



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

Dewey Avenue and Emerson Street Reconstruction Project

Dewey Avenue (Felix St/Bloss St to Locust St)
Emerson Street (Sherman St to Fulton Ave)

PIN 4CR0.20 CITY PN 20133

April 11th, 2024

Public Information Meeting (Hybrid Format)

Edgerton R-Center

41 Backus St, Rochester, NY 14608



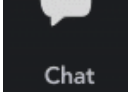
City of Rochester
Department of Environmental Services
Bureau of Architecture and Engineering
Street Design Division

Presentation at 5:30 p.m.



FORMAT OF THIS MEETING (HYBRID)

Online Attendees – Format of Zoom Webinar: Meetings

- Attendance: Please use the “chat”  feature to provide your name and address.
- Questions: Participants will be muted during the presentation. Questions will be addressed at the end of the presentation. Participants on the computer should use the “**Q&A**” feature to type a question or “**Raise Hand**” feature to speak and ask a question. Participants on a phone can **dial *9** to “raise your hand” at the end of the presentation to ask a question.

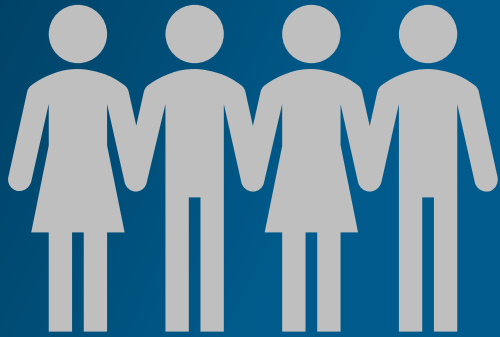
Attendees consent to the audio recording of this meeting for project documentation purposes.

In-Person Attendees:

- Attendance: Please use the sign in sheet and provide your name and address.
- Questions: We kindly ask participants in-person to wait for questions until the end of the presentation. Questions will be addressed at the end of the presentation. Participants can raise their hand and a microphone for them to speak into will be provided.



PROJECT TEAM



City of Rochester

Mayor
DES Commissioner
City Engineer
Street Design Manager
Street Design Project Manager

Malik D. Evans
Richard Perrin, AICP
Holly Barrett, P.E.
Dominic Fekete, P.E.
Timothy Hubbard



NYS Department of Transportation

NYS DOT Local Projects Liaison
NYS DOT Region 4 Real Estate

Karlee Danek, P.E.



Monroe County

MCDOT Project Liaison

David Kubiak, P.E.



Consultants

Bergmann Project Manager
Highland Planning

Thomas Detrie, P.E.
Megan Morsch

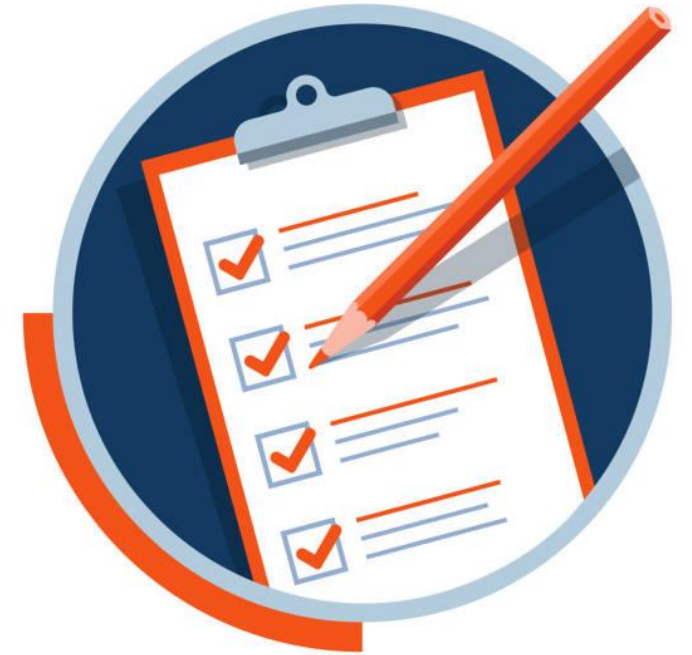




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PUBLIC MEETING AGENDA

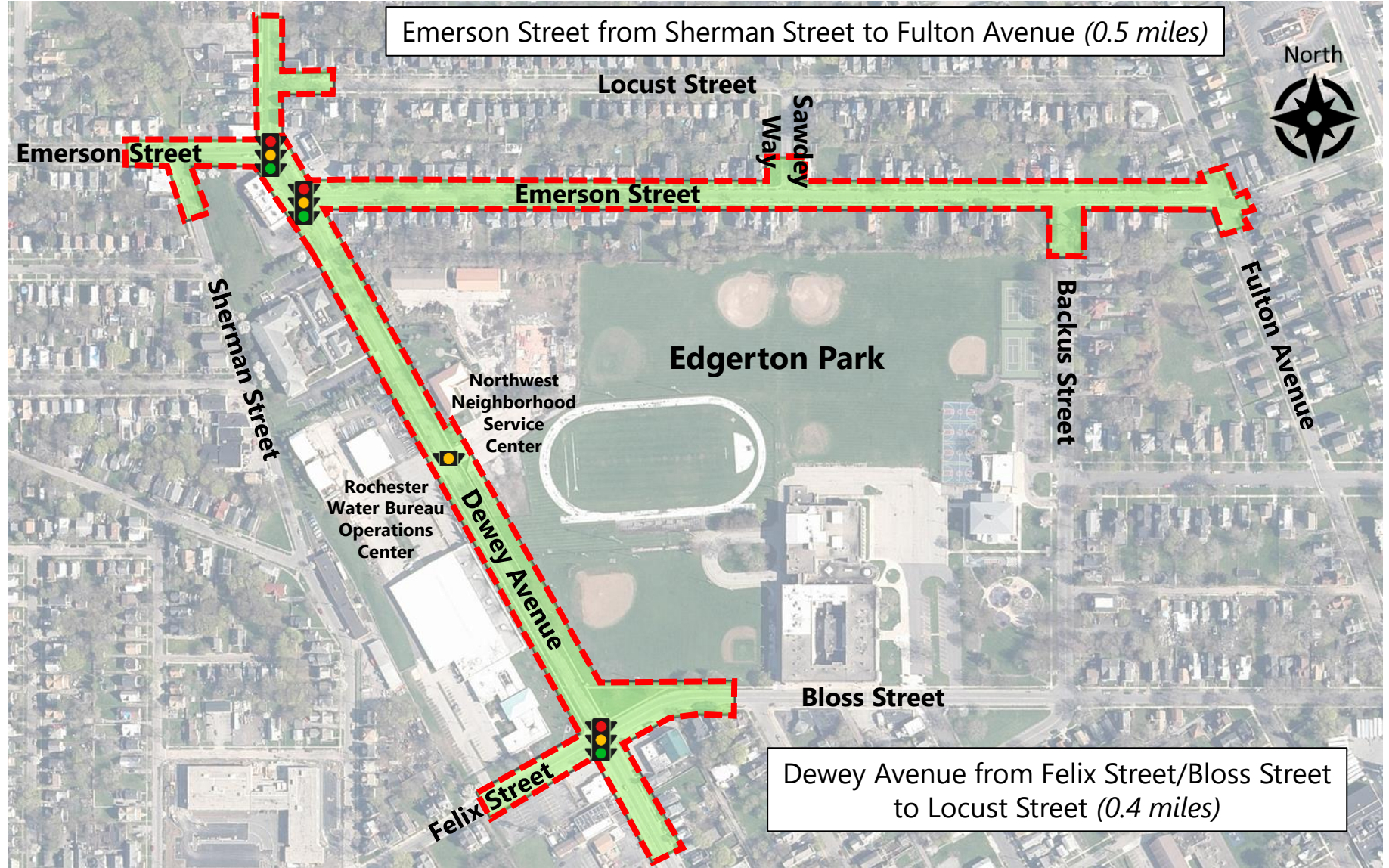
- Project Limits
- Community Engagement
- Project Need
- Project Objectives & Goals
- Existing Conditions
- Conceptual Alternatives
- Property Considerations
- Project Cost & Funding
- Anticipated Project Schedule
- More Information
- Questions & Discussion





