



## Priority Bicycle Boulevards Implementation Project – Public Meeting Minutes

November 18, 2020 from 5 pm to 6 pm

Held via Zoom online meeting software

### **Project Team Attendees:**

- Darin Ramsay – City of Rochester – Assistant Transportation Specialist
- Erik Frisch – City of Rochester – Manager of Special Projects
- Dennis Kennelly – TY Lin International – Project Manager
- Andre Primus – Highland Planning – Engagement Planner
- Thomas Polech – MCDOT
- Jim Pond - MCDOT

### **Public Attendees:**

1. Jesse Peers – Rochester NY
2. Thomas McEnroe
3. Karen Lankeshofer – Henrietta NY
4. Tom Morgan
5. Chad Stevens – Henrietta NY
6. Bill Collins – Rochester NY
7. Libby Cook – Medina NY
8. Dave Fergusson – Rochester NY
9. Mark Robbins – Victor NY

### **I. Introduction**

D. Ramsay provided an introduction to the project team. This project is being designed by TY Lin International. D. Ramsay conducted the power point presentation.

### **II. Project Overview**

This project will be to implement 20 miles of Bicycle Boulevards and Mill and Resurface 4 Streets on the Bicycle Boulevard routes. The M&R streets were added into this project to help increase the likelihood of receiving competitive bids. The project is intended to complete construction by the end of 2021.

### **III. Bicycle Boulevards**

A Bicycle Boulevard is an active transportation corridor that has been optimized for bicycle, scooter, and pedestrian travel. This is accomplished through signage, pavement markings, traffic calming, and enhanced crossings at major roadways. The Rochester Bicycle Boulevard network will take advantage of existing low speed and low traffic volume local streets to provide a comfortable way for cyclists and pedestrians of all ages and abilities to travel.



This project stems from two past planning efforts: the Bicycle Master Plan from 2011 and the Bicycle Boulevard Plan from 2015. The Master Plan called for the creation of a bicycle boulevard network. The Bicycle Boulevard Plan identified the routes and identified the priority routes.

The benefits of bicycle boulevards include:

- Traffic calming
- Creates quiet street environments
- Reduces traffic speeds
- Reduces traffic volume
- Increases property values
- Increases sales at businesses along routes
- Fills the gaps in the bicycle network
- Provides low stress bicycle routes between neighborhoods
- Provides safe connections to transit and destinations
- Reduces the number and severity of collisions between vehicles and vulnerable road users

The elements that will be used on the Priority Bicycle Boulevards includes: directional signage, road markings, speed humps, painted traffic circles, traffic lights with cyclist detection, and a reduced number of stop signs.

The following table lays out all the roads that will be included in this project:

**Table 1: Priority Bicycle Boulevards Phase 1**

<b>Section</b>	<b>Road</b>	<b>From</b>	<b>To</b>
7a, 7b, & 7c	Glenwood Avenue	Clarkson St	Fulton Ave
	Fulton Avenue	Glenwood Ave	Bloss St
	Bloss Street	Fulton Ave	Plymouth Ave
	Plymouth Avenue	Bloss St	Smith St
	Smith Street	Plymouth Ave	Oak St
	Ambrose Street	Plymouth Ave	Cliff St
	Jones Avenue	Plymouth Ave	Lake Ave
8b	Murray Street	120 ft north of Breyer St	Masseth St
	Masseth Street	Murray St	Colvin St
	Colvin Street	Masseth St	Campbell St
10a & 10b	Frost Avenue	Rugby Ave	Woodbine Ave
	Woodbine Avenue	Frost Avenue	Aberdeen St
	Aberdeen Street North	Woodbine Ave	Post Ave
	Aberdeen Street South	Woodbine Ave	Post Ave
	Post Avenue	Aberdeen St North	Ravenwood Ave
	Ravenwood Avenue	Post Avenue	Westfield St
14 & 15c	Averill Avenue	Mt Hope Ave	Pearl St
	Pearl Street	Averill Ave	Meigs St
	Meigs Street	Pearl St	Harvard St
16c & 16d	Harvard Street	Meigs St	Edgerton St
17b & 17c	Dartmouth Street	Monroe Ave	Park Ave
	Park Avenue	Dartmouth St	Vick Park B
	Vick Park B	Park Ave	East Ave
	Portsmouth Terrace	East Ave	University Ave
	University Avenue	Portsmouth Terrace	Elton St
	Elton Street	University Ave	Atlantic Ave

