



2025 PREVENTIVE MAINTENANCE PROJECT

CULVER ROAD (MONROE AVENUE TO ATLANTIC AVENUE)

UNIVERSITY AVENUE (NORTH GOODMAN STREET TO CULVER ROAD)

MONROE AVENUE AT WERNER PARK

Public Information Meeting
April 16th, 2024



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



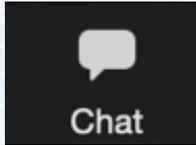
Department of
Transportation



Format of Zoom Webinar



(With Items to note for In-Person Meeting)

- **Attendance:** Please use the “chat”  feature to provide your name and address.
- **Questions:** Meeting participants will be muted during the presentation. Questions will be addressed at the end of the presentation.
- **Attendance:** Attendees consent to the audio and video recording of this meeting for project documentation purposes.

Project Team

City of Rochester

- Mayor: Malik D. Evans
- DES Commissioner: Richard Perrin, AICP
- City Engineer: Holly E. Barrett, PE
- City Street Design Manger: Dominic Fekete, PE
- City Project Manager: Darin Ramsay – ZOOM Host

Municipal

- MCDOT Project Liaison: David M. Kubiak, PE
- NYS Department of Transportation: Karlee Danek, PE

Design Consultants

- Lu Engineers Project Engineer: Paul Valente, PE – Zoom Co-Host
- Subconsultants: EDR and GdB