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PROJECT LOCATION & LIMITS



COMMUNITY ENGAGEMENT



Public Informational Meeting No. 1

- April 11, 2024
- Zoom Webinar with questions and comments

Property Owner Outreach

- Spring 2024

Neighborhood Group Coordination

- Spring 2024

Public Information Meeting No. 2

- Late Spring / Early Summer 2024
- Zoom webinar with questions and comments



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PROJECT NEEDS

- Pedestrian Accessibility and Safety
- Dedicated Bicycle Facilities on Dewey Ave
- Congestion and Confusion of Offset Intersection
- Deteriorated Pavement / Roadway Conditions
- Outdated Traffic Signals



Dewey Avenue Roadway



Emerson Street Bus Stop



Dewey Ave at Emerson St
Traffic Signal



Emerson Street Pavement

PROJECT OBJECTIVES & GOALS

- Improve bicycle, pedestrian, and transit accommodations and access
- Address geometric, operational, and safety deficiencies at the offset intersections of Dewey Avenue and Emerson Street
- Upgrade aging infrastructure including pavement, curb, and drainage
- Improve traffic signals & control devices
- Replace / add street trees

Dewey Avenue at Driving Park
Completed Intersection
Realignment Project



EXISTING CONDITIONS - Quick Facts

	Dewey Avenue	Emerson Street
Right-of-Way Width	60 ft	50 ft
Vehicle Volume, Daily	9,420	1,240
On-Street Parking	Prohibited	Alternating Side
Sidewalks	Both Sides	Both Sides
Bicycle Accommodations	Share the Road	Share the Road
Transit	Route 21S/21L	Neighborhood Direct Service Only
Context	Commercial	Residential

EXISTING CONDITIONS - Pavement, Curb, & Drainage



Cracking and Deteriorated Pavement
Conditions



Broken and Missing Sections of Stone
Curb Damaged By Mature Trees

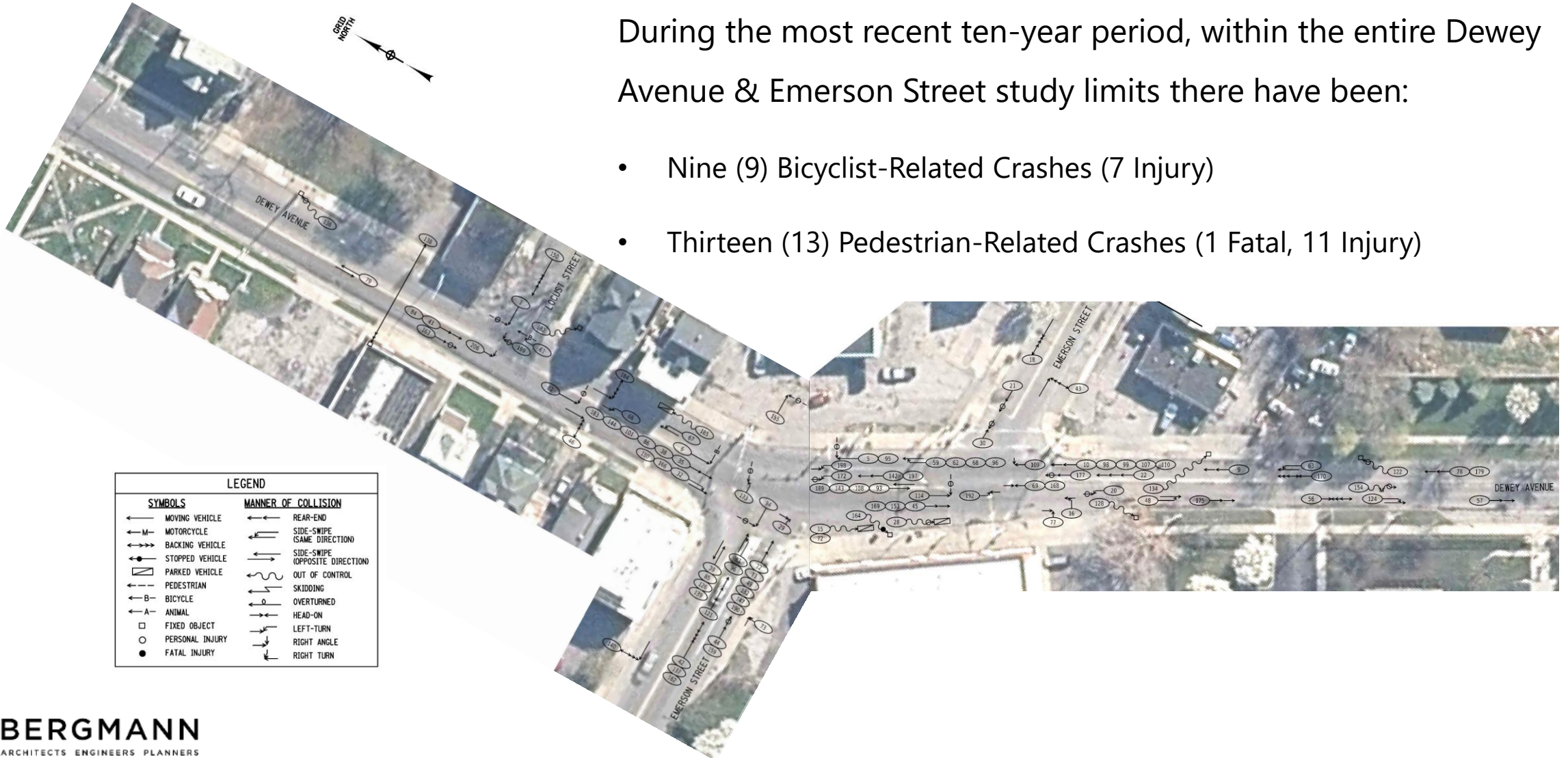


Sunken Cast-Iron Rectangular Grate
(Non-Bicycle Friendly) Drainage Inlets

EXISTING CONDITIONS - Crash History & Safety Study

During the most recent ten-year period, within the entire Dewey Avenue & Emerson Street study limits there have been:

- Nine (9) Bicyclist-Related Crashes (7 Injury)
- Thirteen (13) Pedestrian-Related Crashes (1 Fatal, 11 Injury)





