

East Main Street Reconstruction

February 28, 2019



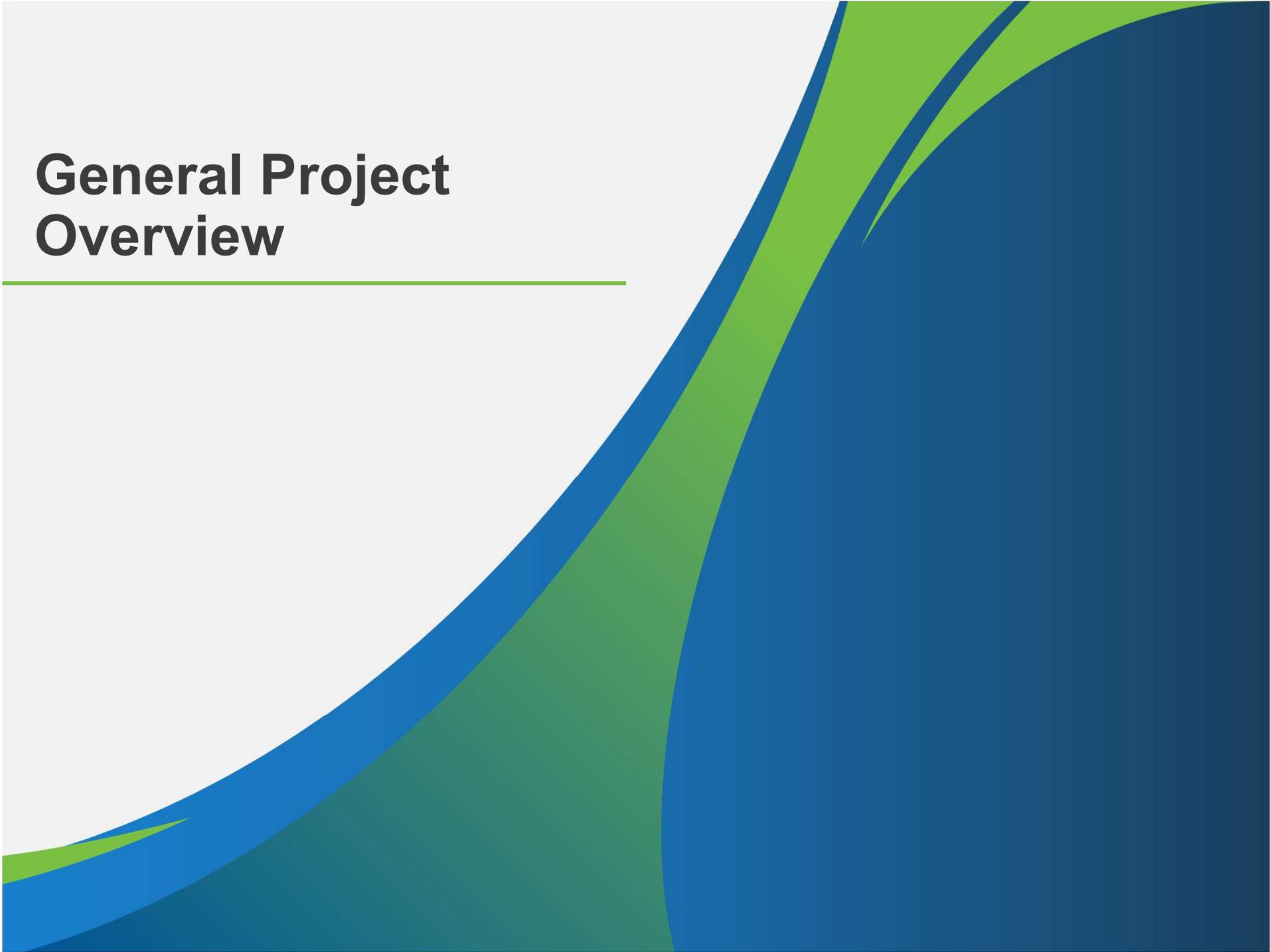
ERDMAN
ANTHONY 

The logo for Erdman Anthony features the company name in a bold, sans-serif font, with a stylized blue icon to the right consisting of three horizontal bars and a vertical bar forming a shape similar to the letter 'A'.