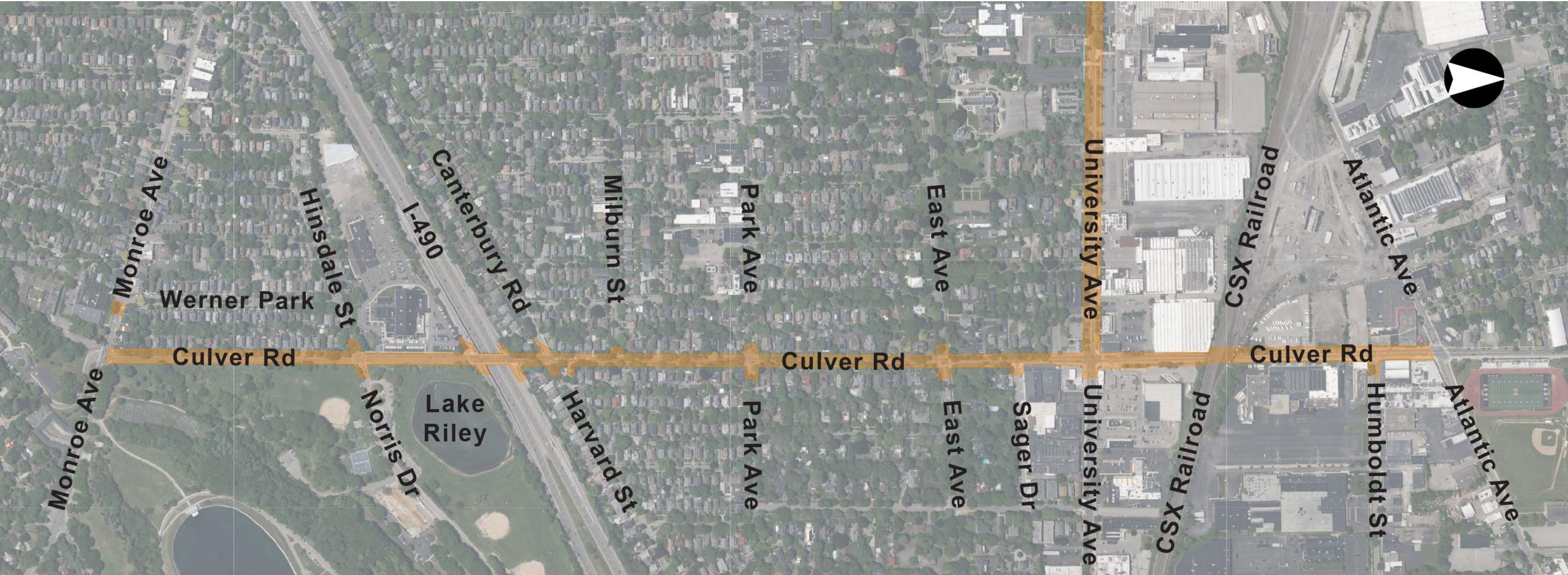


Agenda

- ❖ Project Limits
- ❖ Project Objectives and Scope
- ❖ Studies and Analysis Investigations
- ❖ City of Rochester Complete Streets
- ❖ Street Improvements
- ❖ Pedestrian Improvements
- ❖ Bicycle Facility Improvements
- ❖ Bus Stop Improvements
- ❖ Traffic Calming Improvements
- ❖ Traffic Signs and Pavement Marking Improvements
- ❖ Traffic Signal Improvements
- ❖ Work Zone Traffic Control
- ❖ Anticipated Project Timeline
- ❖ Question & Answers
- ❖ Contact Information



Project Limits – Culver Road and Monroe Avenue at Werner Park



Project Limits – University Avenue



Project Objectives and Scope



STREET MAINTENANCE PROJECT:

- Restore pavement condition
- Spot hazardous sidewalk replacement
- Improve ADA Curb Ramp Compliance
- Repair and adjust drainage structures
- Traffic signal improvements
- Implement the City's "Complete Streets" policy to accommodate all road users
- Evaluation of bus stop improvements, additional bicycle facilities, and pedestrian crossings
- Encourage multi-modal transportation

Studies and Analysis Investigations

- Parking Study
- Traffic Data Collection & Road Diet Analysis of Culver Road
- Crash History and Safety Study
- Pavement Evaluation and Treatment Selection Report
- Environmental Review



Parking Study

- A Parking Study was completed for the project to document the existing on-street parking usage and investigate the impacts of the proposed improvements to on-street parking
- The parking study collected counts on Culver Road and University Avenue on multiple days at various times



Parking Study – Culver Road

Parking Summary Culver Road (West Side) From Monroe Avenue to Atlantic Avenue				
Side of Street (Existing Parking Spaces)	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Monroe to Hinsdale (23 Spaces)	13% (3)	52% (12)	26% (~6)	23*
Humboldt to Atlantic (11 Spaces)	0% (0)	45% (5)	9% (~1)	11*

Parking Summary Culver Road (East Side) From Monroe Avenue to Atlantic Avenue				
Side of Street (Existing Parking Spaces)	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Humboldt to Atlantic (7 Spaces)	0% (0)	43% (3)	14% (~1)	7*

* Culver Road will not have any loss of parking spaces due to the project improvements

Parking Study – Culver Road

- Maintain Existing Number of Parking Spaces (41)
 - 34 Parking Spaces on West Side
 - 7 Parking Space on East Side
- Remove the existing time restricted parking periods and introduce unrestricted parking



