

2024 State Touring Routes PIM #2, Hybrid Format

Project/File: 192800236
Date/Time: Monday October 16, 2023 / 5:30 pm
Location: Phillis Wheatley Library
Attendees: See Attached Sign-In Sheet
Distribution: Project Website

Introductions

Darin Ramsay introduces the design team, Sean Miller, and Rory Weilnau from Stantec

PresentationProject Limits:

West Main Street: Churchlea Place to West Broad Street / Cascade Drive
South Plymouth Avenue: Genesee Street to Ford Street

Proposed Work:

This project proposes a complete pavement habilitation of West Main Street from Churchlea Pl to West Broad Street and South Plymouth Avenue from Genesee St to Ford St.

The rehabilitated street shall be designed to improve and encourage the use of multimodal transportation. The project will implement the City's Complete Streets Policy to improve the conditions for pedestrians and bicyclists, enhance the aesthetic nature of the corridor, and support economic development.

Advertisement anticipated in Winter of 2023/2024 with Construction beginning in the Summer of 2024.

Question / Comment Period During Meeting

Public Question/Comment: Protected bike lanes protect bicyclists from distracted driving and parking activities, why can't the buffered bike lanes be protected?

Response: The proposed striped buffers provide additional separation protection from traffic and where feasible low-profile concrete barrier has been proposed as an alternative for the city to consider for enhanced protection.

Public Question/Comment: During the traffic and safety study for S. Plymouth was there any discussion on traffic calming for the corridor?

Response: Yes, certain traffic calming devices/features were reviewed during the design with Monroe County Department of Transportation (MCDOT). None of the options were explored further due to design challenges for the scope of work.

Public Question/Comment: Speeds on S. Plymouth are very high; residents of the area have never seen an attempt to slow traffic down or enforce speeds. Is there anything that can be done under this project to help this issue?

Response: Since S. Plymouth Avenue is a New York State touring route, NYS has geometric constraints that we have had to adhere to. The Rochester Fire Department (RFD) also has the final say on the intensity of traffic calming since they need to have the highest access for emergency response.

Public Question/Comment: There have been petitions made in the past regarding speeding mitigation requests on Thurston Road. Can the same features be applied to S. Plymouth Avenue?

Response: Thurston Road is a different classification of roadway than S. Plymouth and thus must adhere to a different set of policies and constraints.

Public Question/Comment: Could the travel lanes on S. Plymouth be striped as a narrower lane? Could 11' lanes rather than 13' lanes be allowed with a median in the center?

Response: Prior design of S. Plymouth widened the corridor to provide shared use lanes. The existing curb to curb width is 28' wide which allows for 14' shared use lanes to be designed. Where on-street parking is provided, 13' lanes are proposed. Unfortunately, a center median along this corridor within the pavement section provided would not allow for an adequate pedestrian refuge, as islands used for this purpose are required to be 6' wide.

Public Question/Comment: Regarding the buildings on Churchlea place, will those be demolished as part of the project?

Response: This work will be completed under the Bulls Head project in the future. The 2024 State Touring Routes project has been coordinating with that project team and public meetings will be held on this matter.

Public Question/Comment: How will the widening on Churchlea Place operate?

Response: Churchlea Place is planned to be converted to two-way operation for a length of 100' south from the intersection with West Main Street.

Public Question/Comment: Could there be a possibility for a speed hump to be installed on Churchlea Place via petition?

Response: Yes, this is a possibility if there are enough respondents this can be communicated with the city and potentially incorporated in either the Bulls Head Project or the 2024 State Touring Routes Project

Public Question/Comment: Can the bump-outs on the southbound approach on King Street at West Main be removed to accommodate parking that is illegally happening today?

Response: The existing bump outs need to be maintained to maintain the existing intersection sight distance. Please reach out to the 311 regarding enforcement on this issue.

Public Question/Comment: Is the bump-out near Edith Street being moved closer to the Ford Street roundabout?

Response: There are no proposed changes to the location of the existing bump-out at this location.

Public Question/Comment: Could there be a recessed area for busses to pull into? Buses stopping in-lane is perceived as a safety issue as cars will attempt to pull around stopped busses. Has there been a study to model the impacts of this behavior?

