



## MEETING SUMMARY

### 2023 Milling and Resurfacing Project

#### City of Rochester Project ID# 21116

**Subject:** Public Information Meeting  
**Location:** Online (Zoom Webinar)  
**Date:** Thursday, September 29, 2022  
**Time:** 5:30 – 6:30 PM

The purpose of this meeting was to present improvements to Thurston Road, Brooks Avenue, and Jefferson Avenue on the 2023 Milling and Resurfacing Project.

#### OVERVIEW

On Thursday, September 29, 2022, a virtual public meeting was held for the City of Rochester’s 2023 Milling and Resurfacing Project using Zoom Webinar videoconferencing from 5:30 to 6:30 p.m. The meeting included a presentation on the project and a Q&A session where participants were invited to pose questions they had about the project or offer comments. A full list of attendees is included in Appendix A and the presentation slide deck is available in Appendix B.

#### PRESENTATION & DISCUSSION

##### Welcomes and Introductions

Ruben Escobar, City of Rochester, opened the meeting and discussed the meeting format, Zoom webinar controls, meeting agenda, project team, and asked attendees to sign in by typing their name and address into the chat feature.

##### Presentation

Peter Wlodarczyk, Fisher Associates, discussed community engagement and expressed that the point of the meeting is to receive public input. Project limits and the nature of milling and resurfacing work was explained for Thurston Road, Brooks Avenue, and Jefferson Avenue. Pete stated that the main project objective is to restore pavement conditions. Additionally, the project will repair curb and sidewalk deficiencies, improve ADA compliance, repair and adjust drainage structures, improve traffic signals, and evaluate bike facilities per “Complete Streets” policies. Existing conditions were presented for surface pavement, sidewalks, curb, catch basins, manholes, and water valves, curb ramps, and ponding issues.



## MEETING SUMMARY

The parking study methods and approach was detailed. Pete explained that dedicated bike lane opportunities were evaluated. Shared bike lanes were considered as alternatives.

Existing roadway characteristics were presented for each of the 3 street segments including road width, striping, on-street parking, and bicycle and pedestrian facilities. On-street parking utilization rates were presented for Jefferson Avenue.

Proposed plans for each street segment were presented addressing all of the characteristics mentioned above and how the work will achieve improvement goals including all bicycle facility alternatives evaluated. Emphasis was given on Jefferson Avenue bike lanes, eliminating parking on one side of the street, retaining on the opposite side of the street, alternating sides along the project corridor. City bike lane connectivity was highlighted with an overview of the bike lane connectivity map for the southwest neighborhood area of the City.

Proposed Reynolds Street speed humps were presented. The Reynolds Street resident's petition for speed humps was explained and the reasons to include the speed humps on this improvement project was given.

Work zone traffic control during construction was highlighted.

Project schedule was detailed.

More public information on the City of Rochester's website was provided with a link to the website.

### Question and Answer Session

Peter Wlodarczyk, Fisher Associates, opened the meeting to the Q&A session with attendees using the chat and Q&A features on Zoom Webinar. Comments, questions, and responses from the project team are summarized below.

#### ***Why can't sharrows go on Thurston at a very minimum?***

Peter- For Thurston, it is the same width as Brooks. With the parking available and parking utilizations, sharrows would not be feasible due to road width and highly demanded parking needs. Brooks doesn't have the on-street parking that Thurston does so the road width allowed for a shared-use lane on Brooks.

#### ***Can you expand on the new vehicle detection? Does it only detect cars, or would it detect people on bicycles too?***

Peter- There is video detection that can detect bicycles. There is currently a very long backlog in video detection supplies. Ideally we will have it. Due to the current availability of materials, we cannot guarantee that the contractor will be able to acquire it.



## MEETING SUMMARY

***Can you clarify what quota of residences a street needs to install speed humps? I've never heard of that before.***

Ruben- There is a policy and procedure for residents to request for speed humps to be installed. Residents and members of the public can refer to [www.cityofrochester.gov/speedhumps/](http://www.cityofrochester.gov/speedhumps/) for more information.

***What is the curb-to-curb width for Thurston?***

Peter- It changes. From Brooks to Genesee Park Boulevard, it's 28'. From Brooks to Arnett, it changes back and forth between 28' and 39' depending on the curb bump-outs and the parking spots. In areas with parking, it is in the 39' range. In areas with the curb bump-outs it's in the 28' range.

Ruben- Highlighted that there was a recent project on Thurston where curb bump-outs were installed to address pedestrian safety and resident's safety concerns. Here, we tried to achieve a balance between pedestrian safety, on-street parking, and bicycle facilities. All of those things were considered in this design.

***Can a set of 50% plans (or more) drawings be left at the Arnett or Wheatley Library please?***

Ruben- a full set of plans will be provided to Charles Reaves in the neighborhood service center which will be available to the public for the next couple of weeks.

In addition, residents and the public, in general, can always go to our city project website to look at and review the renderings that shows the proposed planned work. We kindly ask residents and members of the public to submit comments within the next two weeks.

### **Next Steps**

The project team shared that the meeting materials, including full renderings of proposed plans would be made available on the project's webpage.

Meeting adjourned **6:19 PM**



## MEETING SUMMARY

### APPENDIX A

#### Attendees

Jesse Peers  
John DeMott

#### Project Team

##### City of Rochester

Ruben Escobar, *P.E., Street Design Project Manager*

Darin Ramsay, *Assistant Transportation Specialist*

Charles Reaves, *Neighborhood Service Center*

##### Monroe County

Henry Herdzyk, *P.E., MCDOT Project Liaison*

##### Consulting Team

Peter Wlodarczyk, *P.E., Fisher Associates*

Jaymes Tanski, *P.E., Fisher Associates*

Patrick Macko, *Fisher Associates*

### APPENDIX B

#### Presentation

A copy of the meeting presentation is available at the project's [webpage](#) under the Public Involvement section.