	Crouch Street	Atlantic Ave	Leighton Ave
	Leighton Avenue	Crouch St	Herkimer St
	Herkimer Street	Leighton Ave	E. Main St
	Quincy Street	E. Main St	Garson Ave
	Denver Street	Garson Ave	Parkside Ave
	Parkside Avenue	Denver St	Iroquois St
	Iroquois Street	Parkside Ave	Bay St
19b, 20a, & 21c	Garson Avenue	Culver Rd	Peck St
	Peck Street	Garson Ave	Public Market Gate
	Public Market	Peck St gate	1 <sup>st</sup> St
	1 <sup>st</sup> Street	Public Market	Hempel St
	Hempel Street	1 <sup>st</sup> St	6 <sup>th</sup> St
	6 <sup>th</sup> Street	Hempel St	Clifford Ave
	Ferncliffe Drive	Clifford Ave	Fernwood Ave

**Table 2: Priority Bicycle Boulevards Phase 2**

Section	Road	From	To
6	Lakeview Park	Lake Ave	Archer St
	Pierpont Street	Lakeview Park	Mason St
	Archer Street	Lakeview Park	Driving Park
	Driving Park	Archer St	Oriole St
	Oriole Street	Driving Park	Glendale Pk
	Glendale Park	Oriole St	Fulton Ave
	Mason Street	Pierpont St	Tacoma St
	Tacoma Street	Mason St	Glendale Pk
13b	Linden Street	Meigs St	Howard St
	Howard Street	Meigs St	Raymond St
	Raymond Street	Howard St	S. Clinton Ave
	Fountain Street	S. Clinton Ave	Sycamore St
	Sycamore Street	Fountain St	Field St
	Field Street	Sycamore St	Pinnacle Rd
	Pinnacle Road	Field St	Rosedale St
	Rosedale Street	Pinnacle Rd	Hinsdale St
Hinsdale Street	Rosedale St	Culver Rd	
15b	Meigs Street	Linden St	Broadway
15d	Meigs Street	Harvard St	East Ave
	East Avenue	Meigs St	Prince St
	Prince Street	East Ave	Champeny Ter
	Champeny Terrace	Prince St	N. Union St
	N. Union Street	Champeny Ter	Trinidad St
19a	Ward Street	St Paul St	Joseph Ave
	120 Joseph Avenue (city property)	Joseph Ave	Ormond St
	Ormond Street	120 Joseph Ave	Harrison St
	Harrison Street	Ormond St	Hudson Ave
	365-373 North Street (city property)	Hudson Ave	North St
	Woodward Street	North St	Finney St
	Finney Street	Woodward St	Davis St

	Davis Street	Finney St	Scio St
	Scio Street	Davis St	Public Market trail
19c	Garson Street	Culver Rd	Wisconsin St
	Wisconsin Street	Garson Street	Merchants Rd
	Wyand Crescent	Merchants Rd	Farmington Rd
	Farmington Road	Wyand Cres	Winton Rd
	Winton Road	Farmington Rd	Tryon Park
	Tryon Park	Winton Rd	Loudissa Dr
	Loudissa Dr	Tryon Park	Dead end at parking lot
	21b, 21e, & 22a	Fernwood Avenue	Ferncliffe Dr
Portland Avenue		Fernwood Ave	Bernard St
Bernard Street		Portland Ave	Maria St
Maria Street		Bernard St	Wilkins St
Wilkins Street		Maria St	Remington St
Remington Street		Wilkins St	Ave A
Avenue A		Remington St	St Paul St

**IV. Milling and Resurfacing:**

Four streets will be Milled and Resurfaced as part of this project. They are:

- Averill Avenue between Mt Hope Avenue and South Avenue & between S Clinton Avenue and Broadway
- Pierpont Street between Driving Park and Lexington Avenue
- Aberdeen Street between Post Avenue and Woodbine Avenue
- Tryon Park between Winton Road and the bridge over NY-590

Milling and Resurfacing of the above mentioned sections of roads involves the milling off the top 1.5 inches of the asphalt and replacing with new asphalt. At the same time, crews will replace broken and hazardous sidewalks alongside these sections of roadways. Accessible curb ramps will be installed where ever they do not exist. Spot curb repair will take place where necessary. Grass and trees will be restored where affected by construction activities. Utility access points in the right of way will be adjusted and replaced where necessary. On Pierpont Street, between Driving Park and Lexington Avenue, the roadway will be widened by 4 feet from 18 feet to 22 feet. New stone curbing will be placed along with an underdrain system. Driveway aprons will be restored.

