



MEETING SUMMARY

2022 Milling and Resurfacing Project

City of Rochester Project ID# 20133

Subject: Public Information Meeting
Location: Online (Virtual)
Date: Wednesday, September 29, 2021
Time: 5:30 – 6:30 PM

The purpose of this meeting was to review proposed improvements on East Avenue, Chestnut Street and North Goodman Street.

OVERVIEW

On Wednesday, September 29, 2021, a virtual public meeting was held for the City of Rochester's 2022 Milling & 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. The meeting was attended by 14 members of the public including property owners, transportation advocates and other residents. A full list of attendees is included in Appendix A and the presentation slide deck is available in Appendix B.

PRESENTATION & DISCUSSION

Welcome & Introductions

Ruben Escobar, City of Rochester, welcomed attendees. Susan Charland, Highland Planning, provided an overview of the Zoom Webinar controls and protocols and asked attendees to electronically sign in by typing their name and address into the chat feature.

Presentation

Steven Ketch, Bergmann Associates, provided an overview of the project limits on East Avenue, Chestnut and North Goodman Street, and summarized community engagement efforts for the project. He then outlined the types of enhancements to the streets and public realm that the project was exploring including milling and resurfacing; repairs to sidewalks and curbs; ADA sidewalk ramp compliance; repairs and adjustments to manholes, catch basins, and valves; the implementation of curb bump-outs, multilane conversions (road diets), and bicycle facility improvements; and improvements to streetscape and traffic signal elements. The presentation then turned to the existing conditions and proposed changes for each of the street segments within the project limits. Bicycle network connectivity was highlighted and improvements to the streetscape and traffic signals were reviewed before the presentation concluded with a reminder of the project's schedule and webpage information.



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Question & Answer Session

Susan Charland, Highland Planning, facilitated a comment session with attendees using the chat and Q&A features on Zoom Webinar. Comments, questions, and responses from the project team are summarized below.

Can steps be taken to ensure that temporary pavements used to cover water mains are suitable to bike over?

Yes, every effort will be made to ensure temporary pavements are as smooth and flat as possible in areas where bikes will be traveling.

Were you able to survey bike traffic within the project limits?

No, a count of bike traffic was not performed for this project.

What is a signal head? Is that the button pedestrians push to get the “walk” sign? If these are replaced, can the pedestrians be given a 3-5 second lead time, to start into the street before cars can move?

The signal head is the portion with the green, yellow, and red lights on it. Pedestrian phase timing is something that can be adjusted within the controller software.

When presenting traffic analysis information isn't it worth noting that allocating more safe space for bicycles can reduce car traffic and the need for parking? Or is this too subjective? The way this information is presented is important in a culture that treats cars as the default.

This is what the City's Complete Streets Policy is for: to encourage walking and biking to reduce reliance on personal automobiles.

Wet concrete around the perimeter of a fresh manhole cover poses no problem for car tires but can be dangerous for bicycles. Can these be blocked off to avoid potential bicycle accidents?

The construction team will need to be made aware of this issue so we can ensure the concrete is fully dry before driving and biking occurs on it.

Will transit amenities, such as bus shelters, be a part of project?

No, the installation of transit amenities is not a component of this project.

Traffic can be quite fast along East Avenue particularly in the evening. Will there be signs alerting drivers to the presence of the new crosswalk at 130 East Avenue?

Yes, there will be bright green “pedestrian crossing” signs posted at the crosswalk as well as “crosswalk ahead signs” in advance of the crossing in compliance with New York state's Pedestrian Safety Access Plan.



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One of the challenges pulling out of Swan Street heading in either direction is that the slope and parked cars hinder visibility. Will there be adjustments to curbside parking on the north and south sides of East Avenue?

The No Parking zone east of Swan Street on the north side will be extended to keep cars farther away from the intersection, which should help improve visibility.

Will the vehicle sensors at red lights be capable of sensing bicycles as well?

Video detection of bicycles at intersections is being implemented where we can, in particular on the City's designated Bike Boulevards. These particular intersections were not initially considered for bike-sensing cameras but that could be considered further.

This was researched more after the meeting. Bicycle detection cameras already exist at most City signalized intersections wherever there are bicycle lanes or bike boulevards on the side street. Bike detection is not needed when there are bicycle lanes only on the main street because it is in recall, so the main street phase will get a green light every cycle whether or not a vehicle or bicycle is present. The only time video detection is needed for bikes is when there are bicycle facilities on the side street. Main Street at East Avenue, East Avenue at Chestnut Street, and East Avenue at Broadway/Scio are pre-timed intersections, so they do not need bicycle detection. They will get the green on both the main and side streets every cycle without any detection. Any additional bicycle detection needed will be addressed by this project.

Could you explain why a bump-out cannot be installed on the northside of East Avenue?

A bump-out at that location would make it more difficult for vehicles turning onto Swan Street. There are also underground utilities in the way.

When can we expect details on the North Goodman improvements and how will those be shared?

You are correct that the presentation showed North Goodman Street essentially unchanged from its current state. The installation of bike lanes is being considered on N. Goodman Street. As the project team finalizes proposed improvements to this street segment, they will be made available for members of the public to review.

The addition of "bike boxes" at intersections should be considered particularly on streets where there is no full bike lane.

Thank you for comments. The project team will take them under consideration.

What is the deadline for public feedback?

The project team encourages members of the public to submit comments within the next two weeks.

Next Steps

The project team shared that meeting materials would be made available on the project's webpage and adjourned the meeting.



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APPENDIX A

Attendees

Doug Campbell
Bleu Cease
Emily Fahner-Vihtelic
Chaz Goodman
Noah Kahrs
John Lam
Karen Lankeshofer

Susan Levin
Jesse Peers
Jennifer Pierce
Steve Scheutzow
Rob Tortorella
Ken Tryon
Jerry Watkins

Project Team

City of Rochester

Ruben Escobar, *P.E., Street Design Project Manager*
Erik Frisch, *Manager of Special Projects*
Lisa Reyes, *Street Design Engineer III*
George Wheatley, *Water Bureau Project Manager*

Monroe County

Henry Herdzyk, *P.E., Transportation Project Manager/MCDOT Liaison*

Consulting Team

Michael Croce, *P.E., Bergmann Associates*
Steven Ketch, *P.E., Bergmann Associates*
Susan Charland, *Highland Planning*
Christopher Dunne, *Highland Planning*

APPENDIX B

Presentation

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