



City of Rochester, NY
Lovely A. Warren, Mayor
Rochester City Council

2022 Milling & Resurfacing Project

East Avenue
Chestnut Street
North Goodman Street

CITY PC# 20133

September 29, 2021
Public Information Meeting
via Zoom Video Webinar



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

Presentation at 5:30 p.m.

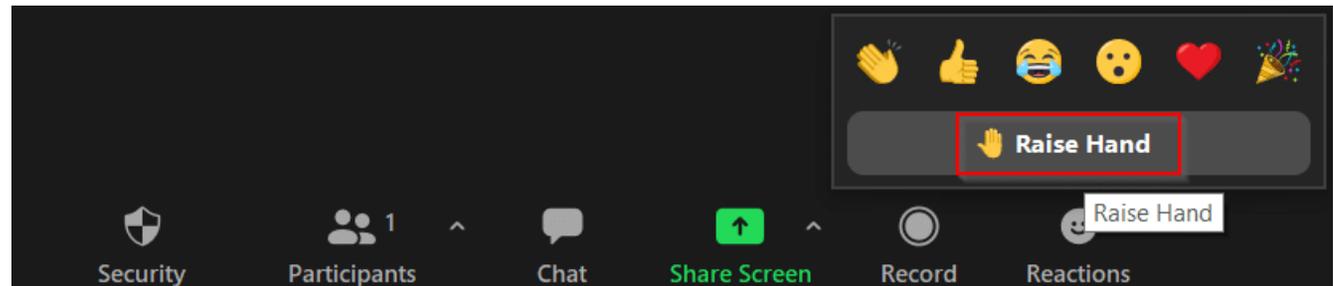


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FORMAT OF THIS MEETING

 **BERGMANN**
ARCHITECTS ENGINEERS PLANNERS

- Please use the “**Chat**” feature to provide your name and address.
- Participants on a computer will be muted during the presentation.
- Participants on a phone **please dial *6** to mute yourselves.
- Please wait until the end of the presentation to ask questions.
- Participants **on a computer** should use the “**Q&A**” feature to type a question or “**Raise Hand**” feature to speak a question.
- Participants **on a phone** can dial ***9** to “raise your hand” at the end of the meeting to ask a question.
- **This meeting is being recorded.**





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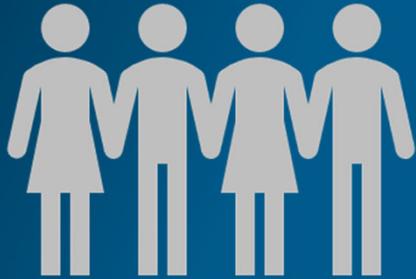
PUBLIC MEETING AGENDA

- Project Team
- Community Engagement
- Project Limits
- Objectives
- Street Improvements
- Pedestrian Improvements
- Multilane Conversions and Bicycle Facility Improvements
- Streetscape and Traffic Signal Improvements
- Project Schedule
- Questions or Comments



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PROJECT TEAM



City of Rochester

Mayor
DES Commissioner
City Engineer
Street Design Manager
Street Design Project Manager
Manager of Special Projects

Lovely A. Warren
Norman H. Jones
Holly Barrett, P.E.
Dominic Fekete, P.E.
Ruben Escobar, P.E.
Erik Frisch

Monroe County

MCDOT Project Liaison

Henry Herdzik, P.E.

Consultants

Bergmann Project Manager
Bergmann Project Engineer
Highland Planning

Michael Croce, P.E.
Steven Ketch, P.E.
Susan Hopkins

COMMUNITY ENGAGEMENT



Areaway Mailings

- June-July 2021
- Letters to 15 property owners on East Avenue and Chestnut Street where areaways may exist

Stakeholder Meetings

- September 13, 2021
- Property and business owners on East Avenue and Chestnut Street
- 22 Owners Contacted

Public Information Meeting

- September 29, 2021
- Zoom webinar with questions and comments
- Sent out over 350 invitation flyers
- Door-to-door contact



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PROJECT LIMITS

East Avenue from E. Main Street to Alexander Street (0.5 miles)



Chestnut Street from Broad Street to E. Main Street (0.2 miles)