Parking Study – University Avenue

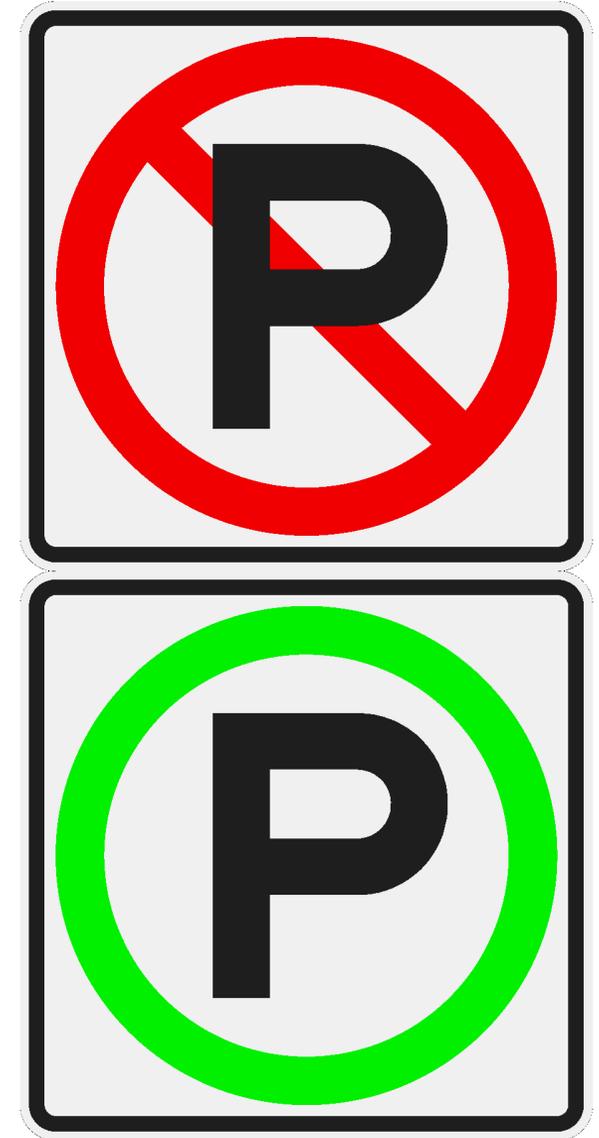
Parking Summary University Avenue (North Side) From North Goodman Street to Culver Road				
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Arlington to Atlantic (2 Spaces)	0% (0)	50% (1)	50% (~1)	0-2
Atlantic to Merriman (14 Spaces)	14% (2)	100% (14)	57% (~8)	14*
Merriman to Elton (8 Spaces)	50% (4)	88% (7)	63% (~5)	8*
Elton to Russell (8 Spaces)	25% (2)	100% (8)	63% (5)	8*
Russell to Granger (32 Spaces)	0% (0)	41% (13)	22% (~7)	28-32
Granger to Oliver (3 Spaces)	0% (0)	0% (0)	0% (0)	3*
Oliver to Culver (3 Spaces)	0% (0)	33% (1)	0% (~0)	3*

Parking Summary University Avenue (South Side) From North Goodman Street to Culver Road				
Side of Street	Minimum Utilization Rate	Maximum Utilization Rate	Average Utilization Rate	Proposed Number of Spaces
Rundel to Oxford (3 Spaces)	0% (0)	100% (3)	67% (~2)	3*
Oxford to Merriman (7 Spaces)	0% (0)	86% (6)	43% (~3)	7*
Merriman to Portsmouth (10 Spaces)	10% (1)	60% (6)	40% (~4)	10*
Portsmouth to Granger (52 Spaces)	12% (6)	42% (22)	25% (~13)	48-52
Granger to Oliver (9 Spaces)	11% (1)	56% (5)	33% (~3)	9*
Oliver to Culver (5 Spaces)	40% (2)	100% (5)	80% (~4)	5*

* University Avenue will not have any loss of parking spaces in these sections due to the project improvements

Parking Study – University Avenue

- Maintain Existing Number of Parking Spaces (156)
 - 70 Parking Spaces on North Side
 - 86 Parking Space on South Side



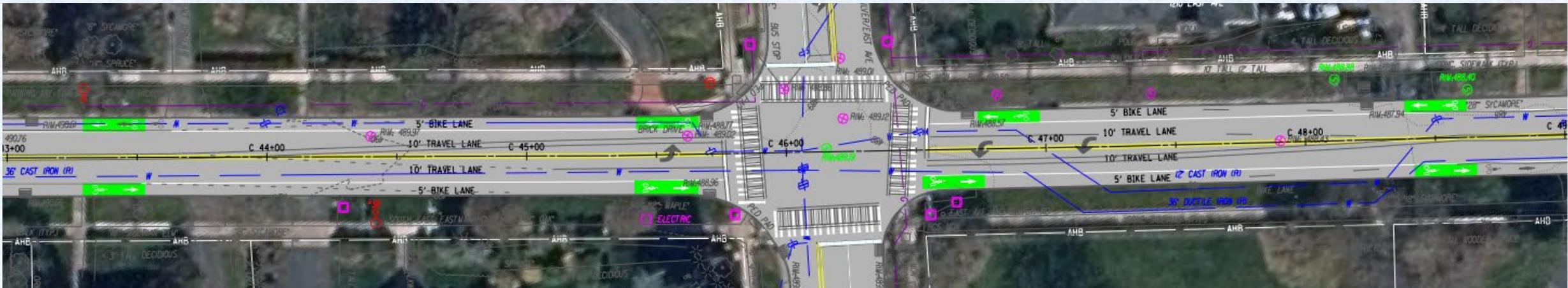
Traffic Data Collection & Road Diet Analysis of Culver Road

