

# Meeting Minutes



**Date:** July 28, 2022 **Location:** Zoom  
**Project Name:** 2023 Preventive Maintenance – Group 1 **Project No.:** 19674.00  
**Subject:** Public Information Meeting **Scribe:** Rosenthal

<u>Attendees:</u>	<u>Representing:</u>	<u>Phone/Fax No.:</u>	<u>E-mail Address:</u>
25 attendees – see attached list			

On Thursday July 28, 2022, the City of Rochester hosted a virtual public information meeting from 5:30 – 6:30 PM using the Zoom videoconferencing platform. The purpose of the meeting was to share the proposed design for the 2023 Preventive Maintenance – Group 1 project on East Avenue (Culver Road to Probert Street), University Avenue (Culver Road to Blossom Road), Culver Road (Garson Avenue to Laurelton Road and Clifford Avenue to Norton Street), and South Avenue (East Henrietta Road to Elmwood Avenue)

The following questions were asked by the public following the formal presentation:

- Q (Nick Wilson Resident): Own a business at 1255 University on the south side of the street. In favor of bike lanes and connecting existing bike infrastructure. However, February is not a good time for a parking study due to snow covering parking spots. Not in favor of eliminating the parking spots as they are used all the time and support the businesses with limited parking.  
 R: [Comment noted.](#)
- Q (Paul Marone): From East Ave Auto. When going west on East Ave and turning right at the Culver Rd intersection, it is tight and difficult for tractor trailers to turn right. Speed humps are not good as they wreck cars and the paint comes off too quickly, so drivers don't see them anymore. East Blvd could have angled parking if the parking on University will be eliminated. Angered that in the past, the City has installed bike facilities without notice to the community. For example, turning Probert St into a 1 way street for cars. Prefers sharrows over bike lanes. Not many bikes are out in February. For the bumpouts at East Blvd, perhaps there is another intersection where it will look like this and works. Maybe if cars are parked at an angle it would help at the bumpout. Also expressed agreement with Nick that the parking should be kept on the south side of University.  
 R: [Comment noted.](#)
- Q (Karen Lankeshofer): Along with improving the crosswalks, will the pedestrian lights be regulated to include Lead Pedestrian Intervals?  
 R: [Monroe County Department of Transportation \(MCDOT\) regulates signal phasing and timing at signalized intersections.](#)

4. Q (Adrian Martin): Why are you building new “door zone” bike lanes on University Ave? They are dangerous and create conflict points between drivers and cyclists.  
R: The scope of this project does not include widening of the roadway and utilizes the existing curb to curb width. Therefore, given the existing curb to curb width and minimizing vehicular travel lane widths as much as possible, space is limited and a buffer area cannot be provided.
5. Q (Karen Lankeshofer): In the work zones, please don’t place the road work signs on the sidewalks. Put them on the road shoulders so that pedestrians are not inconvenienced.  
R: The contract drawings will have work zone traffic control plans that restrict the contractor from placing signs on the sidewalk. Additionally, the construction inspection staff will ensure the contractor is not placing the work zone traffic control signs on the sidewalk and in the correct locations.
6. Q: (Jesse Peers) I’ve lived in the Culver & Merchants triangle for 15 years. The motorist speeds on Culver near Parsells are much too high. What can be done to calm this arterial? Thanks so much.  
R: The project proposes to install new curb bump-outs at Culver and Parsells which significantly narrow the roadway at the intersection approaches and results in lower vehicle speeds.
7. Q (Paul Schneider): Will anything be done to slow traffic on South Ave between Fort Hill and Elmwood?  
R: Our proposed lane configuration on South Avenue includes narrowing of the travel ways and new pavement markings which are two traffic calming features included in the project.
8. Q (Karen Managan): As a bicyclist, I understand not putting speed humps on main roads for emergency vehicles but I would love to see speed bumps (humps) on ALL residential streets to slow traffic down.  
R: The project limits do not extend onto side streets and no speed bumps are proposed as part of this project.
9. Q (Anonymous): Not a question, just a comment that I \*do\* appreciate all the bike lanes. I would prefer more bike lanes instead of shared marked lanes (aka “sharrows”) but I will favor a compromise.  
R: Comment noted.
10. Q (Paul Marone): Last quick thought do you do anything where the sidewalk plow cannot get down the sidewalk as the walk has become too narrow due to trees getting really big. The walk between Farrington Place and Probert Street is rarely plowed as the sidewalk plow cannot fit through !!  
R: Comment noted.
11. Q: (Dylan) Is it possible to include plastic ballads along the painted lines of the bike lanes along South Ave? This would create some small bit of separation between cars and cyclists. Or is this something that’s not currently possible?  
R: Unfortunately, due to the heavy snow in the winter, plastic bollards or delineators in the roadway would be destroyed by snowplowing operations.
12. Q (Paul Schneider): When you are doing any road work, will there be any repairs to the apron part of the driveways which deteriorate due to heavy salt used by the city when plowing during winter.  
R: No driveway apron replacements are included as part of this project.
13. Q (Dylan): Thank you for answering my question! Can we learn lessons from NYC and Montreal where these exist? Such cities see a lot of snow.  
R: Comment noted.

14. Q (Jonah): 1255 University. I want to thank you both for hosting this meeting as it is much appreciated keeping us up to date. I have to agree with Nick and Paul as they both discussed concerns I have with the bike lanes. 1255 University area has a lot of businesses in which customers use the street for parking as parking is limited.

R: [Comment noted.](#)

15. Q (Paul Marone): Many people walk to Wegmans from West of us [East Ave Auto] they fall on the sidewalk in that area and it should be addressed.

R: [Comment noted.](#)

16. Q (Nick Wilson): Appreciate the crosswalk at University and East Blvd. Thanks!

R: [Comment noted.](#)

This is the writer's interpretation of the above meeting. If there are any issues that need to be revised or discussed, please inform the author within five days of receiving the minutes.

**Next Meeting:** N/A

**Copies:**



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Rob Schiller, PE

## **List of Meeting Attendees**

### **Project Team**

Phoenix Howell, City of Rochester

Rob Schiller, Erdman Anthony

Kara Rosenthal, Erdman Anthony

### **Community Members**

Adrian Martin

Andrew Davidson

Connie Valk

Dylan

Geoff Gugel

Giuseppe Erba

Glenda Spencer

James Dietz

Jesse Peers

Jim

John L

Karen Managan

Karen Lankeshofer

Leasing Agent (Jonah)

Linda Delaney

Mark Fitzstevens

Nancy

Nick Wilson

Paul Marone

Paul Schneider

Ruth Wells

Susan