Agenda

- General Project Overview
- Project Progress
- Project Process & Timeline
- Project / Design Considerations
- Draft Conceptual Alternatives
- Future Meetings & Contacts
- Questions & Answers

General Project Overview



General Project Overview

Capital Investment of over \$10 Million in this vital area

- 0.90 miles between N. Goodman Street and Culver Road



Why is the project needed?

- Repair and reconstruct *deteriorated pavement* surface that is nearing its useful life.
- *Pedestrian accessibility and safety* are in poor condition and do not fully meet current standards.
- The corridor lacks a *safe, dedicated, bicycle facility* with connectivity to the existing bicycle network.
- Streetscape of the corridor is *visually unappealing* and in need of enhancement for successful revitalization of surrounding properties.

What are the Objectives/Purposes of the Project?

- Reconstruction of *pavement* that increases the service life and rideability of East Main Street.
- Improve and promote *multi-modal transportation access* including accommodations for pedestrian, bicycle and transit facilities.
- Improve *pedestrian facilities* to be in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and improve the safety of pedestrian, bicycle and motor vehicle traffic.
- Improve *streetscape and public realm* of corridor including enhancements to lighting, landscape, and other amenities that reinforce community identity and support revitalization.
- Improve the *condition of traffic control devices* (signs, pavement markings) in accordance with the National Manual of Uniform Traffic Control Devices and the New York State Supplement (MUTCD).

General Project Overview

Project tour – westbound travel



Funding

- Federal Surface Transportation Program – Urban Funds (STP-Urban)
 - Applications are submitted with scope and cost
 - Competitive selection: State/Feds decide what projects are funded
 - Awarded projects must follow NYSDOT and FHWA rules and guidelines
- Empire State Development Grant
- City of Rochester