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PROJECT LIMITS

N. Goodman Street from Peck Street to Bay Street (0.5 miles)





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PROJECT LIMITS

N. Goodman Street from Clifford Avenue to City Line (0.85 miles)





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PROJECT OBJECTIVES

- Restore pavement condition
- Consider road diets & bike lanes
- Improve ADA compliance (curb ramps)
- Repair curb and sidewalk deficiencies
- New/Improved pedestrian crossings
- Streetscape improvements
- Traffic signal improvements





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MILLING & RESURFACING

- Extend pavement life
- Improve surface drainage
- Restore surface riding quality
 - Mill off top 1.5" to 2" of deteriorated pavement and replace with new surface
 - Deeper repairs in areas with greater deterioration





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SIDEWALK & CURB REPAIRS

- Replace damaged or patched sidewalk
 - Tripping hazards, cracking, & heaving
- Replace damaged sections of curb
- Approximately 3,000 SF of sidewalk and 200 LF of curb will be replaced





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CATCH BASINS, MANHOLES, AND VALVES

- Clean and repair catch basins, adjust frames and grates to grade
- Replace and repair manhole covers, adjust to grade
- Valve boxes will be replaced if necessary and adjusted to grade
- Install concrete collars around catch basins, manhole covers, and valves
- *East Avenue water main, services, and hydrants will be replaced in Spring 2022 (separate project)*

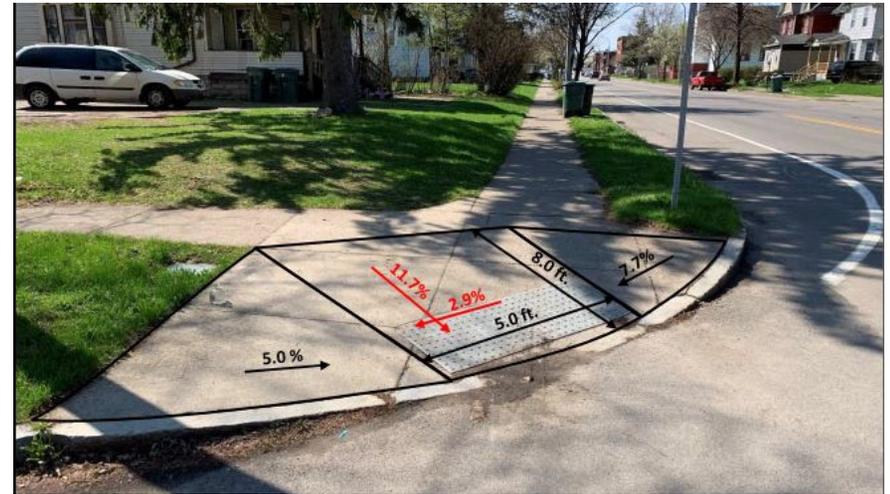




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SIDEWALK CURB RAMPS

- A total of 115 curb ramps evaluated
- Non-compliant ramps will be modified or rebuilt to meet guidelines where feasible
- Replace worn or missing detectable warning surfaces
- Correct identified drainage problems





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CURB BUMP-OUTS

- Curb bump-outs improve pedestrian safety by:
 - Calming/slowing traffic
 - Improving pedestrian visibility
 - Shortening crossing distances
 - Define on-street parking
 - Encourages slower turning speeds
- Installation of curb bump-outs:
 - On East Avenue at Swan Street
 - On N. Goodman Street at Perkins Avenue