- A reduction of travel lanes on Culver Road between Monroe Avenue and Hinsdale Street is planned as part of this project.
- Actual and projected future volumes of traffic on this segment of Culver Road can be handled with one lane in each direction.
- One travel lane in each direction will be restriped to a bike lane with a buffered separation from the travel lanes
- On-Street Parking will remain in the areas where it is existing on the west side of Culver Road. Parking restrictions will be removed and parking will be allowed at all times.



Traffic Data Collection & Road Diet Analysis of Culver Road

- A continuous bike lane alternative was investigated, but is not feasible on Culver Road.
- Elimination of the left turn lanes along Culver Road between Hinsdale Road and University Avenue would result in safety and capacity issues.



Traffic Data Collection & Road Diet Analysis of Culver Road

- The traffic analysis supports the removal of the northbound right turn lane at the intersection of Culver Road and Humboldt Street to extend the northbound bike lane with a protective buffer adjacent to the travel lane
- Curb Bump-outs will be installed where feasible to calm traffic and improve pedestrian crossing safety



Crash History / Safety Study – Culver Road

- Recorded Crash information from July 2020 thru July 2023
- 273 Accidents on Culver Rd during 36-month period
- Crash Rates exceed the Monroe County Crash Rate as shown in table
- A majority of the crashes are sideswipes or rear end crashes
- 5 crashes involved Pedestrians, 3 Crashes involved Bicycles
 - Pedestrian Crashes: 1 at I-490WB Ramp, 1 at East Avenue, 2 at Humboldt Street, 1 at Atlantic Avenue
 - Bike Crashes: 1 at Park Avenue, 1 at University Avenue, 1 at Humboldt Street

Culver Road Crash Rates (Includes Reportable and Non-Reportable)			
Intersection	# of Crashes	County or State* Average Rate	Calculated Rate
Intersection Rate (Excludes midblock crashes)			
Culver Road @ I-490 Eastbound On-Ramp	13	0.56 ACC/MEV*	0.75 ACC/ MEV
Culver Road @ I-490 Westbound On-Ramp	41	0.56 ACC/MEV*	1.29 ACC/ MEV
Culver Road @ Harvard Street / Canterbury Road	30	0.56 ACC/MEV	1.16 ACC/ MEV
Culver Road @ Milburn Street	11	0.20 ACC/MEV	0.51 ACC/ MEV
Culver Road @ Park Avenue	32	1.16 ACC/MEV	1.41 ACC/ MEV
Culver Road @ Sager Drive	5	0.20 ACC/MEV	0.30 ACC/ MEV
Culver Road @ University Avenue	44	1.23 ACC/MEV	1.30 ACC/MEV
Link Rate (Includes midblock and intersection crashes)			
Culver Road from Monroe Avenue to Atlantic Avenue	273	3.01 ACC/MVM	8.03 ACC/ MVM

Collision Summary Culver Road From Monroe to Atlantic		
Type of Collision	Number	Percentage
Sideswipe	55	20%
Rear End	98	36%
Right Angle	48	18%
Left Turn	42	15%
Pedestrian	5	2%
Fixed Object	10	4%
Head on	1	<1%
Bicycle	3	1%
Right Turn	6	2%
Driveway	0	0%
Backing	4	1%
Overtaking	0	0%
Animal	1	<1%
Unknown	0	0%
Total	273	100%

