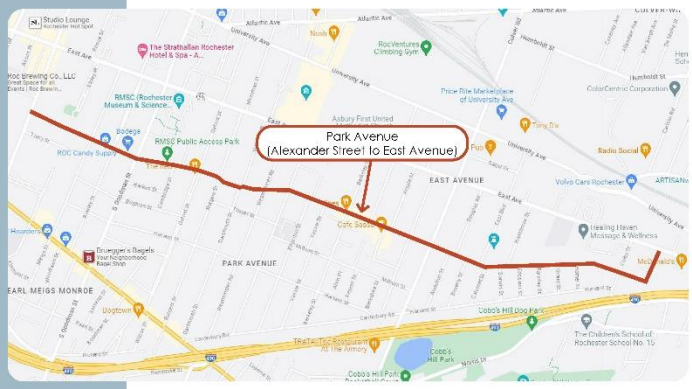
The City values the feedback of its businesses and residents, and will consider all suggestions, as feasible, as we finalize the design for this preventive maintenance project. We are grateful for the participation of everyone who attended the meeting, and we look forward to working together to create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

After Presentation Q&A Summary - Appendix B.

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

Appendix A: Presentation

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)
Monroe Avenue/Sumner Park/Oxford Street Intersection

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Lu Engineers

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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.

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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 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.

BEFORE

AFTER

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.

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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

WATER VALVES

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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

Safety benefits of curb bump-outs:

- Traffic calming, reduce vehicle speed by narrowing pavement width
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- Improved visibility for pedestrians
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- Restrict vehicles from parking close to intersections
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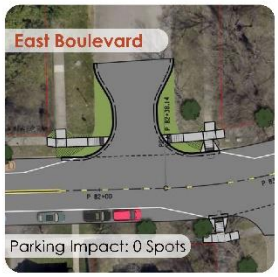
03 PEDESTRIAN AND TRAFFIC SAFETY ENHANCEMENTS

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%

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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	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 Dartmouth 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%

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06 PARK AVENUE PROPOSED IMPROVEMENTS

Typical Sections

TYPICAL SECTION
PARK AVENUE
FROM ALEXANDER STREET TO GOODMAN 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.

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

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06 PARK AVENUE PROPOSED IMPROVEMENTS

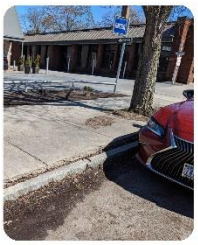
Vassar Street to Berkley Street

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.

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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

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Appendix B: After-Presentation Question and Answer Summary

Q1: The bump-outs make it difficult for large vehicles to turn. The sign got knocked over once a month and I think that's going to be gone. Can the large vehicles make the turns?

A1: We modeled turning movements for larger vehicles at all intersections with proposed bump-outs. The model vehicle was a larger fire engine. We do want to make sure buses and trucks can navigate intersections. We are coordinating with RTS. We're meeting with the Rochester Fire Department and the City Operations division, who manage snow plowing, street cleaning, and trash pickup to ensure that we're not causing issues for them. Additionally, a standard box truck making deliveries to businesses on Park Avenue should still be able to navigate these tighter corners.

Q2: Another concern is parking enforcement is non-existent on weekends. It's been an issue for three or four years and there's limited staff on weekends. I said you could make enough money with the tickets you hand out that you could pay a person. You're relying on parking enforcement, but it's not there.

A2: Regarding parking enforcement being non-existent on the weekends, we can relay this information to the Parking Bureau. This issue also came up at the last meeting. Staffing constraints may be the issue.

Q4: Will there be painted crosswalks at Brunswick Street and East Boulevard?

A4: We don't have them in the plans at this time but it's certainly something we can look at. Are those intersections that you feel would benefit from marked crosswalks? Participant answered yes. We are evaluating opportunities for a crosswalk east of Culver Road. We heard from folks who live in that more residential stretch that having at least a marked crosswalk in that area would be helpful, so we are looking at these areas as well as other options.