**V. Maintenance of Traffic**

During construction of this project, two-way traffic will be maintained, using flag persons when necessary. Some driveway access may be disrupted during curb, sidewalk and driveway placement. These disruptions will take 3-5 days, at most. Emergency access will be maintained at all times.

**VI. Anticipated Schedule**

- Final Design Plans                      January 2021
- Project Bid                                February 2021
- Council Approval                        April 2021
- Start Construction                      Spring/Summer 2021
- Complete Construction                Fall 2021

## VII. Questions and Comments

The following questions were asked at the meeting. The answers provided by the project team are in RED.

1. Can you address the gap around the public market, and how it will be signed?

There isn't actually a gap. There is a trail within the market that is a part of the bicycle network. Signage will route people through the market. Wayfinding signage isn't yet finalized, but riders will be directed through the market.

2. Why is there a gap on the Meigs Street bike boulevard?

This gap doesn't technically exist. The one block section was left out of the grant applications, but will be covered by this project.

3. What is the purpose behind the loop bike boulevard in Maplewood?

The Bike Blvd Master Plan has a gap between routes 4 and 7. At that time, the Pierpont Street project hadn't been decided on. So there are two north south routes, one is an alternative to Dewey Ave and the other an alternative to Lake Avenue.

4. Will the public market gate be always open?

This is an ongoing conversation with the Public Market. The alternative route will be from Garson Ave to 4<sup>th</sup> Street to Railroad Ave to provide 24-7 access to this bike boulevard route.

5. A comment was received to encourage bump outs, raised roundabouts, and other features that slow down traffic.

Budget dictates everything we do. With a total of \$680,000 available for elements, and 20 miles to implement, we have to use the funds sparingly. Curb bumpouts and raised roundabouts cost significantly more than speed humps. However, the project includes a bike boulevard toolbox that can be referenced when future funds become available. The City will have a plan for where the various higher cost elements can be implemented when street projects happen or other funds are identified. In some cases, painted roundabouts may be installed. These can be replaced in the future with raised curb roundabouts.

6. When will signage be placed on the River Trail at Driving Park?

Trail signage is not ready to be installed. The first contract is just being awarded now. Signs for this location are in the next contract, so we can't provide a timeline at this time.

7. Are there any anticipated funding difficulties for this project?

We have dedicated State Grant and local funding for this project. There is no word on whether any of this will be pulled last minute. Anything authorized in previous years aren't being revoked at this time.

8. Does the City have any comprehensive bike maps?

The City does have a fairly up-to-date bike map on the City's website (<https://maps.cityofrochester.gov/portal/apps/webappviewer/index.html?id=c43beb5e7cbb456eae74822dfcf>)

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[98db4](#)). Upon completion of this project, we will be able to add in the 20 miles of bike boulevards. GTC is also planning to update their bike map and include an online trip planner function.

9. Will there be a bridge in the gap in the NW bicycle boulevard between Finch Street and Sherman St?

For the time being, this will connect you back to the Dewey Avenue bicycle lanes. There is a future project to implement a multiuse trail in the old subway bed.

10. When will the rest of the planned bicycle boulevard network be implemented?

We don't have any identified funding to implement any further bicycle boulevards at this time. We do intend to implement them slowly as part of our city-wide traffic calming program or as the various streets come up in various projects. We will keep our eyes out for funding opportunities to help speed up the implementation of the entire network.

11. Will traffic signals switch faster in the future? Some signals take too long to switch.

Depending on the signal, MCDOT has to look at signals collectively. They are timed with each other. So major intersections often determine the timing of secondary intersections. Changing the timing of some, but not all intersections can cause downstream affects at major intersections. There is an option to cycle some secondary signals twice as fast. This can't be done at all intersections, however. In some cases, off-peak, some signals run free, meaning they'll trip when traffic arrives. In some cases, the issue may lie with the bicycle detection camera. They sometimes need cleaning or adjusting.

12. Will all signalized intersections on the Bike Boulevard network have bicycle detection cameras?

Yes.