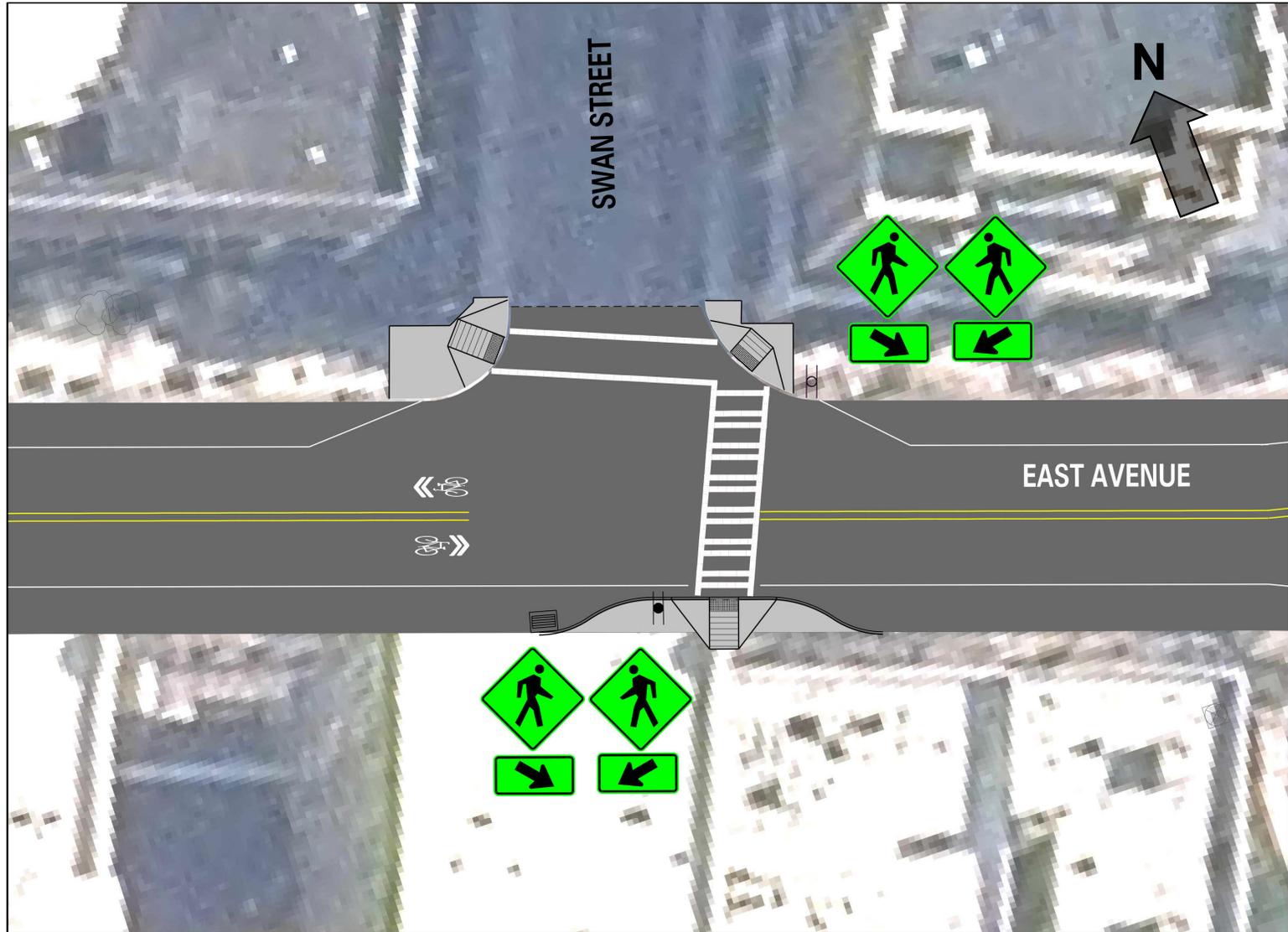




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CURB BUMP-OUT

EAST AVENUE AT SWAN STREET

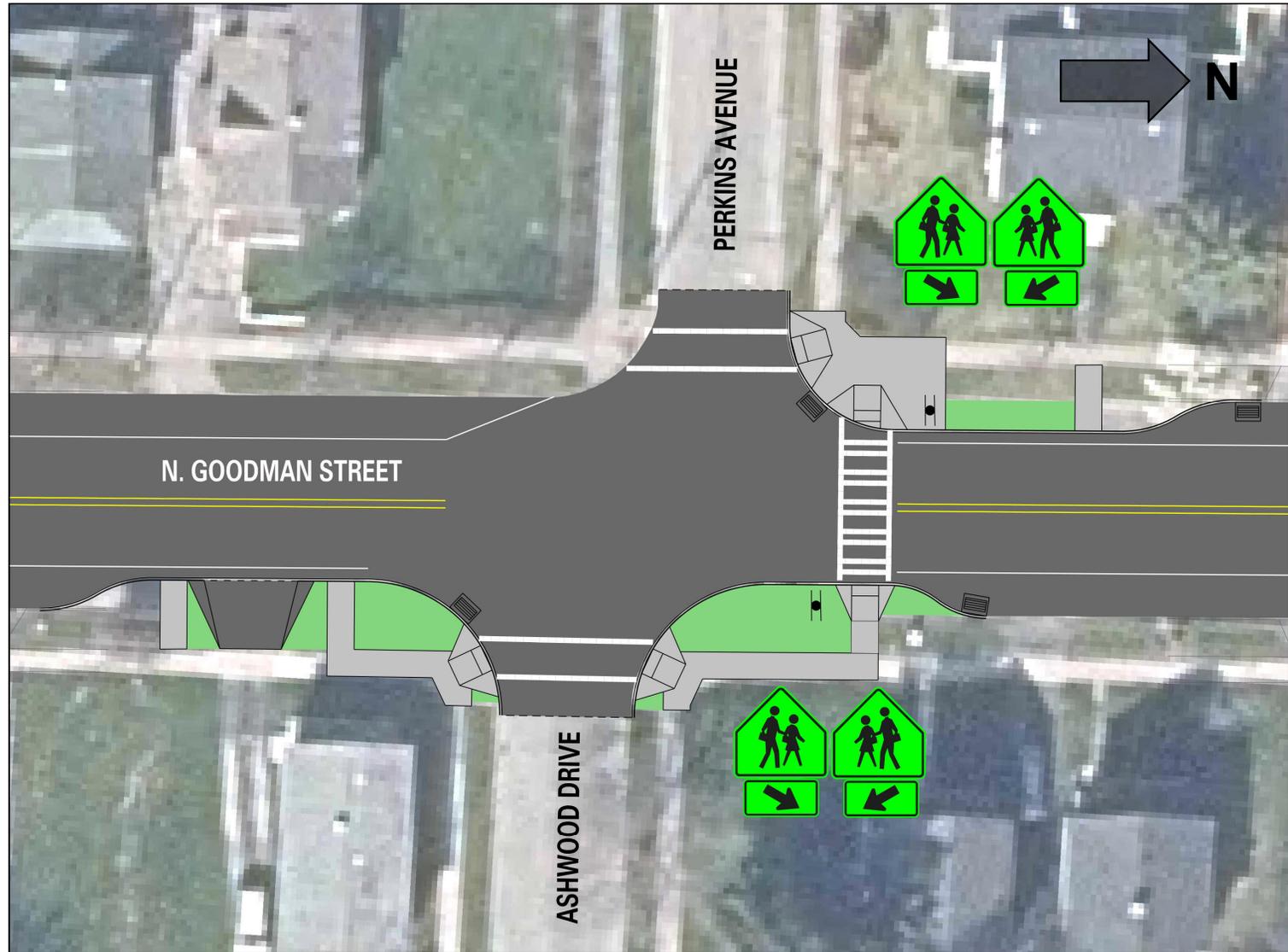




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CURB BUMP-OUT

N. GOODMAN AT PERKINS AVE





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MULTILANE CONVERSIONS (ROAD DIETS)

- Multilane conversions reduce the number of travel lanes and reallocate that space to other uses.
 - East Avenue: E. Main St to Chestnut St
 - Chestnut Street: E. Broad St to E. Main St
- Road diets promote traffic calming and enhance safety.
- Completed a traffic analysis to determine a reduction in lanes is possible.





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BICYCLE FACILITY IMPROVEMENTS

- The City of Rochester's **Complete Streets Policy*** requires the evaluation of bicycle facilities on all street projects.
- Dedicated bicycle facilities are preferred.
- Shared use lanes are an alternative where dedicated bicycle facilities are not feasible.



* A complete street is one that accommodates all users, including pedestrians, bicyclists, transit users and persons with disabilities.

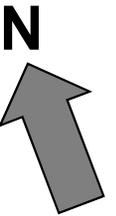


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EXISTING

EAST AVENUE – E. MAIN TO CHESTNUT

- Striped as 4 lanes with outer lanes used for parking
- Parking prohibited during AM/PM rush hours
- Total of 20 parking spaces exist
- Observed parking occupancy ranges from 0% to 25%



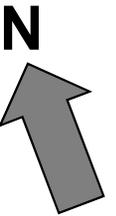


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PROPOSED

EAST AVENUE – E. MAIN TO CHESTNUT

- Stripe as 2 vehicular lanes with 2 bike lanes
- Parking retained on north side of street with modifications
- Total of 11 parking spaces proposed
- Parking capacity exceeds observed demand



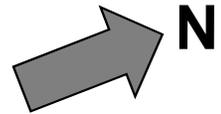


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EXISTING

CHESTNUT STREET – E. BROAD STREET TO EAST AVENUE

- Striped as 5 lanes
- Parking prohibited between Elm and Euclid during AM/PM rush hours
- Total of 16 parking spaces (rush hour restrictions) exist
- Parking occupancy ranges from 33% to 106%