Q5: Another participant commented in support of a crosswalk across Buckingham Street for people crossing on that side.

A5: That's something we can take a closer look at.

Q6: Why are no flashing beacons proposed at the school crossing at Barrington Street? Currently, we have a temporary sign. I call it temporary because it gets knocked down every month so that would be a great place to have a flashing beacon.

A6: We're proposing a raised crosswalk, but not flashing beacons. It was determined the raised crosswalk and the crossing guard would provide a good improvement. We try to not overuse the beacons. The county advises that if they are installed everywhere, they lose their effectiveness, so we're trying to be judicious about where we put them. We can keep looking at whether something more is needed at that intersection. *Follow-up note: the existing flashing school zone signals will remain on Park Avenue on the approach to Barrington Street in both directions.*

Q7: In areas where there is decorative brick mostly near RTS bus stops, will it be removed or replaced?

A7: It depends on where it is. The brick at bus stops will be removed and replaced with concrete. This will make the bus stop ADA accessible. In commercial areas, a lot of the brick is in somewhat poor condition, so we're looking to take it out and replace it with a raised aggregate, which is a textured, decorative paving treatment. In residential areas the tree lawn will be restored. Also, looking for opportunities to plant more trees if that's feasible.

Q8: Any opportunities to add additional trash receptacles, benches, or bike storage kind of thing?

A8: We're planning to replace some of the deteriorated benches with new ones. We can look at opportunities to add new ones, especially at bus stops. The city also has a grant to install more amenities at bus stop, which may help. We're not sure we've looked at trash receptacles, but we can, along with bike parking.

Q9: Unfortunately, that's a problem, especially in the commercial areas to encourage people to throw things out.

A9: Makes perfect sense to me.

Q10: Have you talked with RTS about the placement of their bus stops? In other cities the stops are beyond the intersection rather than before it which is what you typically see here and also on Park Avenue.

A10: We do throughout this process send our plans as they are developed to RTS. We've met with them and talked more about bump outs and raised crosswalks and how to make sure we're not creating raised crosswalks that make the buses bottom out or run into other kinds of issues. RTS certainly looks at the placement of bus stops all the time. I don't know that they've looked at them holistically as part of this project. I can certainly ask when we have a follow-up meeting related to some of the improvements.

Q11: What is the budget on this project?

A11: The construction budget is about $5 million. Doesn't go as far as you think it would.

Q12: Sounds like a big project. So again, I'm going to hammer home the parking issue. This is the time that the parking needs to be addressed. We're trying to bring people down to Park Avenue. It's in all our City publicity. Park Avenue is the place to be! So why are we trying to build it up while taking parking spaces away when we've known for years parking is a problem. This is a $5 million project, parking needs to be addressed, this is the time to do it. Business owners, how do you feel when your customers get a $50 ticket when they come out to support your restaurant? A lot of these restaurants live on that about four or five months of the year during the summer. We're making it hard on them, making it hard on their customers and the neighbors are frustrated, too. So parking needs to be a big part of this project.

A12: On-street parking is largely being retained as is on Park Avenue. Loss of parking spots at individual intersections where curbs are being extended will be minimal. At the previous meeting and other conversations we've had with merchants, that hasn't necessarily been the top concern. We've heard a lot more from merchants concerned about pedestrian safety concerned about making sure that vehicles are moving slower

and that there is less speeding. I'm not trying to dismiss your concern, or to say that merchants are not concerned about parking; I'm just saying we've heard different things from different merchants.

Q13: That's why I think your crosswalk ideas are great and I would add another one at Argyle St because when they start building their speed so by the time they hit the first one on Buckingham they've already gone into a pretty heavily traffic area at a high speed. I see it all the time. I live on Park Avenue. I know.

A13: I'm sure you do. I appreciate your point, and we can certainly take a closer look.