Project Progress



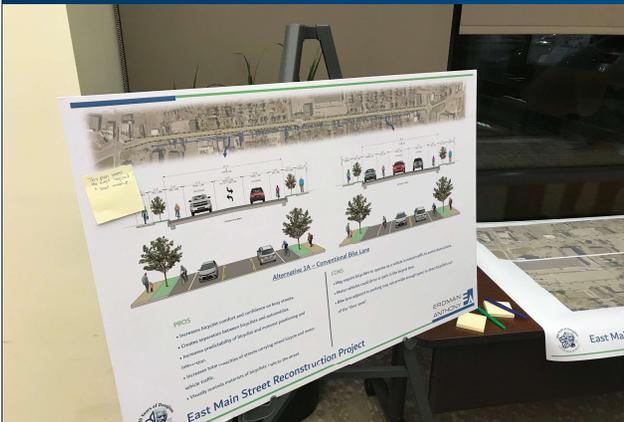
Public Involvement



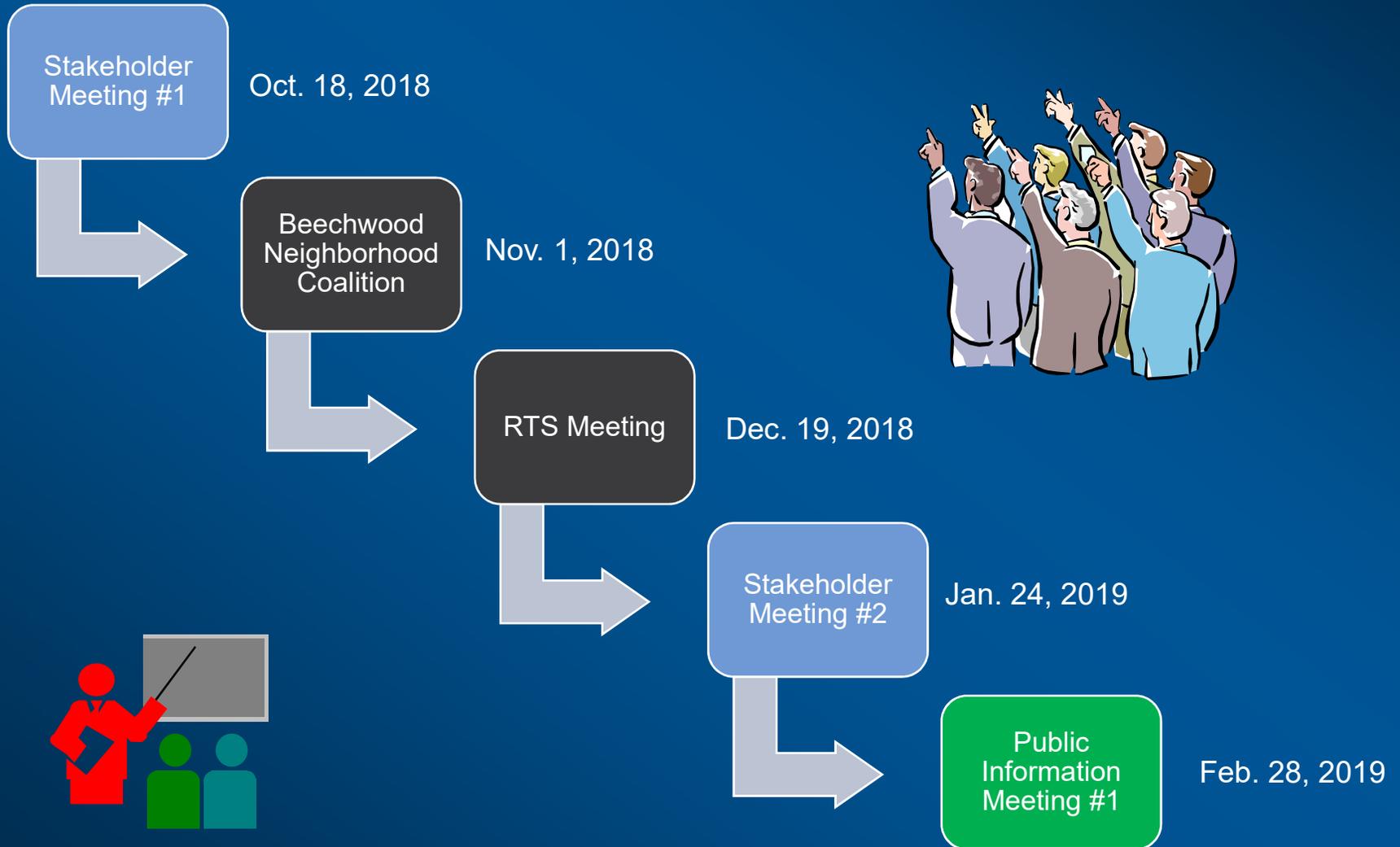
Graphics

Discussion

Listening



Meetings held to date

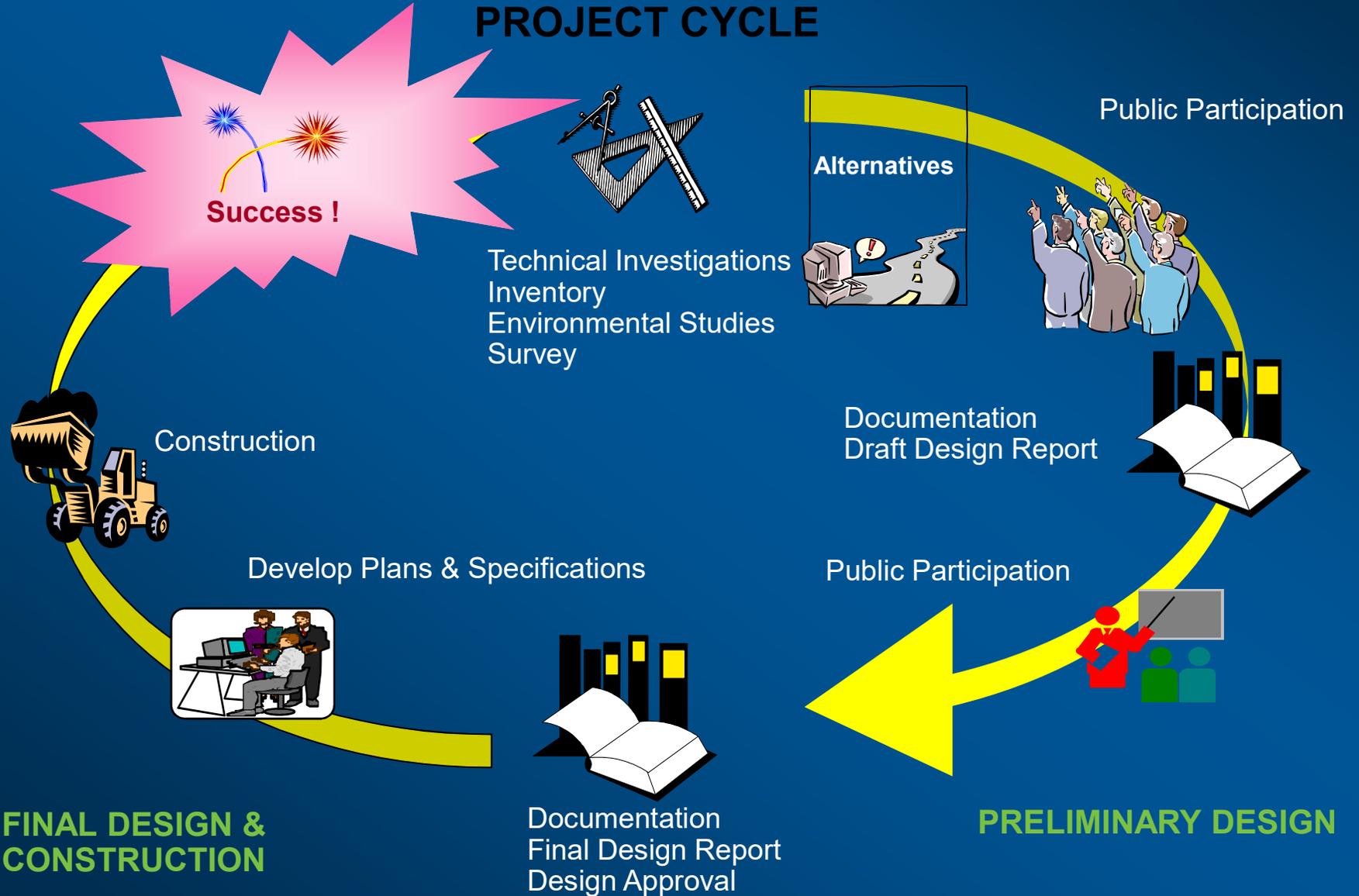


Project Process & Timeline



Project Process

PROJECT CYCLE



Project Timeline

**July
2018**

Kick Off

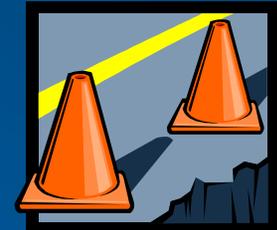


**December
2019**

Detailed Design
Complete

**April
2020**

Construction Starts



**March / April
2019**

Preliminary Design
Complete / Design
Approval



**December
2019**

Bidding Starts

November 2021

Construction
Complete

Project Design Considerations



Project Considerations



Cars

Transit

Bicycles &
Pedestrians



Project Design Considerations

So, what might we improve?



Project Design Considerations

So, what might we improve?

- Pavement narrowing with new pavement surface



Project Design Considerations

So, what might we improve?