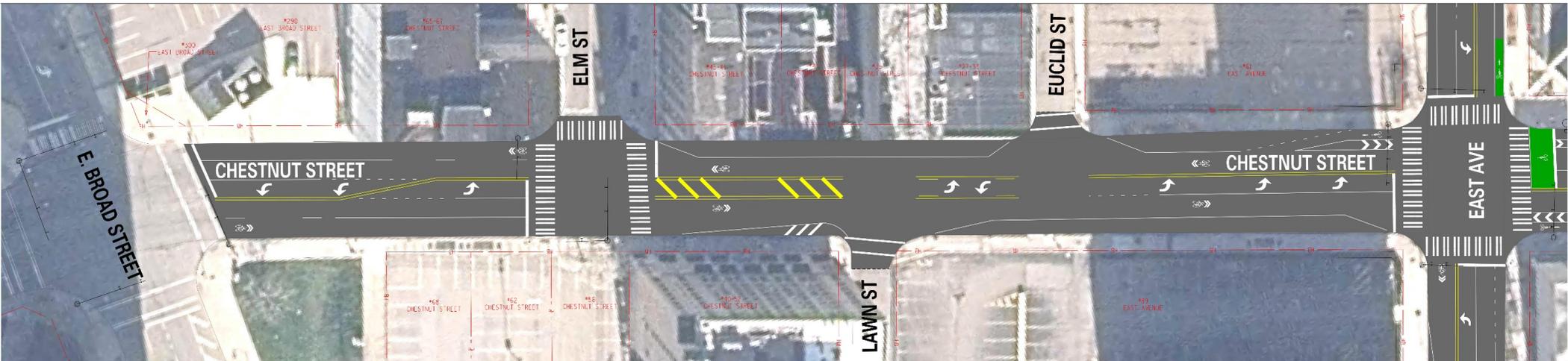
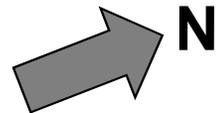


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PROPOSED

CHESTNUT STREET – E. BROAD STREET TO EAST AVENUE

- Reduced from 5 lanes to 3 between Elm and Chestnut
- Lane reductions between E. Broad and Elm would produce excessive queue lengths
- Loading zone and accessible parking in front of Columbus Building relocated to Lawn Street to allow for proper merging taper
- Provide additional parking between Euclid and East Ave (21 spaces total proposed)
- Shared lanes