Q14: When will folks find out what the final design of the project is? How soon after the deadline where we're requesting people to submit questions by November 29th?

A14: We would expect to finalize the plans and put them out to bid probably in January so we probably have final designs out there around that time.

Q15: Has your data or studies looked at speeding? I'm a Park Avenue resident; Oxford to Goodman is really not in any of the conversations and that is a very big speeding area. I mean it is dangerous with fast cars going between Oxford and Goodman. Is there any reason why there's nothing designed to slow those cars down?

A15: The recommendations you're seeing here are driven by the crash rates that we saw at some of the other intersections, as well as the pedestrian traffic. Certainly that's a busy area as well. Other areas rose higher to the surface when we when we looked at the data. It's not to say we can't still look at some things there. We are at Goodman Street at the very least installing highly reflective crosswalks. Basically install more robust, more reflective crosswalks. We'll replace the traffic signal there and install pedestrian push buttons, so those are things we're certainly looking at there, but the point's well taken. We can certainly take another look at that area to see if more is merited there. *Follow-up note: Utilities, available street width, and other existing conditions also may limit opportunities to bump out curbs or calm traffic.*

Q16: Hi, my name is Cody from Reconnect Rochester. We're really encouraged by the active efforts to improve pedestrian safety, and I know the City's working on a criteria or policy for evaluating crosswalks and when they're painted and at what distance that they should be. If we can continue some of these great practices that are happening here in other parts of the City, that'll be useful, but we shouldn't have to rely on every neighborhood group coming to the City and asking for it and then being part of these projects. I think having something more standardized is going to be helpful. We've been following a couple of projects where new crosswalks have been put in, notably on Thurston Road. There was a big article in the D&C today. Some of the comments we got back, and I think it's relevant here because you're doing some new painting – can we get some more information about the material you use for the painting? What is the lifespan of that paint? How long is it going to be visible before you have to repaint it again? Is there a better alternative, because a lot of crosswalks have been repainted late in the season. There's still a ton of crosswalks that aren't going to be repainted for a while, unless we get a policy.

A16: We've adopted the crosswalk policy established by county DOT, our traffic engineer, that remains our crosswalk policy right now. The City's Active Transportation Plan does have some recommendations for changing that, but we're still reviewing that. The crosswalk policy we currently have is the one that will apply

to this project. I appreciate the input that some changes to that policy might be welcome particularly for folks interested in pedestrian safety.

Q17: What is the longevity and expected lifespan of pavement markings.

A17: The Thurston Road crosswalk is a new installation and is temporary paint at this point. The contractor that installs the thermoplastic pavement markings are running behind. The thermoplastic pavement markings are much more durable. The material is embedded into the pavement.

Q18: Due to the narrowness of Park Avenue, has anything been discussed with RTS to utilize smaller or narrower buses on Park Avenue? This is especially true during wintertime, when the Avenue becomes more narrow.

A18: It is not something we've discussed with RTS. It's something I think we'd have to defer to RTS on.

Q19: Thanks for the focus on curve bump outs and raised crosswalks. I know it will be a big help at making the area safer for people. Does the parking study account for the readily available parking lot at Vassar? Also, I echo the comment on the lack of parking enforcement – it is more of an issue than losing a couple spots to make it safer for pedestrians.

A19: The parking study really focused on utilization of on-street parking. That's what we can control as the city. The parking lot is not a City-operated parking lot. I understand it makes sense to think about parking more holistically. The point about parking enforcement is well taken. Again, it's a consistent theme we've heard since the last meeting, and I will relay that to our Parking Bureau.