- Potential Bicycle Accommodations – Complete Streets



Project Design Considerations

So, what might we improve?

- Sidewalks / ADA Accessibility



Project Design Considerations

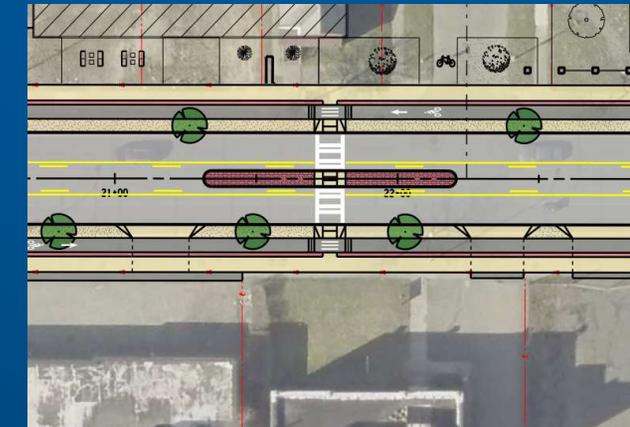
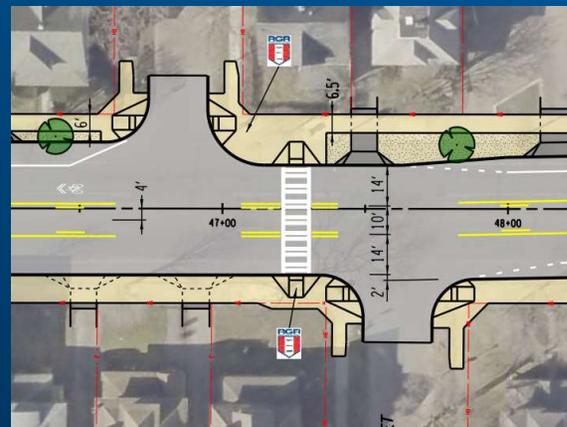
So, what might we improve?

- Safety

Bicycles



Pedestrians



Project Design Considerations

So, what might we improve?

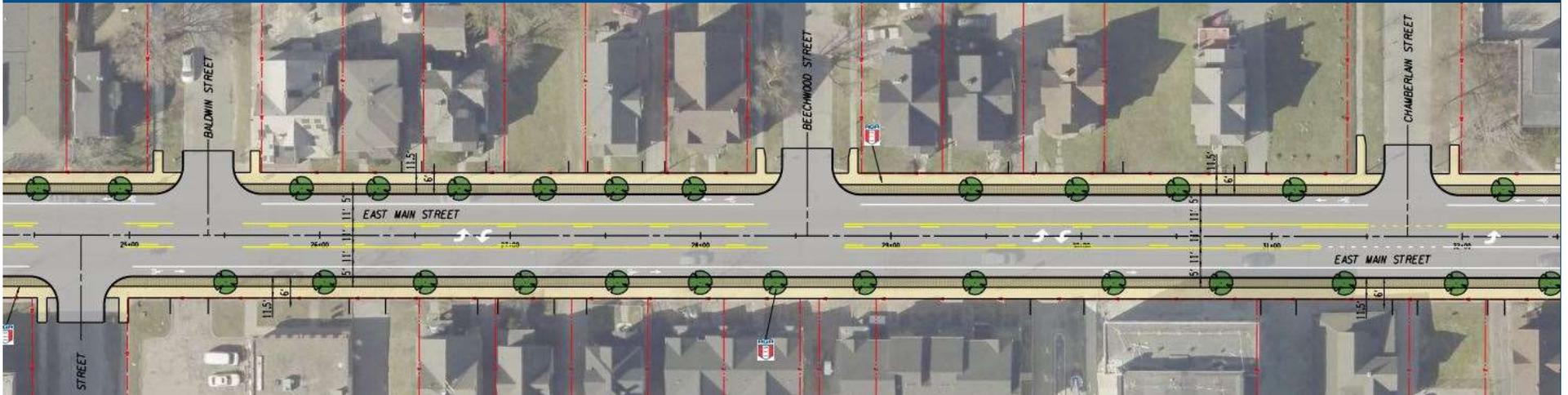
- Landscape / Streetscape / Street lighting systems