Crash History / Safety Study – University Avenue

- Recorded Crash information from July 2020 thru July 2023
- 65 Accidents on University Ave during 36-month period
- Crash Rates exceed the Monroe County Crash Rate as shown in table
- A majority of the crashes are rear end, sideswipe, or right angle crashes
- 2 crashes involved Pedestrians, 2 Crashes involved Bicycles
 - Pedestrian Crashes: 1 at Arlington Street, 1 at Atlantic Avenue
 - Bike Crashes: 1 at Atlantic Avenue, 1 at Merriman Street

University Avenue Crash Rates (Includes Reportable and Non-Reportable)			
Intersection	# of Crashes	County Average Rate	Calculated Rate
Intersection Rate (Excludes midblock crashes)			
University Ave @ Arlington Street / Upton Park	6	0.20 ACC/MEV	0.37 ACC/ MEV
University Ave @ Oxford Street	5	0.20 ACC/MEV	0.31 ACC/ MEV
University Ave @ Granger Place	5	0.20 ACC/MEV	0.31 ACC/ MEV
University Ave @ Oliver Street	6	0.20 ACC/MEV	0.37 ACC/ MEV
Link Rate (Includes midblock and intersection crashes)			
University Avenue from			
North Goodman Street to Culver Road	65	3.01 ACC/MVM	5.17 ACC/ MVM

Collision Summary University Avenue From North Goodman to Culver		
Type of Collision	Number	Percentage
Sideswipe	11	23%
Rear End	24	30%
Right Angle	16	15%
Left Turn	2	13%
Pedestrian	2	3%
Fixed Object	2	9%
Head on	1	2%
Bicycle	2	0%
Right Turn	4	4%
Driveway	0	0%
Backing	1	0%
Overtaking	0	0%
Animal	0	0%
Unknown	0	0%
Total	65	100%

Crash History / Safety Study – Monroe Avenue at Werner Park

- Recorded Crash information from July 2020 thru July 2023
- 6 Accidents on Monroe Avenue at Werner Park during 36-month period
- Crash Rates exceed the Monroe County Crash Rate as shown in table
- Most of the crashes are sideswipe crashes
- No crashes involved Pedestrians or Bicycles on Monroe Avenue at Werner Park

Monroe Avenue @ Werner Road Crash Rates (Includes Reportable and Non-Reportable)			
Intersection	# of Crashes	County Average Rate	Combined Total Rate
Intersection Rate (Excludes midblock crashes)			
Monroe Ave @ Werner Pk	6	0.20 ACC/MEV	0.45 ACC/ MEV

Collision Summary Monroe Avenue At Werner Park		
Type of Collision	Number	Percentage
Sideswipe	3	50%
Rear End	1	17%
Right Angle	0	0%
Left Turn	1	17%
Pedestrian	0	0%
Fixed Object	0	0%
Head on	0	0%
Bicycle	0	0%
Right Turn	0	0%
Driveway	0	0%
Backing	0	0%
Overtaking	0	0%
Animal	0	0%
Unknown	1	17%
Total	6	100%

City of Rochester Complete Streets

- Complete Streets elements will be added where feasible
- Balance the needs and interests of all users of all ages and abilities
- Accommodate all modes of travel that is consistent with neighborhood context and neighborhood goals
- Provide safe access for all users
- Integrate physical activity into our daily lives through an increased emphasis on walking, bicycling and public transportation



16 
Genesee
Frequent Route

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

Street Improvements

Milling and Resurfacing

- Extend pavement life
- Improve surface drainage
- Restore surface riding quality
 - Mill off deteriorated pavement and replace with new asphalt riding surface
 - Deeper repairs in areas with greater deterioration



Street Improvements

Sidewalk and Curb Repairs

- Replace damaged or patched Sidewalk
 - Tripping hazards, cracking, and heaving
- Spot replacement of damaged sections of curb



Street Improvements

Catch Basins, Manholes, and Valve Boxes

- Repair and/or replace catch basins, adjust frames and grates to grade
- Repair manholes, adjust covers to grade
- Valve boxes will be replaced as needed and adjusted to grade
- Install concrete collars around drainage structures, manholes and valve boxes where necessary