Q20: Dealing specifically with Park Avenue east of Culver Road, but I think this applies to the avenue in general, I'm interested knowing the period in which you have accumulated data on speeds and accidents. The pandemic may have had some impact on that, but more recently east of Culver Road the surface on Park Avenue is absolutely disastrous. That's why you're rebuilding it, but that disastrous surface acts as an ersatz speed bump. So once you replace that pavement with a nice slick new pavement, that will have a tendency, I would think, to increase the speeds east of Culver Road. Of course you don't have that much in the way of cross-avenue pedestrians, you don't have any businesses except at Colby Atreet, so cars may very well just use that more as a nice speeding straightway, especially with Harvard Street having speed bumps. Today, I often take Harvard and speed bumps over Park Avenue as it's a very deteriorated surface, but a new surface may change and increase speeds on the avenue.

A21. We did look at speed data from New York State. It was 2019-2020, most likely. It tends to predate the pandemic to capture what conditions were pre-pandemic. We looked at three years of crashes. The data didn't suggest a significant issue with speeding, which got a laugh out of the room at the previous meeting, because clearly your experiences are telling you something different. The data is telling us one thing and your lived experience is telling us something else. I will say the traffic volume up east of Culver Road is significantly lower than the rest of Park Avenue. The rest of Park Avenue is around 6,000 vehicles a day on average and east of Culver, it's below 2,500. The traffic wasn't as much of an issue that jumped out of us in the data but I hear what you're saying, especially as we're restoring that surface. I understand why it's a concern and it's something we

can keep looking at. Again, we're still looking at a crosswalk, so we haven't foreclosed the possibility of doing some other things east of Culver Road.

Q22: I think what you've done at Vassar Street with the bump-out and which pushes the apron to that parking lot further out so you can actually see when you come out because there are a lot of accidents there, so I think that's a very great solution for that situation.

A22: Thank you.

Q23: Can you tell us where construction equipment will be stored?

A23: The selected contractor would probably look for a vacant city owned lot to store their equipment on and materials.

Q24: Where might that be?

A24: It may not be right on Park Avenue. It could be on an adjacent or nearby street.

Q25: How long did the East Avenue project take for construction?

A25: That project took 10 months to construct.

Q26: How long did the surfacing of the road take? The curb installation took a lot longer because you went back and did that work. Are you able to ascertain how long the actual surfacing of the road took? The merchants are concerned that their businesses are going to be devastated. Small businesses cannot afford to close down for a year. If the construction is not carefully orchestrated you could very well lose businesses. You could lose some businesses just because of us trying to improve the City, and that's why I want there to be a real concentrated effort to work as much as you can around not closing that stretch where those restaurants are. Six to eight months seems like a very long time but I like you said it's going to be staged.

A26: Construction will take 6 to 8 months for the full length of Park Avenue. No section of Park Avenue will be closed for months at a time. Resurfacing typically takes weeks, not months.

Q27: Will there ever be a time when a section of Park Ave will be completely close to traffic?

A27: There should not be a time when a segment of Park Avenue is completely closed to vehicular traffic for resurfacing work. There may be points where there are flaggers managing traffic while work is going on, but for the most part, we're going to try to retain two-way vehicle access as much as possible. There will be no point at which Park Avenue is completely closed to traffic.

Q28: The parking lot next to the 7-Eleven is now paid parking after five minutes or 10 minutes. During construction, could it be feasible for the city to just pick up that parking? People could park in that parking lot for free during the period of construction. You could go in that parking lot and park for free, and it'd be highly advertised. That would really help the merchants so that the people coming to Park Avenue to go to the restaurants don't have to worry about paying for parking and it's there and it's free.

A28: I appreciate the suggestion; it's not something I can tell you we can do at this time.

Q29: Where do the cars that are displaced in construction go? Park Avenue is 100% parked now. Side streets are already close to 100% at least a good part of the way down the block.

A29: We will approaching resurfacing in segments to try to minimize disruption and requiring people to park farther away. Parking may be inconvenient for a short time, but we will work to make the duration as short as possible.

Q30: Have you looked at ways to accommodate delivery vehicles, pickup vehicles that are taking up parking usually after 6 pm. Also, deliveries like Door Dash and UBER.