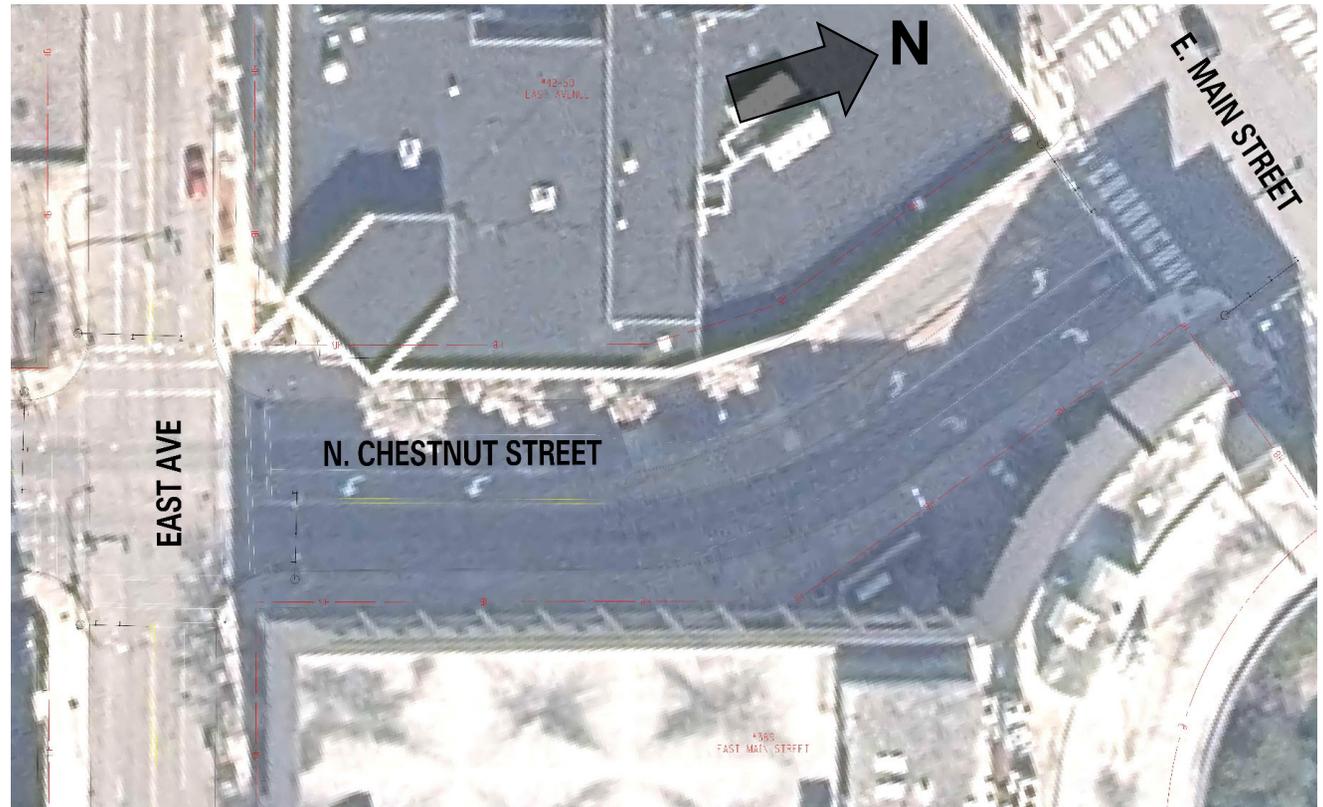


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EXISTING

CHESTNUT STREET—EAST AVENUE TO E. MAIN STREET

- Striped as 5 lanes
- No parking allowed
- Bike lanes exist on E. Main Street and on N. Chestnut Street north of the project