Street Improvements

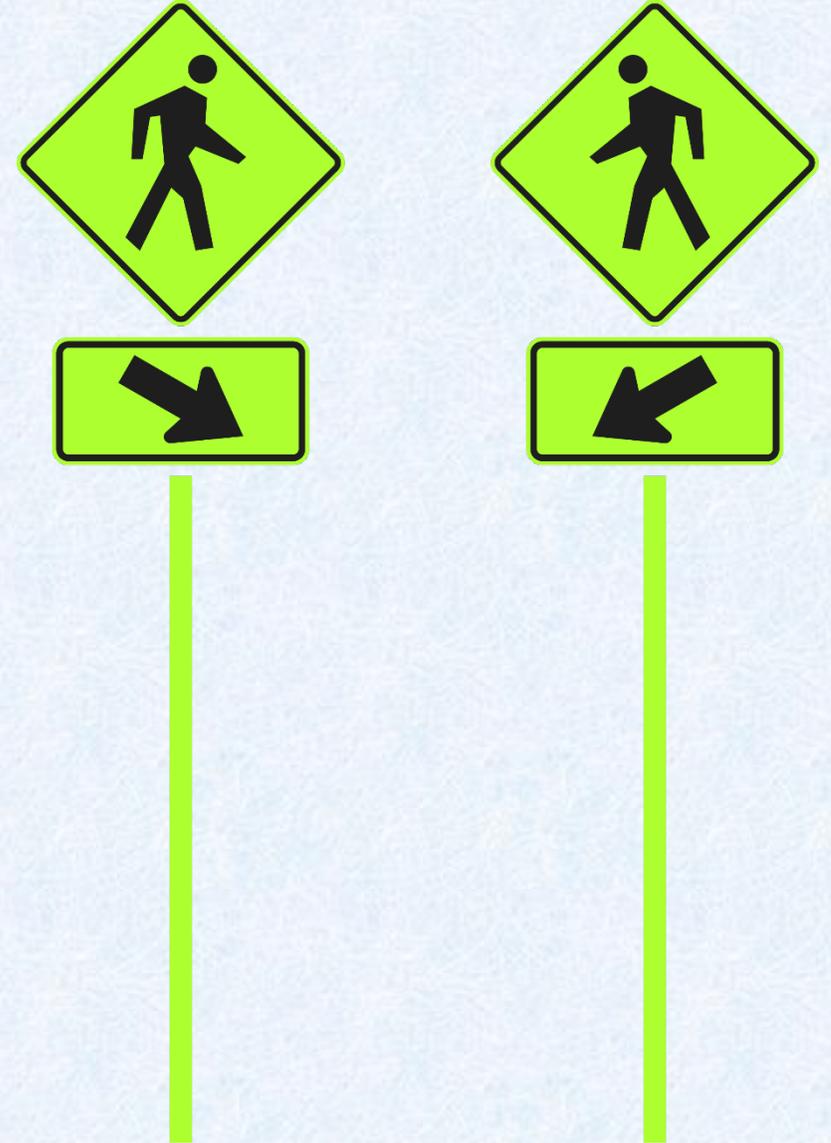
Sidewalk Curb (ADA) Ramps

- A total of 122 curb ramps being evaluated
- Non-compliant ramps will be modified to meet ADA requirements where feasible
- Missing or worn detectable warning surfaces will be replaced
- Identify and correct drainage problems at curb ramps



Pedestrian Improvements

- Improve the existing pedestrian crossings on Culver Road and University Avenue where feasible with curb bump-outs to shorten the crossing distance and make pedestrians more visible to motorists at the crossings
- Improve the existing pedestrian crossing on Monroe Avenue at Werner Park by providing a raised center median to provide pedestrian refuge and make pedestrians more visible to motorists at the crossing. Add proper signage and pavement markings to improve safety



Bicycle Facility Improvements

- The City of Rochester's Compete Streets Policy requires the evaluation of bicycle facilities on all street projects
- Dedicated bicycle facilities are preferred
- Shared use lanes (vehicles and bicycles) and multi-use paths (pedestrians and bicycles) are alternatives where dedicated bicycle lanes are not feasible