A30: Don't know that it's something we've really looked at specifically. It's something we can we can think about. I think probably goes back to that parking enforcement conversation of making sure that the parking turns over as often as it's supposed to, but it's certainly something we can we can talk about more.

Q31: Have you talked to the Parking Bureau about the loss of parking spaces and how that may impact the overall parking?

A31: I would say again the potential loss of parking spaces is very minimal on the full length of Park Avenue. It is certainly something we will talk to the Parking Bureau about. I think we were trying to nail down where the bump-outs are and what the dimensions are before we have that conversation.

Q32: I've noticed in your recent project on East Ave. and elsewhere that you're now putting concrete around the edges of manholes and catch basins. Is that a new construction technique and why are you doing that?

A32: It helps preserve the life of those structures and helps provide some stability. It helps ensure that they remain flush with the surface of the street.

Q33: But it's something new. You haven't been doing it up recently.

A33: It's about four years or so that the City's been installing the concrete collars, and it does protect the integrity of the road. Very often, you'll see where potholes are those manholes have kind of depressed the pavement so the concrete collar helps with that structure and keeping that integrity.

Q34: Are you aware of conflicts between pedestrians and vehicles turning right from Park Avenue onto Goodman?

A34: That it's not a specific concern that I've heard. It's something we can take another look at.

Q35: Will the presentation be posted online?

A35: It'll be posted tomorrow on the project website. You can also see notes from the previous meeting, the presentation that we gave, the original maps that we displayed at that meeting. There's a lot more information about the project. Go to cityofrochester.gov/ParkMR.

Q36: During the active construction phases what will be the displacement of cars parked on Park Avenue, will it just be daytime while work is actively going on and they can park overnight or what will the restrictions be?

A37: We're still working through that. We will have more information to share in the near future.

In general, residents will receive notifications from the contractor that vehicles need to be moved. There are times when the contractor will accommodate parking during the evening hours. It's really going to depend on what's happening at certain locations. Where there's a bump out being proposed, there's going to be more impacts, and it'll take longer to do that construction, but we're working that out. The work on traffic control is something that's still very much being developed, and I hope it's clear this isn't the final effort to communicate with the community about this. We will be doing outreach around construction and continued conversations with the Merchants Association, certainly with others, and sending out notifications to people about potential disruption. We'll have a lot more to share on that.

Q38: Have you had other projects that have as high parking rates in the zone like 100% for huge stretches of it? I didn't see any data on the parking on side streets which on many side streets at least halfway up the block is probably also 100%. Where are those cars to go? I just can't picture where people will park.

A38: A legitimate question. We did not look at parking on side streets. We're going to try to minimize the length of any disruption. We're going to make sure to tell people about it in advance. It may indeed be inconvenient for a little bit, and you may have to park a little farther away, but we're going to try to make that as brief of a period as possible.

Appendix C: Discussion General Questions & Comments

Q1: Is there decreased visibility due to the proposed curb bump-out?

A1: That has not been observed. Bump-outs are

Q2: Is there a loss of parking on Park Avenue, and you are not adding more parking?

A2: There will be minimal loss of spaces at specific intersections. Overall, parking is being maintained as is.

Q3: Could Buckingham be converted to one-way to allow for more parking?

A3: Can look at this, but not as part of this project.

Q4: Restaurants are on the sidewalk and limit space. Also wouldn’t encourage bicycling on Park Ave.

A4: The sidewalk cafes are allowed through permits issued by the City. Bicycling is allowed on any City street, but there are parallel bicycling routes that are recommended. The proposed traffic calming should still have a positive impact on bicycling.

Q5: Please look at Colby Street for crosswalks. There are a lot of pedestrians.

A5: This can be investigated.

Q6: Has the City considered the installation of public restrooms, such as, the Portland Loo? Public urination is a problem.

A6: Not aware of this initiative.

This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please contact the City Project Manager, David Riley as soon as possible.

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