



City of Rochester

Mount Read Boulevard Corridor Study

NYS Route 33 (Buffalo Road) to Stone Road

The City of Rochester began a study of Mount Read Boulevard in March 2013 beginning the first steps toward a balanced set of corridor transportation improvements that fit both the corridor's and community's needs. The results of an existing conditions inventory along the 4.4 mile corridor were shared with the community at the first public meeting in May 2013. At that time, the City and study team received many thoughtful comments and insights that would ultimately help guide the development of the concepts shared at tonight's open house.



Buffalo Road Roundabout

Current Status

The City held a series of meetings with a Project Advisory Committee, met with groups of stakeholders including business leaders, and worked closely with representatives of the New York State Department of Transportation (NYSDOT), Monroe County Department of Transportation (MCDOT), and the Town of Greece to generate conceptual improvements in line with the community's vision. The purpose of today's open house is to discuss the plan with members of the community and receive additional input on the proposal before it is documented in a formal report.



Base Concept—Mount Read north of Jay

Purpose and Need

The purpose of future projects would be to address identified transportation deficiencies along the Mount Read Boulevard Corridor in a way that ensures continued mobility to support goods producing industries and other employers along the corridor while enhancing neighborhood character in residential areas.

Concept Highlights

- Conversion of the NYS Route 33 (Buffalo Road) traffic circle into a modern roundabout would address accidents, eliminate confusing traffic control, and improve pedestrian accommodation.
- Removal of the existing concrete median between Buffalo Road and I-490 and between I-490 and NYS Route 31 (Luell Avenue). There are two concepts under consideration. Both would reduce Mount Read Boulevard to two through travel lanes in each direction, include an exclusive bicycle lane in each direction, and fit primarily within the footprint of the existing curb and sidewalks. One concept would include a center two-way left turn lane for safer and more convenient access into adjacent properties. The second would trade that center turn lane for curb parking lanes that would accommodate on-street parking except where interrupted by driveways.
- Reconstruction of the corners at Luell Avenue would allow trucks to complete turns within their own lane. Pedestrian crossings would be highlighted. New traffic signal equipment would also be installed allowing greater flexibility to deal with changes in vehicular, bicyclist, and pedestrian flow that occur between peak and off-peak hours. Property would be needed at the corners and the project's designers would need to work with adjacent property owners and businesses to address potential changes in access.

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Concept Highlights (Continued)

- Modification of access from Lyell Avenue north to Driving Park Avenue would maintain or improve access to adjacent properties while removing the Outer Drive connections at signalized intersections to enhance safety. Pedestrian, bicyclist, and transit accommodation would also be greatly improved with new dedicated crossings and bicycle lanes. Lighting would be upgraded. The study has found that *transportation improvements alone will not be able to fully address the safety, access, and mobility concerns in this section of the corridor, especially between Lexington Avenue and Driving Park Avenue*. This segment would benefit from a coordinated land use development and access plan.
- Elimination of short on and off ramps found between Driving Park Avenue and the NYS Route 104 (West Ridge Road) interchange would improve safety. While there are several ways this could be accomplished, the common goal in each case is to provide more space to make a movement without sacrificing accessibility.
- Changes to roadway character north of West Ridge Road would help signify entry into the Town of Greece. The median would be narrowed and sidewalks, landscaping, and lighting would be added to reinforce the change.

The City of Rochester and NYSDOT are already exploring ways to implement some suggested improvements in upcoming maintenance or safety projects!

For additional information or to offer comments, please contact:

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Phasing and Cost

Improvements are likely to be built in stages over the next 20 years. The actual order of the stages would be dependent upon need and funding availability.

- A. Buffalo Road Roundabout (\$2.0 M)
- B. Buffalo Road to Lyell Ave (\$7.3 M)
- C. Lyell Ave Intersection (\$3.5 M)
- D. Lyell Ave to Driving Park Ave (\$22.9M)
- E. Driving Park Ave to West Ridge Rd (\$7.6 M)
- F. West Ridge Road to Stone Road (\$4.0 M)

Next Steps

The Community is encouraged to fill out a comment sheet and let us know your thoughts! Let the project team know what you think of the information presented tonight. Also note any concerns or issues you think should be addressed as this study draws to a close and as future projects along the Mount Read Boulevard Corridor get underway.

Our next step will be to complete the Corridor Vision Document which the public will be able to access at <http://www.cityofrochester.gov> in the spring of 2014. From that point forward, the City of Rochester will remain closely involved throughout the scoping, design, and construction phases of any project to follow.



Base Concept—Mount Read North of Joanne Drive