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EXISTING CONDITIONS - Parking Study

- Utilization study completed for on-street parking
- Taken along Dewey Avenue, Emerson Street, Felix Street, Bloss Street, Backus Streets

SOLID RED = Parking Prohibited

SOLID GREEN = Parking Allowed

DASHED GREEN = Alternating Parking



EXISTING CONDITIONS - Traffic Signals

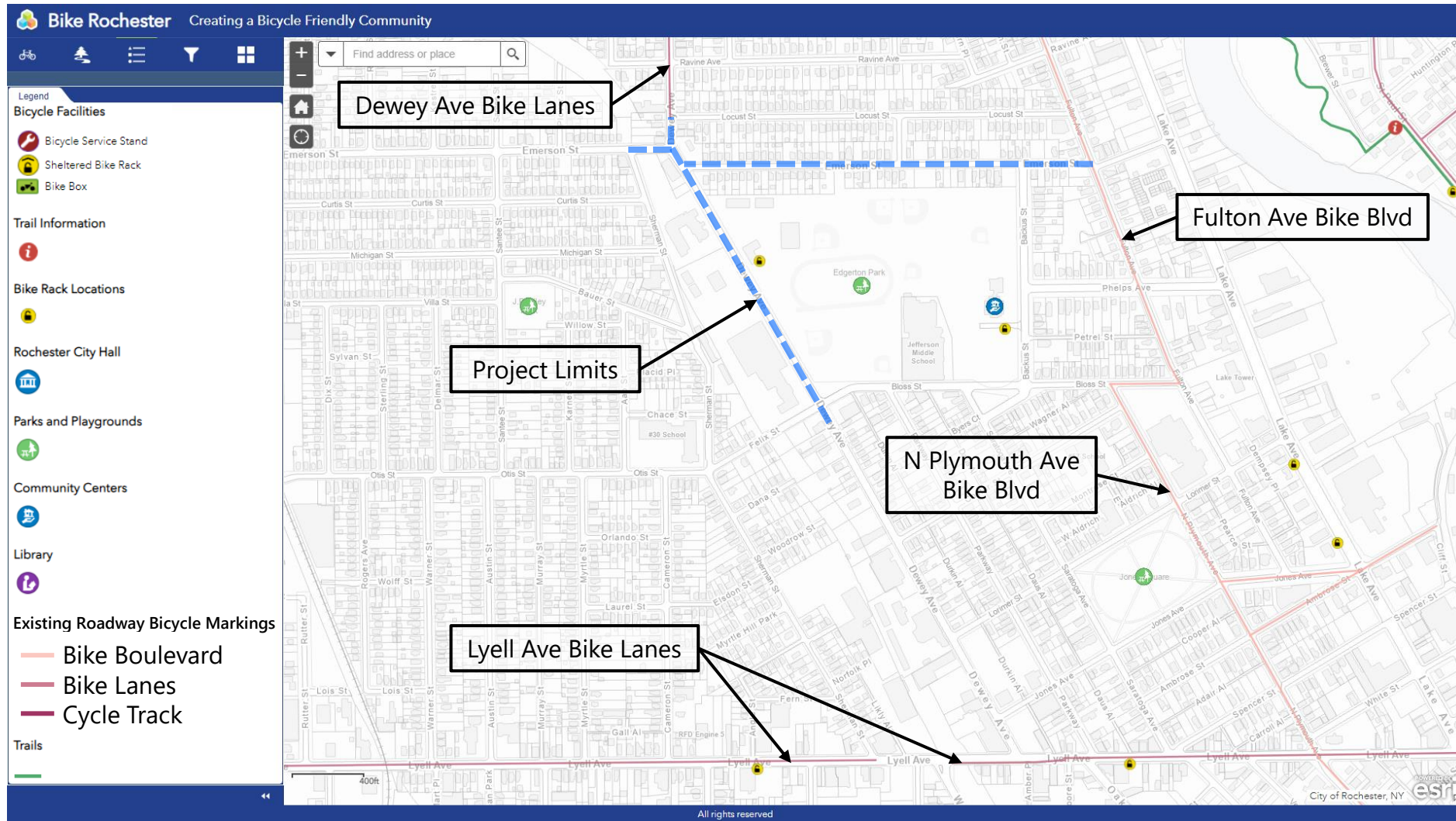
- Lack of adequate pedestrian push buttons
- Aging poles and equipment
- Upgrades to include:
 - New poles and equipment
 - Modern vehicle detection
 - In-pavement loops and/or 360-degree cameras
 - ADA compliant pedestrian push buttons



EXISTING CONDITIONS - Complete Streets

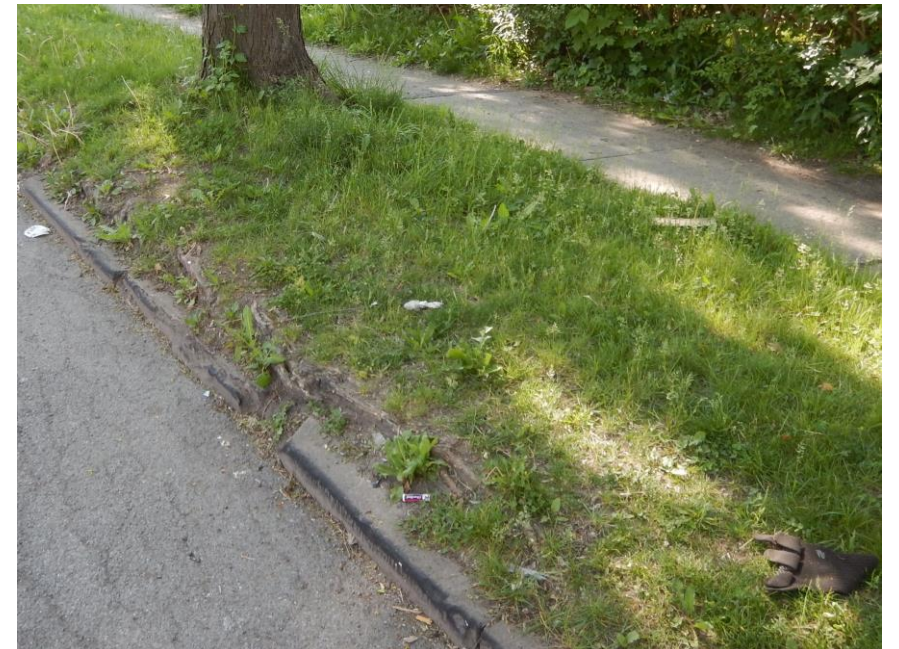
- A complete street is one that accommodates all users, including pedestrians, bicyclists, transit users and persons with disabilities. Providing safe access for all users.
- While different features may be necessary or feasible to complete a street, the goal of accommodating everyone remains the same.
- Complete Street features included as convenient two-way travel lanes, wide sidewalks, bike lanes, street lighting, signalized crosswalks, ADA sidewalk ramps, curb bump-outs to shorten crossing distances, on-street parking, bike racks and benches at bus stops.
- Dedicated bicycle facilities are preferred.
- City's Complete Streets Policy requires the evaluation of bicycles facilities on all street projects.