Draft Conceptual Alternatives

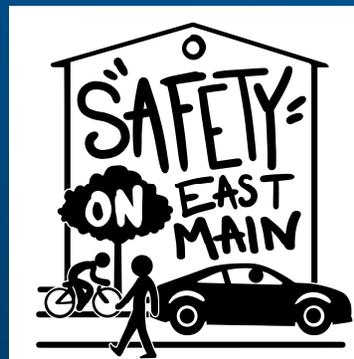


Draft Concepts Developed / Presented



ONE

- Conventional Bike Lane



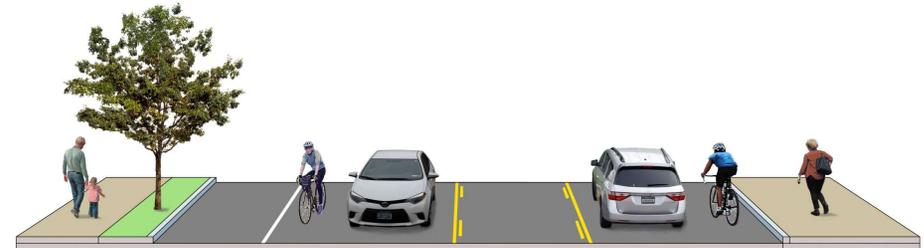
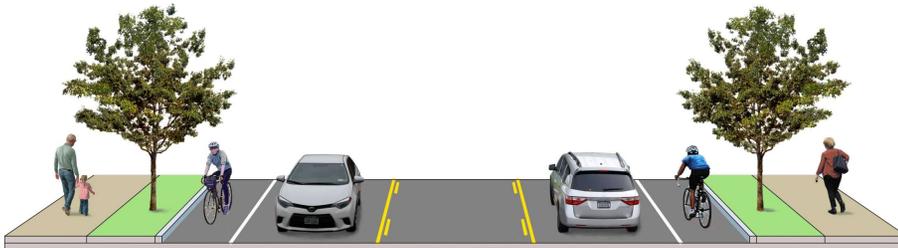
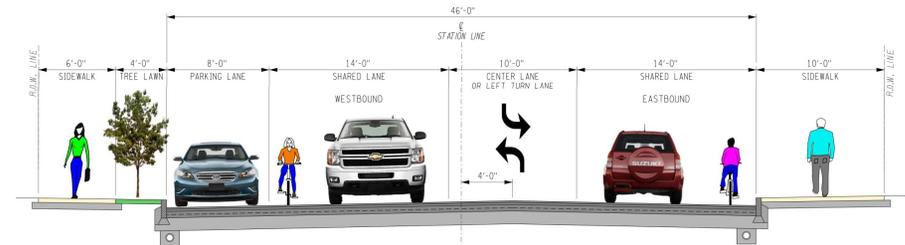
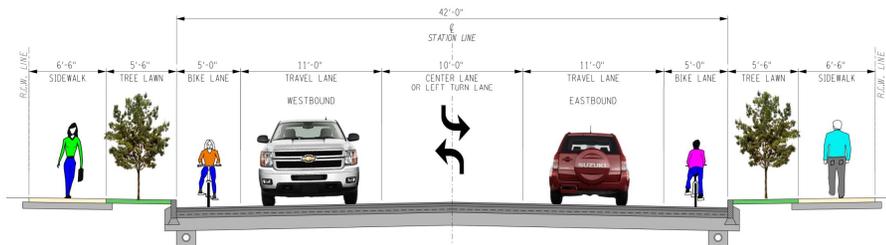
TWO