Response: Current Regional Transportation Service (RTS) preference is to stop in lane to minimize route delay to re-enter traffic stream. A driving behavior study has not been done to model illegal driver behavior nor is it required as part of this project.

Public Question/Comment: Was a study completed to anticipate the use of the proposed bike lane/cycle track at Plymouth Roundabout?

Response: Yes, Rochester's recently released Active Transportation Plan (completed under a separate project) has been used to help inform the design of bicycle infrastructure. Roundabouts are generally uncomfortable for bicyclists to use.

Public Question/Comment: Concerns with 2024 project impacting upcoming parks project on S. Plymouth. How is this project going to impact the parks project?

Response: The 2024 State Touring Routes project is coordinating with the Parks project team on providing parking but will not be directly impacting the project.

Public Question/Comment: The design has changed from fully protected bike lanes and bus islands, why have we moved away from that and instead adding a center turn lane? It is disappointing that the previous work on this corridor isn't being fully realized yet.

Response: This project is part of an incremental process and only scoped for pavement maintenance. The full realization of the previous West Main Placemaking Study will likely be a continual effort through this project and a future reconstruction project. The City doesn't have an adequate way to maintain these features at this time however, there are spots within this project where protections will be provided where they are feasible. The floating bus islands were deemed costly and had many utility conflicts associated with them. The current design could support bus queue jumps in the future.

Public Question/Comment: There is a marked trail on north side of West Main Street that defines the Susan B. Anthony preservation district and goes to and from the Susan B Anthony house, will those colored bricks be repaired?

Response: Where this falls within the limits of the project, the trail will be re-established with freshened paint or areas repaired with new concrete.

Public Question/Comment: Can you go over the extent of transit improvements on both corridors?

Response: Several bus stops will be improved to provide an ADA compliant concrete landing pad. Future bus stop improvement program will improve conditions at high ridership stops with the installation of benches and or other amenities.

Public Question/Comment: The speed of motor vehicles is concerning on S. Plymouth with respect to biking on S. Plymouth.

Response: Comment to be noted. The design team is exploring options to help lower the speed of motorists.

Public Question/Comment: How will the roundabout operate for cyclists; will you be required to dismount once exiting?

Response: Yes, if you are traveling around the roundabout you will need to cross at a crosswalk.

Public Question/Comment: Where will the entries and exits be from the new development on Churchlea Place?

Response: The current plans are in development; however, traffic will be able to enter and exit on Churchlea to West Main. Other access will be provided on Genesee Street and Clifton St.

Public Question/Comment: Between Morse Lumber and Canal Street, the proposed development includes gas station and convenience store. Why are the parking spaces being removed? West Main is currently a "racetrack", center median refuges are a positive thing. Susan B Anthony House attracts a lot of traffic.

Response: The On-street parking in this section is currently underutilized and the space is being reallocated for bike lanes.

Public Question/Comment: What is the feasibility to look at parking on Main Street that is 24/7 (unrestricted) between Canal and Jefferson?

Response: Outside of this project and at any time, the city can look at updating the time restrictions. Contact Darin Ramsay for more information.

Public Question/Comment: When is feed-back due?

Response: Feedback is due next Monday October 23, 2023

Public Question/Comment: What has been done to support the East house apartments on Litchfield? The concern is that residents of the apartment complex will have a hard time turning onto West Main Street.

Response: Traffic will likely use Canal Street for access to a traffic signal. Traffic signal warrants were not met at this time for Litchfield St.

Question / Comment Period After Meeting

Public Question/Comment (Don Burns): The protected bike lane is especially appreciated. It will make cycling on this roadway much safer. It will also encourage more people in this neighborhood to cycle along this corridor. I hope it proves to be the model for future road improvements. Please resist any efforts to eliminate the protected bike lane.

Secondly, I did not see a comment in the presentation regarding speed limits for automobiles. I would support a 25 mph limit for automobiles. As you know this section of West Main has been dangerous for pedestrians. Reduced speed in conjunction with bump outs and medians will provide a much safer experience for everyone.

Thank you for continuing to improve the city's bicycle infrastructure. I know the folks at ReConnect Rochester are looking forward to celebrating Rochester's first protected bike lane.