EXISTING CONDITIONS - Adjacent Bicycle Facilities



EXISTING CONDITIONS - Street Trees

- Buffer and protect sidewalk from roadway
- Calming traffic by visually narrowing the roadway
- Improves air quality
- Cool urban streets
- Cost effective way to beautify neighborhoods
- City initiative to plant 70,000 trees by 2026
- Remove trees that pose a safety hazard
- Opportunity to replace trees that have outgrown the tree lawn area
- Enhance the corridor with tree species that will thrive and provide an increased service life



CONCEPTUAL ALTERNATIVES

Challenges / Considerations:

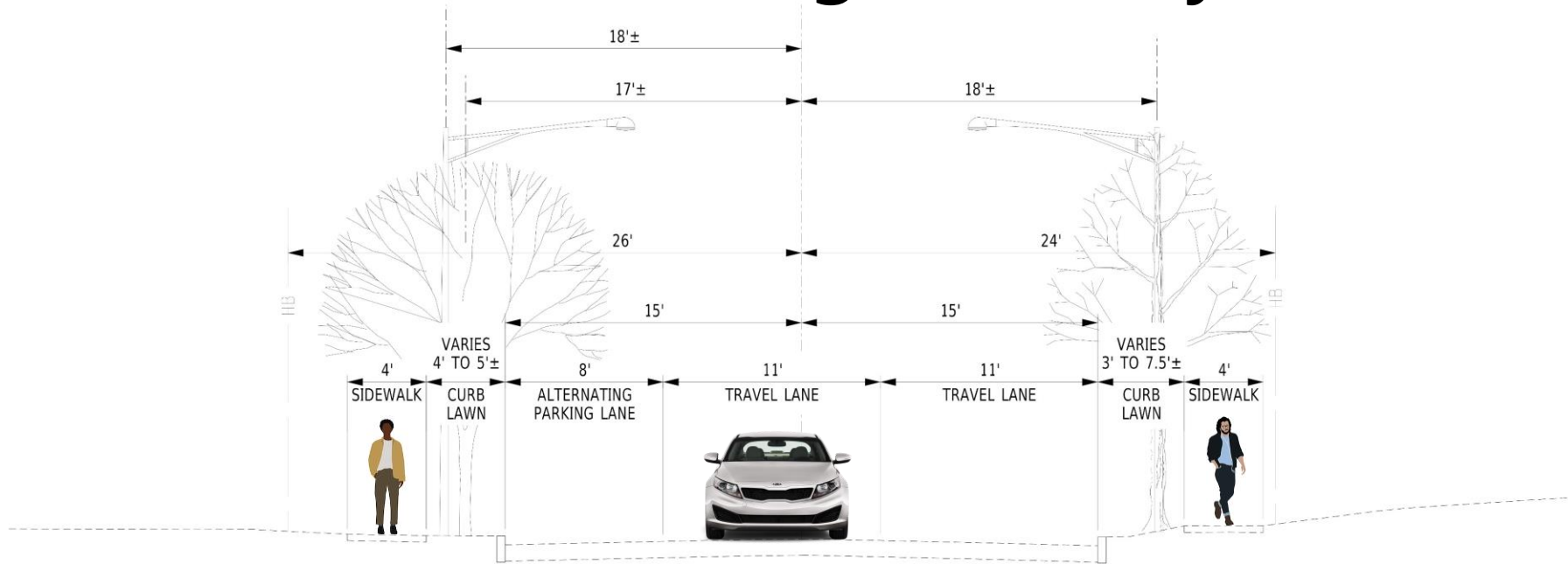
- Balancing vehicles with multi-modal options (bicycles, pedestrians, transit)
- Tree Impacts
- Utility Impacts
- Property Impacts
- Environmental Impacts
- Architectural
- Parking Needs
- Project Cost





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CONCEPTUAL ROADWAY ALTERNATIVES - Emerson Street Existing Roadway Section



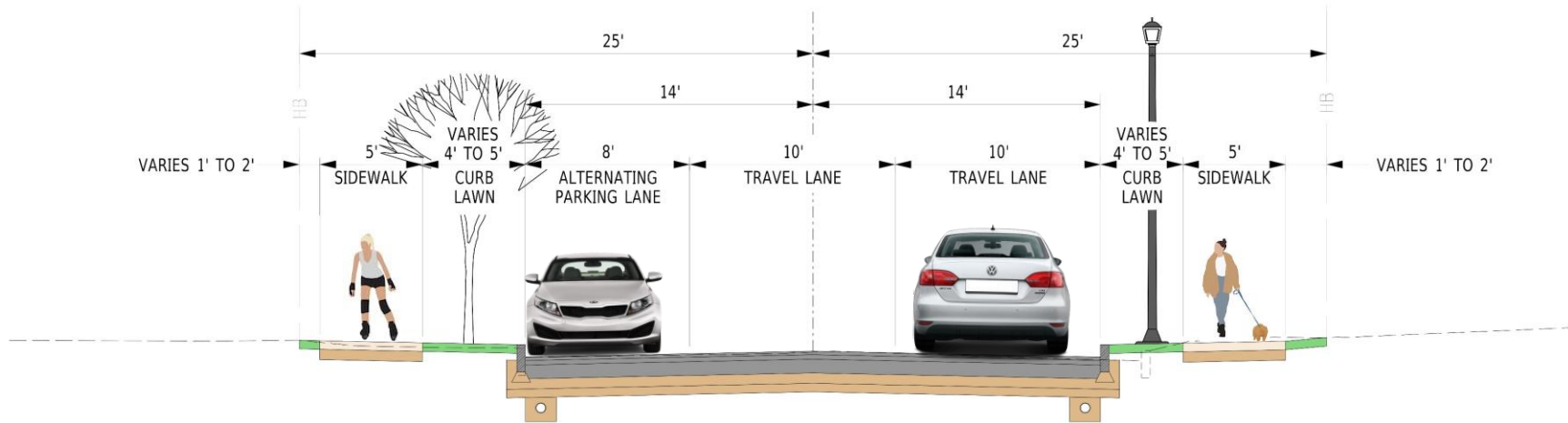
Existing Condition (Looking East)

Pros:

Cons:

- Narrower Than Desired Curb Lawn Width
- Narrower Than Desired Sidewalk Width
- Poor Roadway Conditions
- Sidewalk Outside of Existing Right-of-Way

CONCEPTUAL ROADWAY ALTERNATIVES - Emerson Street Alternative #1



Alternative #1 (Looking East)

Pros:

- Provide Desired Sidewalk & Curb Lawn Widths
- Maintain Alternate Side Parking
- Reduces Overall Pavement Width By 2 Feet
- New Sidewalk Fits Within Existing Right-of-Way