- Sidewalk Level One-Way Cycle Track



Draft Conceptual Alternative 1

Conventional Bike Lane

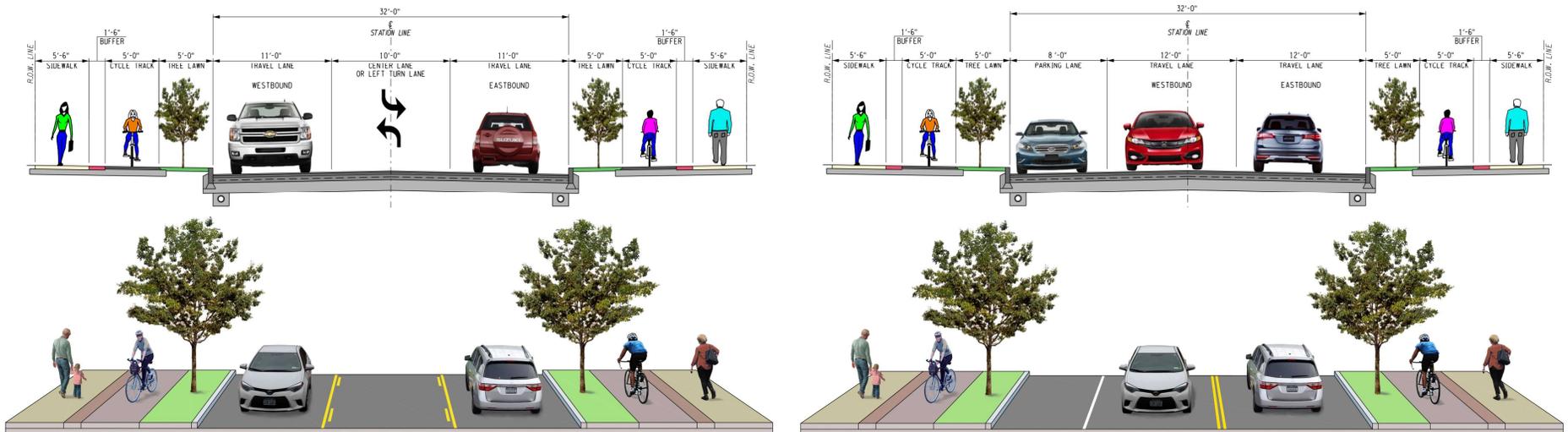


Section without parking

Section with parking

Draft Conceptual Alternative 2

Sidewalk Level One-way Cycle Track



Section without parking

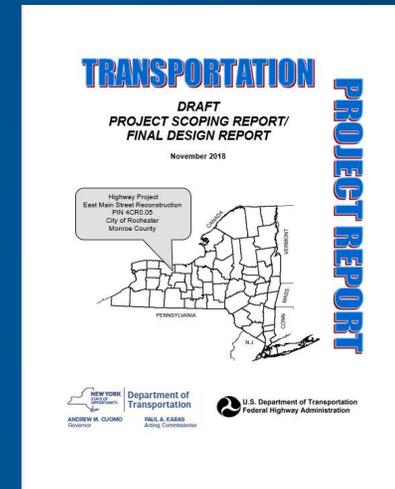
Section with parking
&
No center turn lane

Future Meetings & Contacts



Future Meetings

- Preliminary Design Phase
 - Public information meeting
 - Discuss Design Approval Document
 - Present preferred alternative
 - Complete the process so project can move into design
- Final Design Phase
 - Landscape / streetscape / buffer treatments / amenities
 - Street lighting
 - Other improvements such as watermain improvements



Contacts

- Erdman Anthony
 - Bill McCormick: mccormickwp@erdmananthony.com
 - Rob Schiller: schillerr@erdmananthony.com
- City of Rochester
 - Tim Hubbard: tim.hubbard@cityofrochester.gov

Additional information / graphics on City of Rochester website

<http://www.cityofrochester.gov/EastMainSt/>

Thank You!

Questions?