Source: City of Rochester's "Bike Rochester" website
<https://www.cityofrochester.gov/bikerochester/#INFRASTRUCTURE>

Bicycle Facility Improvements – University Avenue

- The existing University Avenue corridor includes shared use travel lanes for motorists and bicyclists
- Along University Avenue within the project limits two sub alternatives are being investigated to relocate bicycles from the vehicle travel lanes if budget allows
 - Detached two-way multi-use path along the south side of University Avenue
 - Detached one-way cycle tracks on both sides of University Avenue

Bus Stop Improvements

- There are two (2) bus stops within the Culver Road project limits
- There are twelve (12) bus stops within the University Avenue project limits
- There are two (2) bus stops within the Monroe Avenue project limits
- Bus Bulbs / Curb Bump-outs will be installed where feasible and if budget allows, to improve the RTS bus stop locations
- Concrete bus pads will be installed where needed to provide additional loading area adjacent to the sidewalk. These locations will be determined during final design.

Traffic Calming Improvements – Monroe Avenue at Werner Park

- Pedestrian refuge island to be installed
- Rectangular Rapid Flashing Beacon (RRFB) installation was studied however the location does not meet the minimum pedestrian volume requirements for installation
- Bus stops will be improved with concrete bus landing pads.



Traffic Signs and Pavement Marking Improvements

- Replace Traffic and Parking Signs that are faded and damaged with new signs
- Replace Non-Compliant Traffic Signs
- Replace all existing worn and faded pavement markings with new pavement markings



Traffic Signal Improvements

- Upgrade pedestrian push buttons as needed
- Replace vehicle detection loops or install vehicle detection cameras
- Add traffic signal back plates



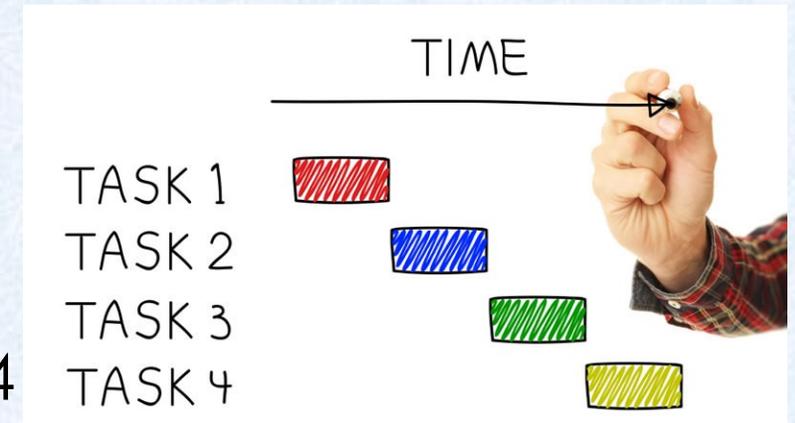
Work Zone Traffic Control

- Public Information will be provided:
 - Direct mailings to adjacent properties
 - Media alerts via radio broadcasts to the general public
 - Variable Message Signs (VMS)
 - Temporary motorist information signs
- Coordination with RTS will be maintained to provide uninterrupted access to transit service
- It is anticipated that two-way traffic will be maintained at all times



Anticipated Project Timeline

- Kick-Off August 2023
- Preliminary Design Sept. 2023 to June 2024
- **Public Meeting #1 April 2024**
- Final Design June 2024 to November 2024
- Public Meeting #2 July 2024
- Advertisement November 2024
- **Construction April 2025 thru November 2025**



Questions & Answers



If you are on a computer:

Use the “raise your hand” feature to ask a question

If you are on a phone:

Dial *9 to “raise your hand” to ask a question

Contact Information

The presentation will be posted to the project webpage at:

<https://www.cityofrochester.gov/2025PM/>

Comments may be submitted to the Project Manager until one week after this Public Meeting. Any comments received by **Tuesday, April 23rd, 2024**, will be recorded and answered in the public meeting minutes.

City Project Manager

Darin Ramsay

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Phone: (585) 428-6695