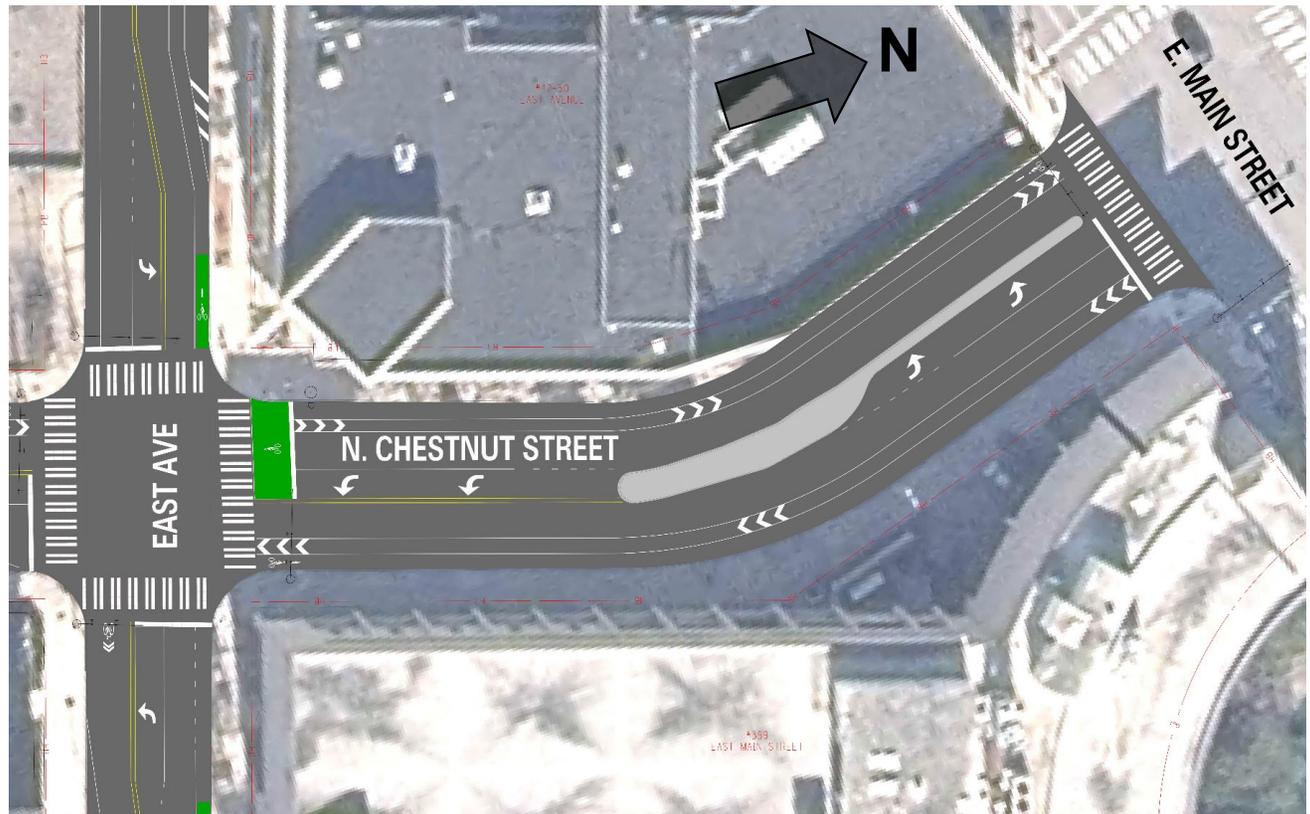


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PROPOSED

CHESTNUT STREET—EAST AVENUE TO E. MAIN STREET

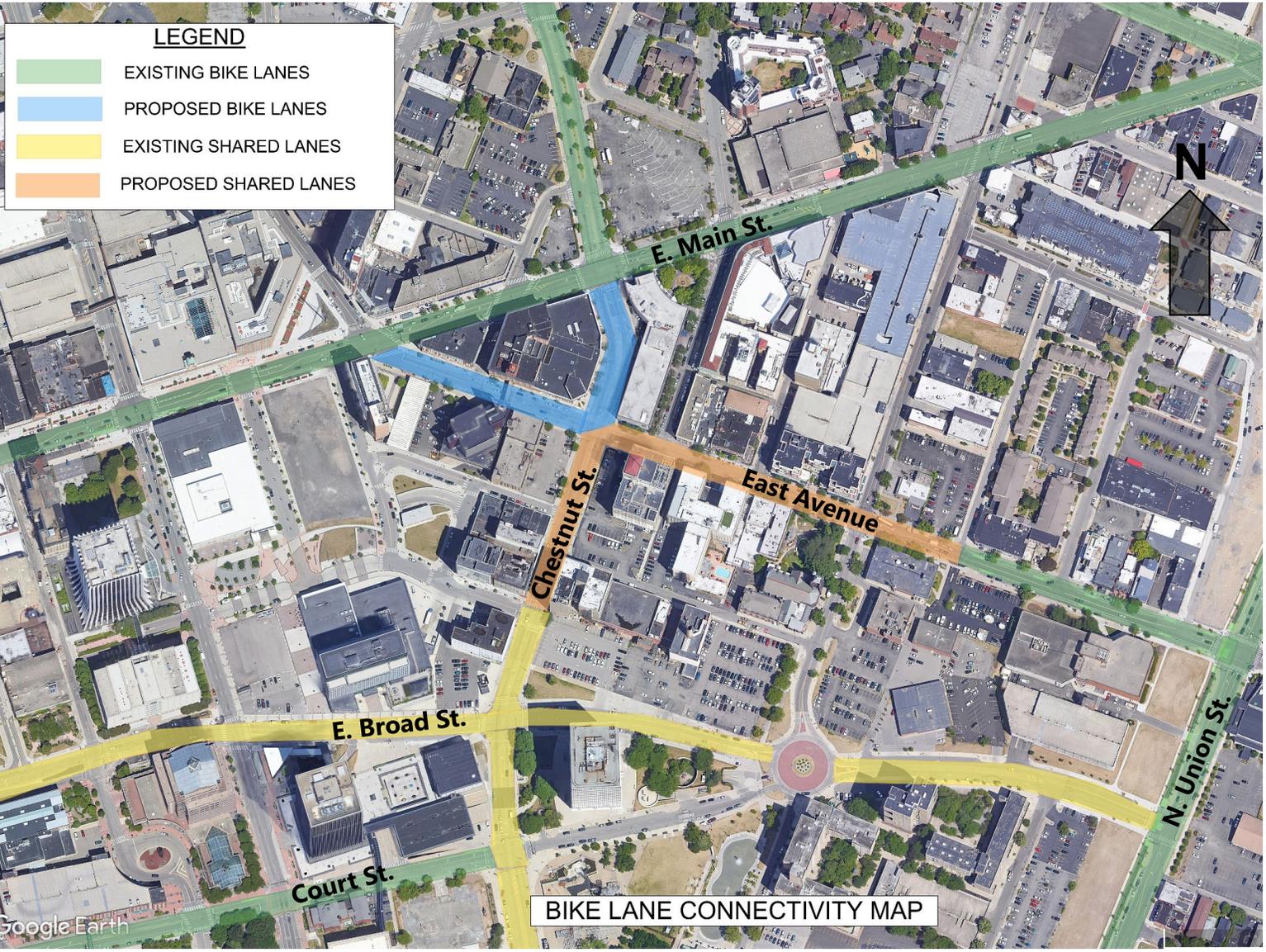
- Stripe as 2 vehicular lanes with 2 bike lanes
- No parking allowed
- Right turn lanes can be eliminated based on traffic analysis