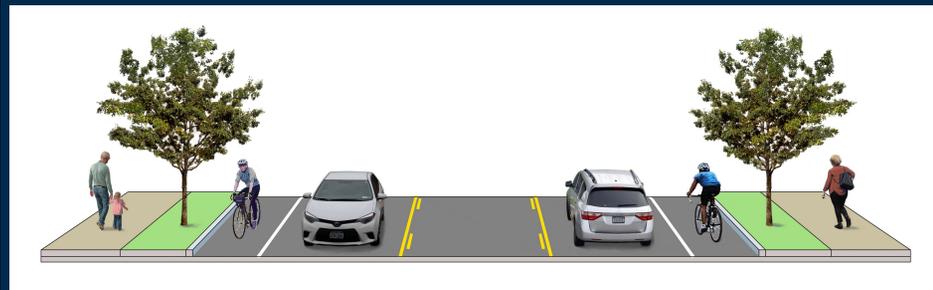
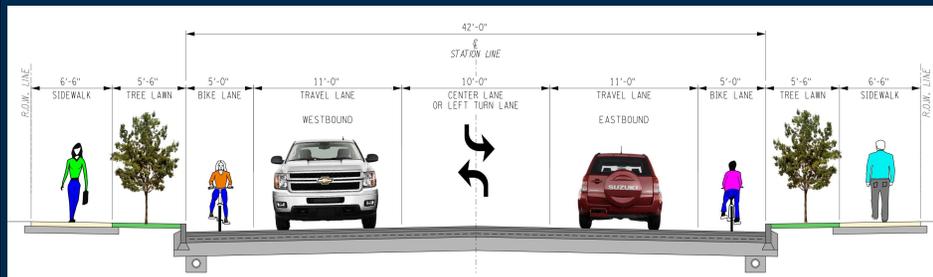
“Answers”

Discussions.

Draft Concepts Developed / Presented

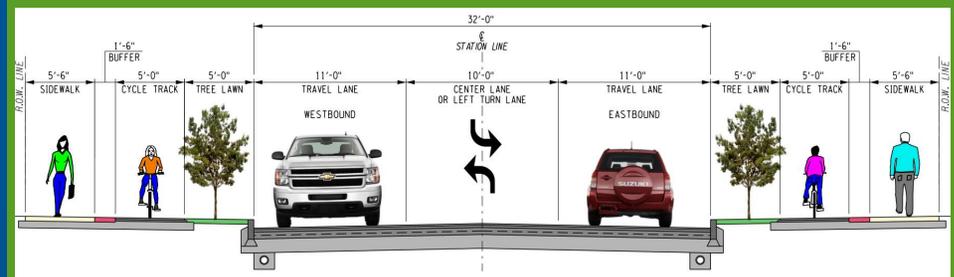
Draft Conceptual Alternative 1

Conventional Bike Lane
(without parking)



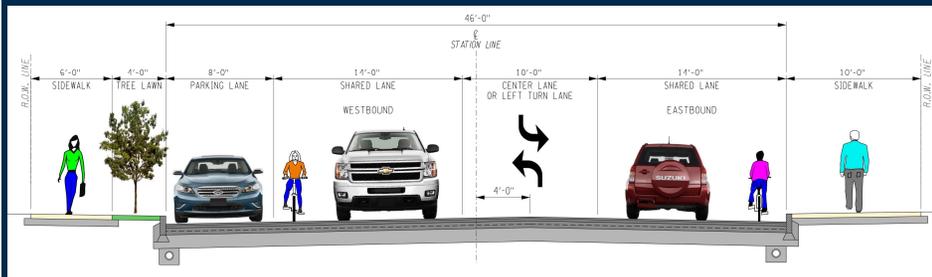
Draft Conceptual Alternative 2

Sidewalk Level One-Way Cycle Track
(without parking)



Draft Conceptual Alternative 1

Conventional Bike Lane
(with parking)



Draft Conceptual Alternative 2

Sidewalk Level One-Way Cycle Track
(with parking)