Response: Speed limit reductions for West Main Street need to adhere to NYSDOT requirements as they are State Touring Routes, however, the City may have the ability to reduce the speed limit to 25 MPH. This would need to be reviewed by the City's law department to see if this is possible on a State Touring Route that is owned and maintained by the City. The proposed road diet is expected to induce a level of traffic calming that should reduce speeds within the corridor.

Public Question/Comment (Scott MacRae): I strongly support the bike friendly design which honors the Complete Streets Design Concept particularly on a main transportation arterial like West Main Street. Thank you so much for your work.

Response: Thank you for your comment.

Public Question/Comment (Cody Donahue): See attached comment letter from Cody Donahue (Reconnect Rochester). about incorporating Active Transportation Plan recommendations, bike lane protections, and transit improvements

Response: Thank you for the letter. It should be noted that the scope of this project was developed prior to the completion of the City's Active Transportation Plan. The design team has reviewed to see how the project can best incorporate the *recommendations* from the ATP without adding additional cost to the project.

While the City does have the *CAMP design guide*, this project must comply with the current NYSDOT design criteria for both West Main Street and South Plymouth Avenue since these streets are part of the State Touring Route system and South Plymouth Avenue is also part of the National Highway System.

An earlier design for West Main Street had proposed a new RRFB at the new proposed crossing at Edgewood Park when the design was shown using bump outs to reduce the crossing width. With the corridor design change to use a more continuous two-way left turn lane throughout much of the corridor, bump outs were changed to using pedestrian refuge islands to account for this change. Now at the proposed pedestrian crossing near Edgewood, the RRFB was removed based on feedback provided by outside agencies. A RRFB can easily be added in the future if there is a need for it.

It should be noted that the City is still working on developing a marked crosswalk policy based on the recommendation of the ATP. The design team worked to include additional crosswalks to reduce the distance between marked crosswalks. There has been push back from outside agencies on the number of additional crosswalks without a formal policy in place. Also, after the City has developed marked crosswalk policy, additional marked crosswalks could be installed as part of a future pedestrian safety project.

As for the change in the protected and parking protected bike lanes along West Main Street, this change was done after receiving feedback from City Departments and outside agencies who would have to maintain and enforce this. There was a big concern with vehicles still parking against the curb and how the signage could be maintained without installing the parking signage in the pavement.

For the Bus Stop locations, the design team reviewed the existing stop locations to see how they could be improved to bring the stops into compliance with current ADA guidance. As for amenities, bus stop amenities are usually not included in these projects because of the proprietary nature of some of these items and the question of who owns and maintains these items after they are installed.

Public Question/Comment (Steve Roll): Overall, I think the design is really great! I focused on the sections (W. Main in particular) on the ATP Bike Spine Network.

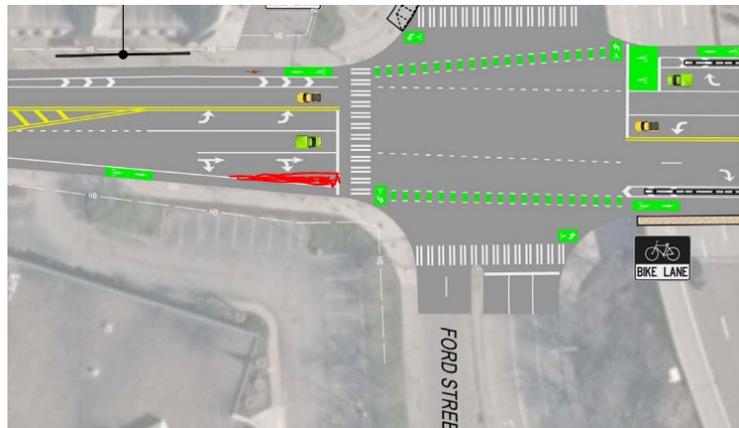
Here's a list of my comments:

- The continuous, mostly-buffered bike lane on the Spine Network is good although I would've preferred a separated/protected bike lane like the new East Main (Culver to Goodman).
- I love the Low Profile Concrete Barriers to protect the bike lane to prevent cars from parking in the bike lane and drivers from intruding.
- The traffic calming and pedestrian improvements are great! I especially like the raised median with planted trees.
- I like the road diet (4:3) conversion. Even as a driver, one lane each way with a center turning lane feels safer and less stressful.

Response: Thank you for the comment.