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BIKE LANE CONNECTIVITY



Google Earth

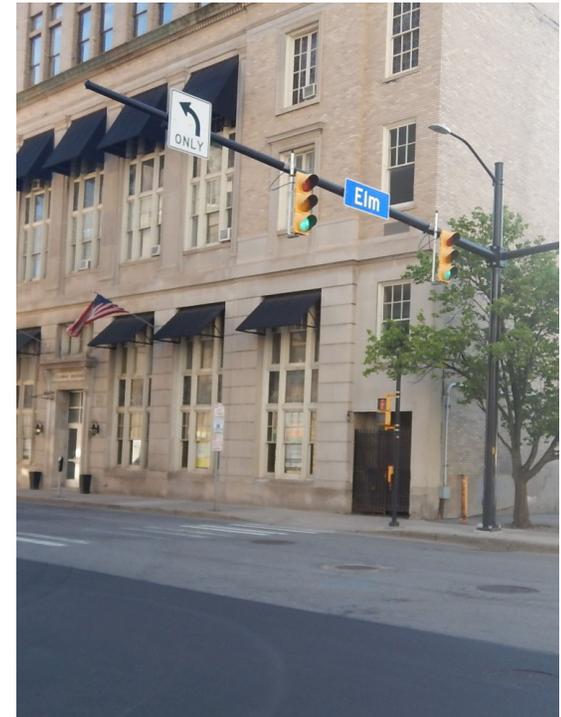
BIKE LANE CONNECTIVITY MAP



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STREETSCAPE IMPROVEMENTS

- Paint traffic signal poles and mast arms on East Avenue and Chestnut Street black
- Replace steel street light poles on East Ave and Chestnut Street with black poles
- Replace pedestrian light fixtures on East Avenue
- New street light near corner of East Ave and Chestnut





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TRAFFIC SIGNAL IMPROVEMENTS

- Install back plates on all signal heads
- Replace outdated signal heads
- Replace outdated pedestrian signal heads
- Replace loop detectors
- Remove inactive signal poles at East Ave and Stillson Street





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FOR MORE
INFORMATION

Visit the City of Rochester project webpage for updates on project schedule, meeting minutes, and public meeting displays:

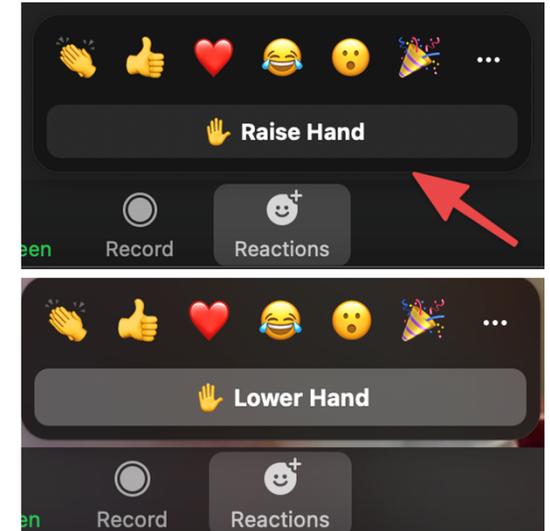
<https://www.cityofrochester.gov/2022MR>



QUESTIONS OR COMMENTS

To ask a question from your **COMPUTER** after the meeting:

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



To ask a question from your **PHONE** after the meeting:

- Dial ***9** to raise your hand

For additional information, please contact:

Ruben Escobar, P.E.

585.428.8600

Ruben.Escobar@CityofRochester.Gov