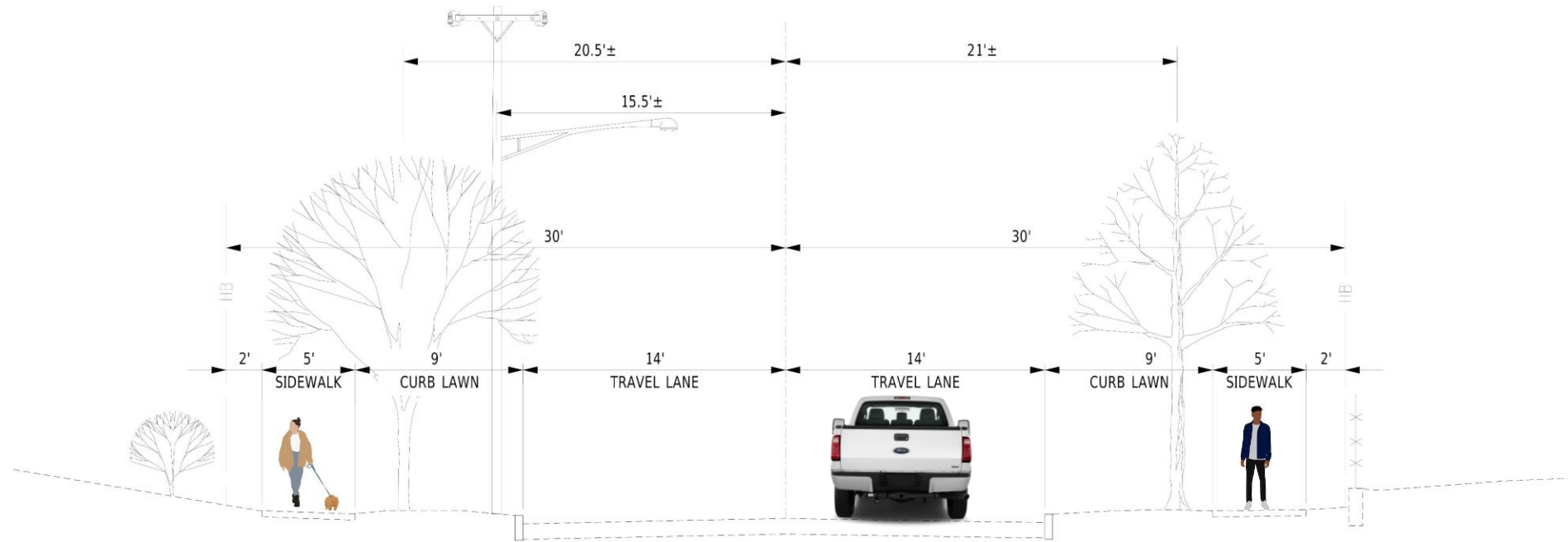
Cons:

- Impacts Trees on Both Sides



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CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Existing Roadway Section



Existing Conditions (Looking North)

Pros:

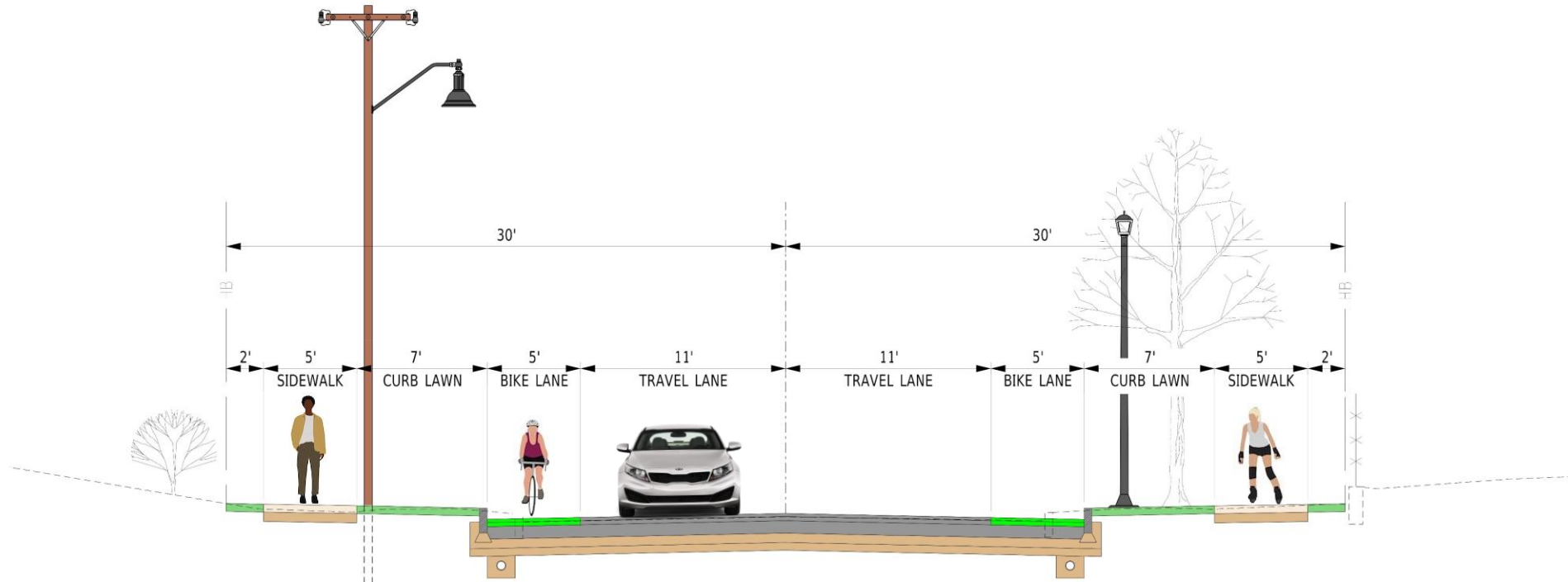
Cons:

- No Dedicated Bicycle Accommodations
- Poor Roadway Conditions



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CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Alternative #1



Alternative #1 – On Street Bike Lanes (Looking North)

Pros:

- Provides Dedicated On-Street Bicycle Lanes
- Existing Sidewalk Can Remain On Both Sides
- No Impacts To East Side Trees

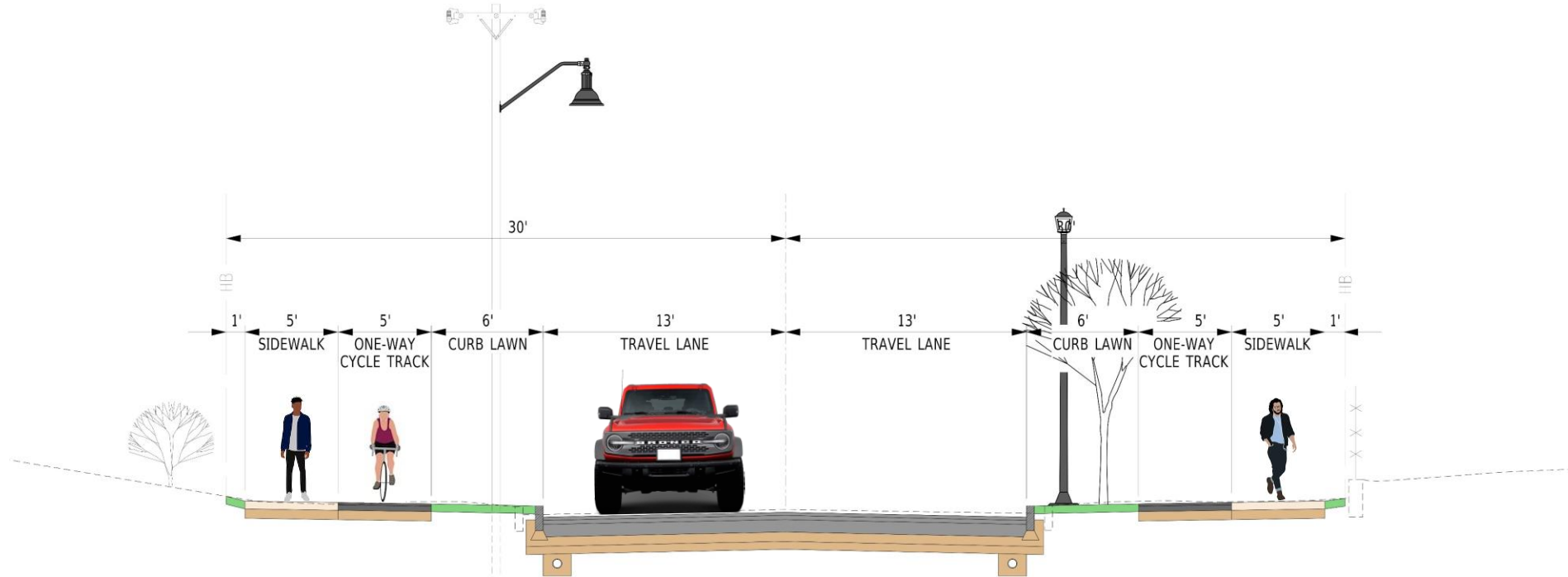
Cons:

- Increases Overall Pavement Width By 4 Feet
- Potentially Impacts West Side Trees
- Impacts West Side Utility Poles



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CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Alternative #2



Alternative #2 – One-Way Cycle Track On Both Sides (Looking North)

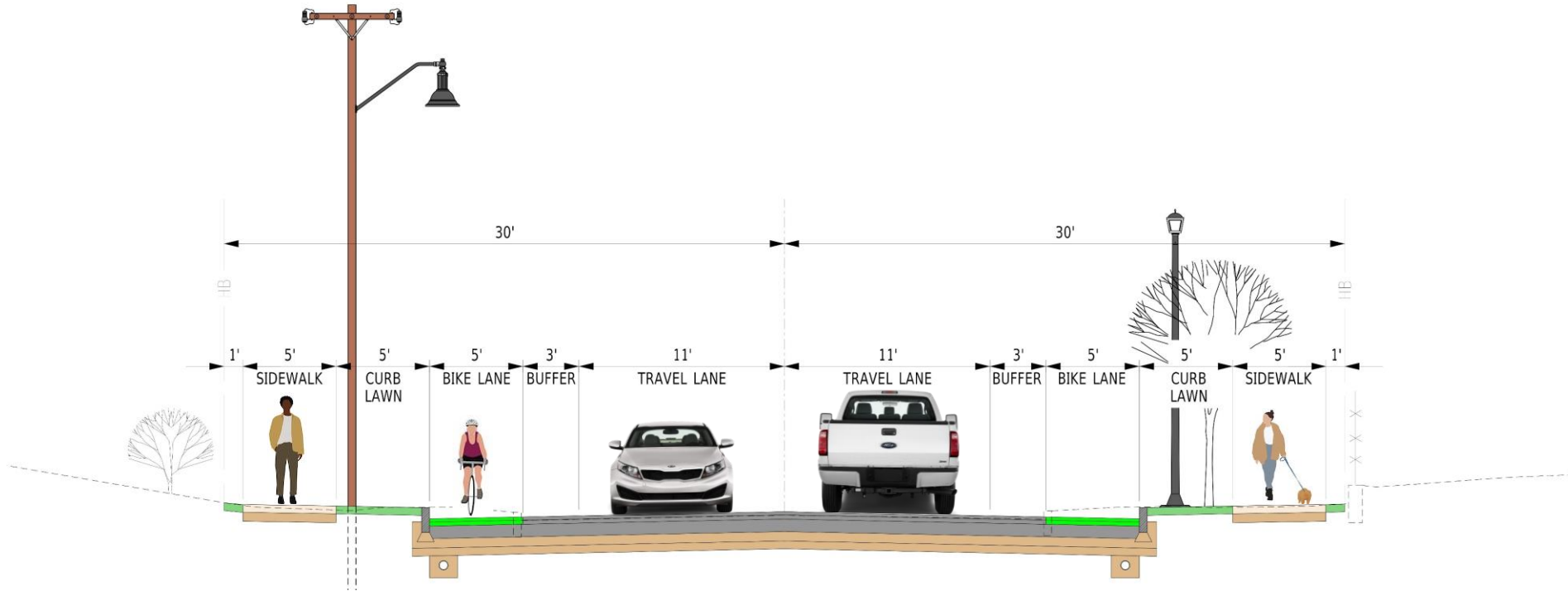
Pros:

- Provides Dedicated Off-Street Cycle Tracks
- Reduces Overall Pavement Width By 2 Feet
- No Impacts To West Side Utility Poles

Cons:

- Impacts Trees On Both Sides
- Impacts Existing Sidewalk On Both Sides

CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Alternative #3



Alternative #3 – On Street Bike Lanes With Buffer (Looking North)

Pros:

- Provides Dedicated On-Street Bike Lanes With Buffer

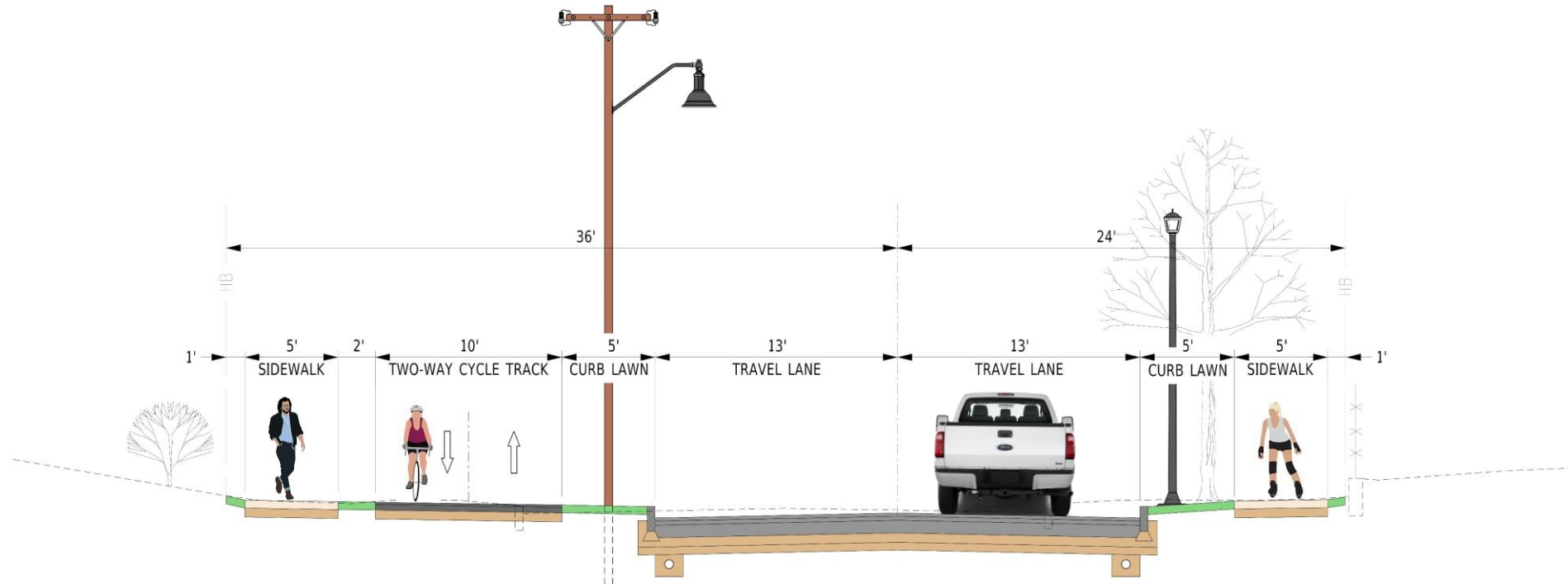
Cons:

- Increases Overall Pavement Width By 10 Feet
- Impacts Trees On Both Sides
- Impacts Existing Sidewalk On Both Sides
- Impacts West Side Utility Poles



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CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Alternative #4A



Alternative #4A – Two-Way Cycle Track (West Side) (Looking North)

Pros:

- Provides Dedicated Off-Street Cycle Track
- Reduces Overall Pavement Width By 2 Feet
- No Impacts To East Side Trees

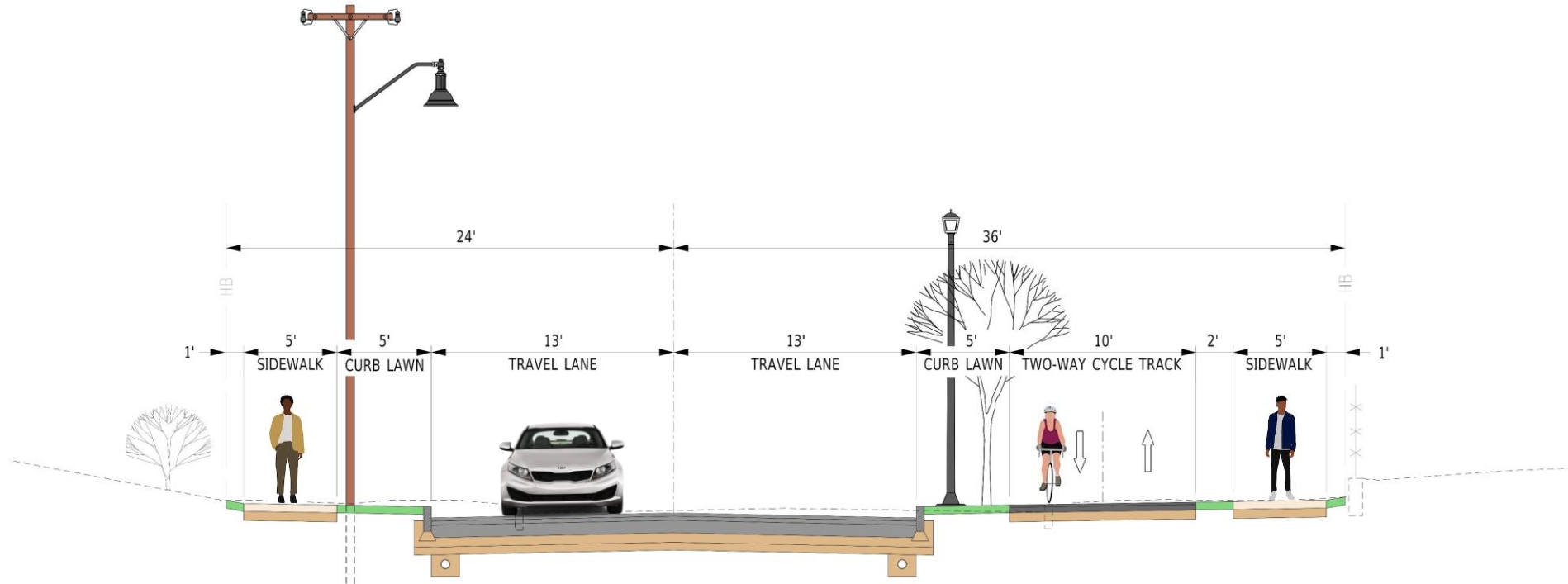
Cons:

- Impacts West Side Trees
- Impacts Existing Sidewalk On Both Sides
- Impacts West Side Utility Poles



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CONCEPTUAL ROADWAY ALTERNATIVES - Dewey Avenue Alternative #4B



Alternative #4B – Two-Way Cycle Track (East Side) (Looking North)

Pros:

- Provides Dedicated Off-Street Bicycle Facilities
- Reduces Overall Pavement Width By 2 Feet

Cons:

- Impacts Trees On Both Sides
- Impacts Existing Sidewalk On Both Sides
- Impacts West Side Utility Poles



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CONCEPTUAL INTERSECTION ALTERNATIVES - Existing Condition

- Offset intersection
- Lack of bicycle accommodations
- Pedestrian facilities issues
- Driveway access concerns
- Pavement conditions