Public Question/Comment (Adrian Martin): I had a chance to go over them. I do still wish there was no parking carveout on the southeast corner of W Main/Jeff but c'est la vie.

One simple change I would propose is that the straight/right turn lane eastbound at W Main/Ford St shouldn't widen as it approaches the intersection. That will encourage right-turning drivers to just zip right through a red light as it smooths out that corner a lot, and probably also some right-turning drivers waiting behind drivers going straight to pass on the right, partially in the lane and partially in the bike lane. I'd love a little concrete triangular island there (in red in my MS Paint masterpiece below) to force drivers to make a sharper and thus slower turn, but at least I think the lane should keep a constant width with paint.



I think overall this will be an incredible improvement to W Main St, and in ten years people will look at the 'before' pictures and think we were all crazy to accept that. Bravo.

Response: Thank you for the comment. The design team will be reviewing this area based on other feedback we have received from other agencies.

The meeting adjourned at 6:45 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.

Sincerely,

STANTEC CONSULTING SERVICES INC.



Sean W. Miller PE
Associate, Transportation
Phone: (585) 475-1440
sean.miller@stantec.com

Attachment: Sign In Sheet
Reconnect Rochester Comment Letter (Cody Donahue)



City of Rochester, NY
 Malik D. Evans, Mayor
 Rochester City Council

Sign-In Sheet

Subject 2024 State Touring Routes Milling and Resurfacing

Date October 16, 2023

Location Phillis Wheatley Library, 33 Dr. Samuel McCree Way, Rochester, New York

Time 5:30 PM

Attendee (Please Print Clearly)	Address	Telephone	Email
Roderick Castle	844 PLYMOUTH AVE S 14608	585 705-7490	rcastle6@mail.naz.edu
Cody Donahue	Reconnect Rochester	585 484 1523	cody.donahue@reconnectrochester.org
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Barbara Hoffman	8 King St. 14608	585-436-3772	



City of Rochester, NY
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Location Phillis Wheatley Library, 33 Dr. Samuel McCree Way, Rochester, New York

Time 5:30 PM

Attendee <i>(Please Print Clearly)</i>	Address	Telephone	Email
Maya Broady	238 Sawyer St	365-489-4478	Maya.Broady@yahoo.com
Dorian Hill	1062 So Plymouth St	615-3605-	
Tatiana Welch	54 Dr. Samuel McCree	(404) 552-2489	welch.tatiana4@gmail.com
Online Attendees:			
Adrian			
Alberta Latimer-Hunt			
Christine Jackson			
Dawn Noto			
Deborah Hughes			
Dorian Hill			
James Dietz			
Jesse Peers			
John D			
John L			
John Curran			
Rick S			

Ruben Escobar



October 20, 2023

Re: 2024 State Touring Routes Project

Dear 2024 State Project Touring Routes Project Team,

Reconnect Rochester would like to thank you for your recent presentation on the final design of the 2024 State Touring Routes Project. Projects such as these are important opportunities to realize the vision and goals of Rochester's Active Transportation Plan, Comprehensive Access & Mobility Plan, and the Rochester 2034 Comprehensive Plan.

Reconnect Rochester continues to encourage the project teams working on upcoming projects to consider the [City's Active Transportation Plan \(ATP\) recommendations for a bike spine network](#) and to present designs that are consistent with the City's [street design guide](#), consistent with its Complete Streets policy.

The final design presentation of West Main Street and South Plymouth Avenue included several welcome changes to the roads and bicycle facilities that will enhance safety for everyone. Reconnect Rochester hears from concerned residents regularly about car speeds and pedestrian and cyclist safety. The proposed road diet on West Main Street, coupled with the curb bump-outs, and pedestrian refuge islands will contribute to a calmer and safer corridor. The inclusion of a new RRFB crosswalk at the Family Dollar near Edgewood Park is a positive addition for pedestrians patronizing the store.

South Plymouth Avenue's new bump-outs near Plymouth Towers and lengthened bump-outs to improve bus stops are welcomed additions. Bus riders are at some point pedestrians as well, and shortening the distance to cross the street to a bus stop is a positive safety improvement. We believe that evenly-spaced crosswalks such as the new one at Columbia Avenue, provides a regular signal to drivers to slow down and look for pedestrians. We encourage the City to begin implementing recommendation 4.2 of the Active Transportation Plan (page 55) to develop a marked crosswalk policy that clarifies desired ranges and distances between marked crossing opportunities.

