

**Public Information Meeting #1**Main Street Streetscape & Pedestrian Wayfinding Enhancement Project – Phase II / 192800064

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Date/Time: December 12, 2018 / 6:00 pm – 8:00 pm  
Place: Joseph A. Floreano Rochester Riverside Convention Center  
123 E Main St.  
Rochester, NY 14604

Next Meeting: TBD

Attendees: Jeff Mroczek (COR)  
Frank DiCostanzo (NYSDOT)  
Jim Hofmann (Stantec)  
Sean Miller (Stantec)  
Michael Damico (Stantec)  
See Attached List of Public Participants

Absentees:  
Distribution:

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**Introduction**

Jeff Mroczek, RLA (City Landscape Architect, Project Manager) introduced the project team and Jim Hofmann, PE (Stantec) proceeded with a power point presentation introducing the project and explaining that the enhancements from Phase I would be implemented through Phase II. Sean Miller, PE (Stantec) provided detailed information regarding preliminary streetscape and pedestrian wayfinding enhancements for the project area. A handout was provided to those attending. A comment sheet was available anyone who wanted to provide comments on the project. No written comments were provided at the meeting. A list of attendees has been documented via scan and/or photograph.

The questions/comments discussed at the meeting are as follows. The response by the Design Team is indicated in red italics.

**Comments – Streetscape**

- The shared bus/bike lanes are problematic – there are too many conflict points and the transition from a dedicated bike lane to a shared bus/bike lane provides an inconsistent experience. *This will be explored further. However, with the need to balance the needs of all users on this section of Main Street and adjacent section, separate bike lane facilities may not be possible given available area.*
- Continuous dedicated bike lanes are needed. Consider reducing the width of the center turn lane to 10-feet and narrow sidewalks to free up space for the bike lanes. *This option was explored. However, with the need to balance the needs of all users of this section of Main Street and further on down, separate bike lane facilities may not be possible given the available area.*
- The City should explore a cycle-track to keep cyclists completely separated from the vehicle traffic. *A cycle track option was considered but was deemed inappropriate for this section of Main Street. Main Street Phase I has set the precedent to have cyclists on the street in either bike lanes or shared use lanes.*
- Is there potential for a raised, separate bike lane? *A raised and separated bike lane would interfere with other aspects of the design that are being incorporated to meet the needs of other users on this section of Main Street. Additionally, Main Street Phase I has set the precedent to have cyclists on the street in either bike lanes or shared use lanes.*

- Can the bike lane take up some 'sidewalk' space? This would offer a separated experience for the cyclist. *This is not possible with the area that is available and the amount of people who use the sidewalk on a daily basis, especially on days where there are events at the Convention Center.*
- There's already enough parking. Do we need on-street parking? *Yes. The businesses along Main Street have requested that the design include as much parking as possible.*
- 'Part A' (west side of river) is already an accident-prone intersection (Main & State/Exchange) with a wide sidewalk and turning lane. *This or the future State Street Project will explore how to make the intersection safer.*
- A crosswalk across Main at Aqueduct Street should be explored. People departing eastbound busses get off at Aqueduct and need to connect to a bus on the north side of Main. They can miss their connection if they need to use the Main/State crossing. Shifting the bus stops closer to the existing crosswalk or creating a crosswalk closer to the bus stops would be beneficial. *This will be explored further. However, considering the locations of existing crosswalks and City ROW restrictions, it may not be possible to move the bus stop shelters and it is not recommended to add another mid-block crossing at the Aqueduct Street Location.*
- There should be focused lighting to highlight the pedestrian crossing points at the mid-block pedestrian crossings to make the pedestrians more visible to motorists. *The street lighting design will be completed in final design. As it is laid out presently, there will be street lights at both mid-block crossing locations.*
- The Rectangular Rapid Flashing Beacons (RRFB) work well and the positive experience using the IL East RRFB were brought up. *Thank you for the comment*
- RIT uses RRFBs but has a sensor that automatically triggers the RRFB when a ped/bike approaches. Commenter recommended the City explore the possibility of including this technology at these crossings. *This will be explored further during final design.*
- Lighting levels should be prioritized in/near crosswalks. *The street lighting design will be completed in final design. As it is laid out presently, there will be street lights at both mid-block crossing locations.*
- The existing shelters should be repurposed instead of being replaced with a modern shelter. There is a place for these remnants of our historic streetscape. *This will be explored further. Most likely due to age and deterioration, however, it would be cost prohibitive to rehab and reuse these existing structures to meet the needs of today's bus system.*
- If bus shelters are replaced, interpretive signs regarding historical significance of old shelters should be provided. New shelters should have a modern/contemporary take on the historic shelters. *This will be explored further during final design.*
- It would be nice to have updated information displayed on RTS signs (e.g. time and location of connections). *This will be explored further during final design.*
- How does this design align with the City's new Street Design Guide that is currently being established as part of the Comprehensive Access & Mobility Plan? *The City's new Street Design Guide is still a work in process.*

### Comments – Wayfinding

- The wayfinding should show all the trail linkages. The commenter was specifically referring to the east side of the river between Andrews St in the north and the Sister Cities Bridge in the south. *Thank you for the comment. This will be considered during the final design of any new maps.*
- The new map kiosks are nice but nobody uses these static maps anymore. They should be interactive digital maps paired with an app for people to use on their phone. *Thank you for the comment. However, the Kiosk design incorporated public comments made as part of Main Street Phase I. As such, the Kiosk design that was developed in Phase I will be the same type used on this phase of the project.*
- It is critical that the maps be kept up to date. Some of the existing maps out on the streets show destinations that have been gone for many years. *Thank you for the comment.*
- The maps in the kiosks are a valuable education and informational tool in that they provide a list of destinations, specifically for those without phones, visitors and the disabled (with the braille panels). *Thank you for the comment.*
- Consider the potential for directional arrows pointing towards places of interest and their distance. *Thank you for the comment.*

### Comments – General

- Toronto and NYC have teamed with Sidewalk Labs to provide WiFi from their kiosks in exchange for ad space. If we want people to linger and spend more time on Main St. WiFi should be provided. Digital displays may also be easier to update. *Thank you for the comment. The City is exploring ways of providing WiFi within the downtown Main Street Corridor.*

The meeting adjourned at 8:00 pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Services Inc.**



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Attachment: None