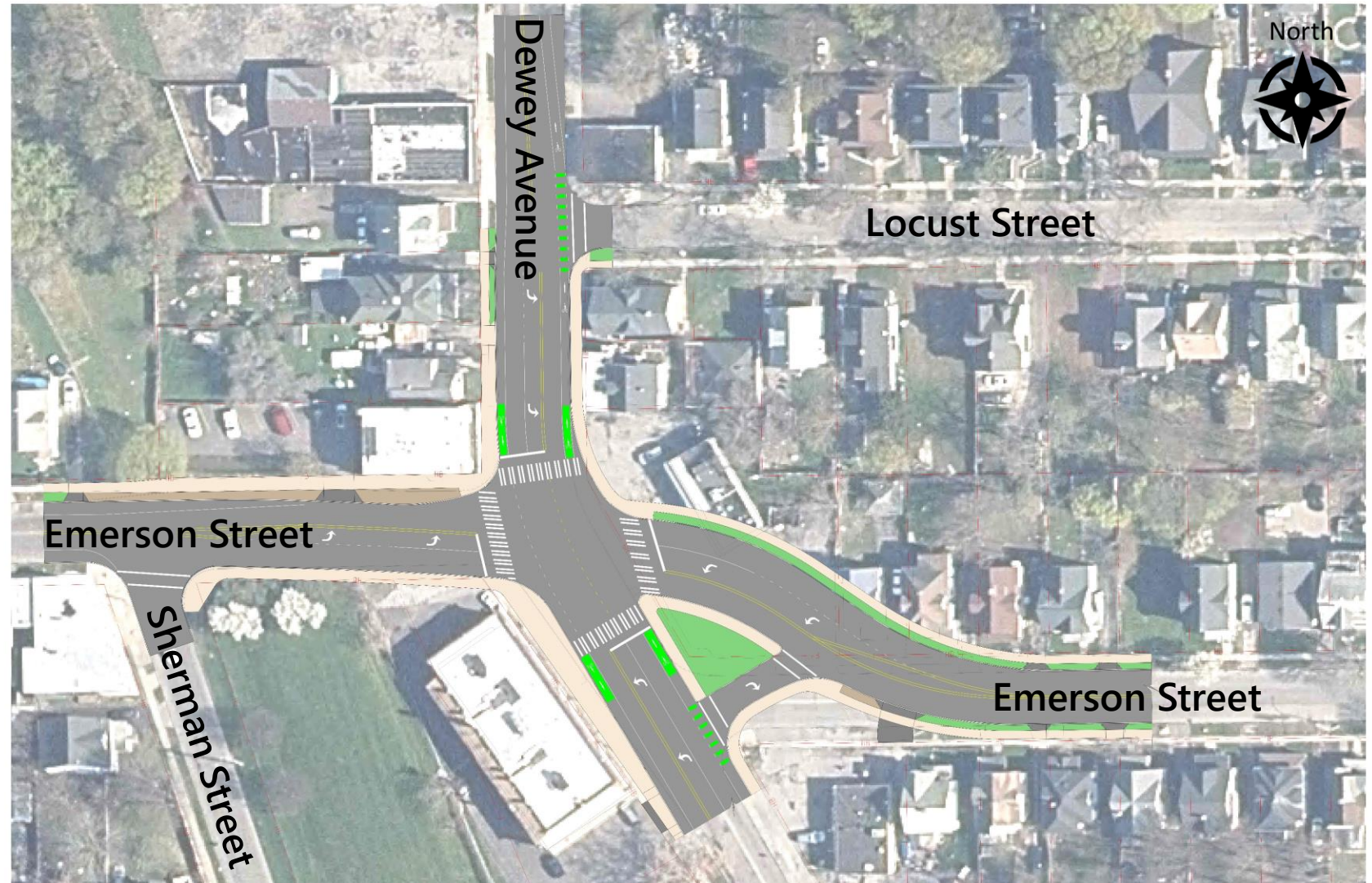




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CONCEPTUAL INTERSECTION ALTERNATIVES - Alternative #1 – East Side Realignment

- Consolidated intersection
- Bicycle accommodations through the intersection
- Compliant pedestrian facilities
- Improved driveway access points
- New pavement





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CONCEPTUAL INTERSECTION ALTERNATIVES - Alternative #2 – West Side Realignment

- Consolidated intersection
- Bicycle accommodations through the intersection
- Compliant pedestrian facilities
- Improved driveway access points
- New pavement





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INTERSECTION REALIGNMENT CONSIDERATIONS

- Property Impacts
- Safety / Operations
- Multi-modal Accommodations
- Utility Impacts
 - On going coordination
- Environmental
 - Field testing once selection of preferred alternative
- Historical / Architectural Resources
 - On going studies and coordination with agencies



PROPERTY CONSIDERATIONS & IMPACTS

- Property acquisitions with commercial businesses and residential relocations for the roadway realignment are anticipated
- Several easements for the roadway realignment
- Additional easements for sidewalk, curb ramp, and driveway improvements
- Affected property owners and occupants would be contacted directly by NYSDOT
- All acquisitions and relocations would be completed in accordance with Federal laws



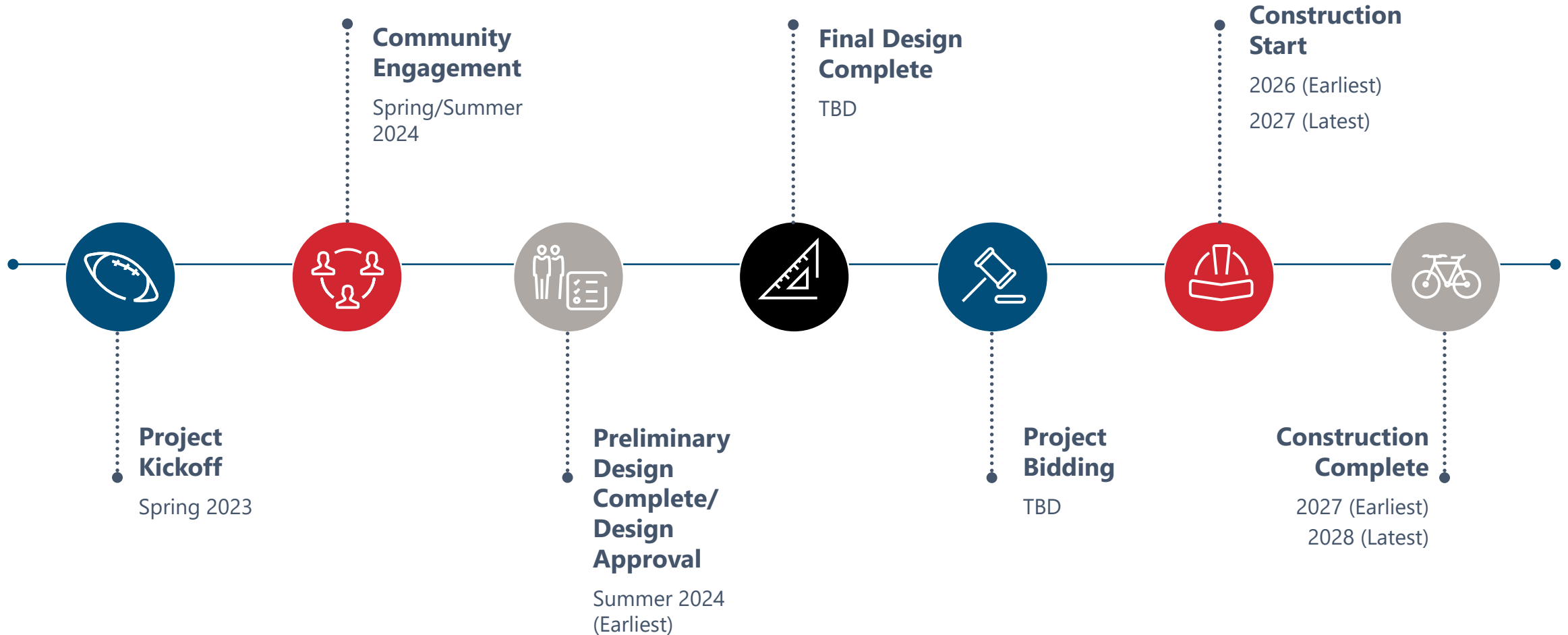
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PROJECT COST & FUNDING



- Project to be Federally & Locally Funded
 - Federal Highway Administration
 - City of Rochester
 - Monroe County
- Anticipated Construction Cost: \$8 Million +/-

ANTICIPATED PROJECT SCHEDULE





FOR MORE
INFORMATION

Visit the City of Rochester project webpage for updates and contact information:

Dewey Avenue and Emerson Street Reconstruction Project Website:

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

For additional information, please contact:

Tim Hubbard, City of Rochester

585-428-7154

Tim.Hubbard@cityofrochester.gov



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QUESTIONS & DISCUSSION

Please provide your name and address when asking a question

To ask a question from your COMPUTER:

- Click “**Raise Hand**” in the Zoom controls
- The Host will be notified
- Click “**Lower Hand**” when finished



To ask a question from your PHONE:

- Dial ***9 (Star Nine)** to raise your hand

Thank you for your INPUT!