Reconnect Rochester appreciates the City's inclusion of contiguous bicycle lanes on West Main Street, given its centrality to an interconnected east-west axis envisioned in

the City's Active Transportation plan. West Main Street in its current state is identified in the ATP as a high-stress street for cyclists. Certainly, the buffer space in the bicycle lane designs and the pilot project of low-profile bicycle lane concrete barriers are very encouraging improvements on today's road. However, we believe the final design is ultimately a downgrade from the fully protected lanes incorporated throughout sections of the July design board. In those renderings, West Main Street bike lanes were protected from car travel lanes by parking along long stretches of the design, particularly towards the eastern part of the segment. We are disappointed the design no longer prioritizes protected lanes. In particular, the Madison and King area has enough room to do parking-protection and feed the bike lanes through the intersections properly with bus islands. Additionally, the buffered lanes on the south side of West Main Street are wide enough for bollards to be used sparingly to protect riders and avoid conflicts with other users. As one of the envisioned spine network segments, West Main Street improvements should promote lower-stress and higher-comfort cycling. Our preference continues to be fully protected bike lanes.

As you know, South Plymouth Avenue is paralleled by the Genesee River Trail with a bike boulevard connection at Edith Street and as such is not envisioned as a bike spine. The addition of cycle track transitions around the Ford Street traffic circle is positive as it will simplify cyclists; moving comfortably to those facilities and link to future Ford Street and Exchange Boulevard projects. On the south end of the project, the addition of a bicycle crossing to the River Trail also enhances the connectivity of the corridor.

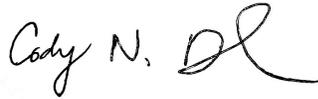
Finally, complete streets design takes into consideration the usefulness and safety of all road users, including public transit users. The lengthening of bump-outs at bus stops included in the design is a good first step. However, the City and RTS must redouble its efforts to include bus stop amenities such as benches and shelters as part of road project designs, not as an afterthought. For example, previous input we provided on bus stop amenities identified the West Main Street and Jefferson Avenue's bus stop as lacking a shelter due to the tight corner. However, no additional bump-out to accommodate this shelter was envisioned in this design (see attached recommendations). Reconnect Rochester continues to be available to work with the City and RTS to enhance bus stop amenities.

Thank you for taking the time to consider our input.

Sincerely,



Bill Collins,
Advocacy Committee Chair



Cody Donahue
Director of Policy and Advocacy, Reconnect Rochester

And...

Victor Sanchez, President
Pete Nabozny, Vice President
Jackie Marchand, Treasurer
Jason Partyka, Secretary
Erick Stephens

Bree-Ana Dukes
John Lam
Brendan Ryan
Bo Shoemaker
Renée Stetzer

Attachment: 2021 West Main Street Bus Stop Amenities Recommendations

Our recommendations are based on pre-pandemic ridership data as well as direct consultation with RTS.

W. Main St. Recommendations						
Location	Bus Stop No.	Direction	Daily Ridership (onboards)	Current Amenities	Photo	Recommended Amenities
Main & Trowbridge	2494	Outbound	3.14	None	Photo	-
Main & Trowbridge	2495	Inbound	1.78	None	Photo	-
Main & Canal	2417	Outbound	13.29	None	No photo	Bench or Bus Stop Cube
Main & Canal	2418	Inbound	40.18	None	Photo	Bench or Bus Stop Cube
Main & King	2458	Outbound	23.4	None	Photo	Bench or Bus Stop Cube
Main & King	2459	Inbound	62.46	Shelter	Photo	-
Main & Jefferson	2454	Outbound	33.01	None	Photo	Bench or Bus Stop Cube
Main & Jefferson	2455	Inbound	83.02	None	Photo	Shelter (will require rebuild of tight corner)
Main & Edgewood	2435	Outbound	16	None	Photo	Bench or Bus Stop Cube
Main & Edgewood	2436	Inbound	42	None	Photo	Bench or Bus Stop Cube
Main & Henion	2448	Outbound	49.45	None	Photo	Shelter
Main & Henion	2449	Inbound	197.58	Shelter	No photo	-
Main & Genesee	2444	Inbound	31.54	Shelter	Photo	-