



**COMMUNITY ADVISORY GROUP
MEETING MINUTES
WARING ROAD
IMPROVEMENT PROJECT
PC: 12101**

DATE: March 1, 2012
TIME: 7:00 P.M.
LOCATION: Waring Road Baptist Church
SUBJECT: Community Advisory Group

Official Attendees:

<u>NAME</u>	<u>REPRESENTING</u>	<u>EMAIL</u>	<u>PHONE</u>
Lisa Reyes	City of Rochester	reyesl@cityofrochester.gov	428-6354
Al Giglio	City of Rochester	agiglio@cityofrochester.gov	428-7164
Julie Beckley	City of Rochester	beckleyj@cityofrochester.gov	428-6863
Scott Leathersich	MCDOT	sleathersich@monroecounty.gov	753-7748
Tom Fry	MCDOT	tfrys@monroecounty.gov	753-7741
Dawn Taylor	NENA	dawn227@gmail.com	288-2647
Andy Taylor	NENA	ange114@frontiernet.net	288-2647
Sam Catazano	NENA		319-3527
Donna York	NENA	dyork46@yahoo.com	288-5301
Terry Rosenthal	NENA		288-5301
Richard DeSarra	Rochester Cycling Alliance	rdscomm@rochester.rr.com	
Glenn Cerosaletti	Rochester Cycling Alliance	gcer@admin.rochester.edu	654-6268
James Lukens	RCSD	james.lukens@rcsdk12.org	
David Askinazi	Clark Patterson Lee	daskinazi@clarkpatterson.com	454-7600
Dan Duprey	Clark Patterson Lee	dduprey@clarkpatterson.com	454-7600
Kevin Kelley	Clark Patterson Lee	kkelley@clarkpatterson.com	454-7600

Al Giglio opened the meeting by welcoming the attendees. He then turned the meeting over to Dave Askinazi from Clark Patterson Lee. Dave gave a presentation on the overview of the project, some of the existing conditions that have been documented, and the conceptual alternatives that are currently being explored. See attached Power Point slides.

Dave Askinazi asked the group if there were any concerns over reducing the on-street parking to one side of the road given the low parking utilization along the roadway. The group did not feel the reduction of on-street parking was a concern. The general consensus was that a single parking lane on the west side of Waring Road would be appropriate.

Much of the discussion related to the presentation referred to the potential arrangement of lanes in a newly designed roadway. The group considered the different alternatives that are being evaluated for accommodating bicycles (14-foot shared use lanes with sharrows, and 5-foot



bicycle lanes with 11-foot vehicle travel lanes) and the implications on the travel lanes and parking lanes. The general consensus was that dedicated bike lanes are preferred over shared use lanes, although consideration should be given to the impact on street tree root systems, which may be damaged by digging adjacent to the curbs in order to install new curbs at the current curb offset or location. Dave Askinazi also described a sub-alternative in the vicinity of the Waring Road Plaza that includes a single center (two-way) left turn lane and two travel lanes. On-street parking is currently not allowed in this vicinity and this sub-alternative would maintain this condition. This sub-alternative would not allow for bike lanes though this section of the project without further widening the existing pavement.

The following summarizes the additional questions and comments from the group.

Comment: According to MCDOT, the accident rate *alone* does not justify the need for a two-way left turn lane in front of the plaza, but other factors may be considered.

Q Much of the plaza is used by government workers, which may have peak traffic times other than the standard morning and afternoon peak hours. Have counts been collected for those times?

A No, but even if the peak for the traffic exiting the driveways did not match the standard rush hour roadway peaks (which were counted), it would be unlikely that this would yield a low level of service because of the offset in the peaks.

Q Does the two-way left turn lane option present other costs beyond just striping?

A The initial answer to this question was no, but after further consideration, there would be additional cost if the bike lanes were maintained along with the center turn lane. The new pavement would also be installed wider than the existing pavement.

Q Are the bumpouts bad for snow plows?

A The plow drivers sometimes complain but they are getting used to them. The benefits outweigh the plowing issues.

Q Will bumpouts interfere with bike lanes?

A No, the bumpouts will be 7 feet from the curb, 1 less foot than the 8 foot wide parking lane. The bike lane will begin outside of the parking lane.

Q Would bike lanes be on both sides of the road?

A Yes, both sides, and bikes would need to ride with traffic (not against traffic) on their respective side of the road.

Comment: Most residents seem to prefer the dedicated bike lane option. The City currently does not have too many dedicated bike lanes (only about 6 miles to date) and there will likely be more as future projects are completed.

Comment: Most cyclists feel more comfortable and prefer riding in a bike lane.



Q Will all sidewalks be replaced?

A This has not been determined yet but sections of sidewalk that are in good condition and that are not in conflict with the proposed construction will be considered for retention.

Comment: Bump outs are not desirable because they cause problems related to plowing. Currently, the sidewalk plows, coupled with the road plows, create a large pile of snow on the short section of sidewalk between the perpendicular sidewalk and the curb (in the bump out). So even if the sidewalks on Waring are plowed, crossing the road requires turning onto the short section of a perpendicular sidewalk in the bump out, then down the sidewalk ramp to the crosswalk. The amount of snow piled up in this section is very difficult to overcome with a walker or wheelchair. Extending the sidewalks with bump outs will make this condition worse.

Response: This appears to be mainly a plowing issue. Al Giglio will discuss this with the City's street maintenance division.

Q Will sidewalks be lowered at the plaza driveways?

A Yes, the goal would be to reduce the steepness of the driveway aprons to allow vehicles to enter the plaza at a reasonable and normal speed. Currently vehicles have to navigate the aprons at a very slow rate to avoid bottoming out which in turn creates potential rear end accidents at the plaza driveways.

Comment: At the bus stop on Fernwood Park near Waring, students wait for the bus and have a narrow area to stand. Students are often seen standing in the pavement area on Waring Road. This bus stop needs more space and better lighting.

Response: The design team will visit the site to observe this condition and make recommendations for additional improvements.

Comment: Consider not putting a bump out at Waring/Culver which may block a turning lane.

Response: The bump out design will not block any required turn lanes.

Comment: Encourage the plaza owners to consider adding bike racks, which would complement the new bike lanes or sharrows in the roadway.



The foregoing constitutes our understanding of matters discussed and conclusions reached. If there are any errors or omissions in the basic discussion, please notify the author in writing within seven days.

Respectfully submitted,

Clark Patterson Lee

David Askinazi, P.E.
Principal Associate

Attachments: sign in sheets, and power point presentation slides

cc: Official Attendees

Pathway to Progress

**WARING ROAD
IMPROVEMENT
PROJECT**

Citizens Advisory Group Meeting

March 1, 2012 @ 7:00 pm

Waring Baptist Church
1921 Norton Street

Purpose of the meeting:

- Present project needs and goals
- Gather input from the community
- Help shape the project design alternatives

City representatives and their design consultant will lead the meeting, listen to ideas and answer any questions. Please join us for this meeting to learn and share.

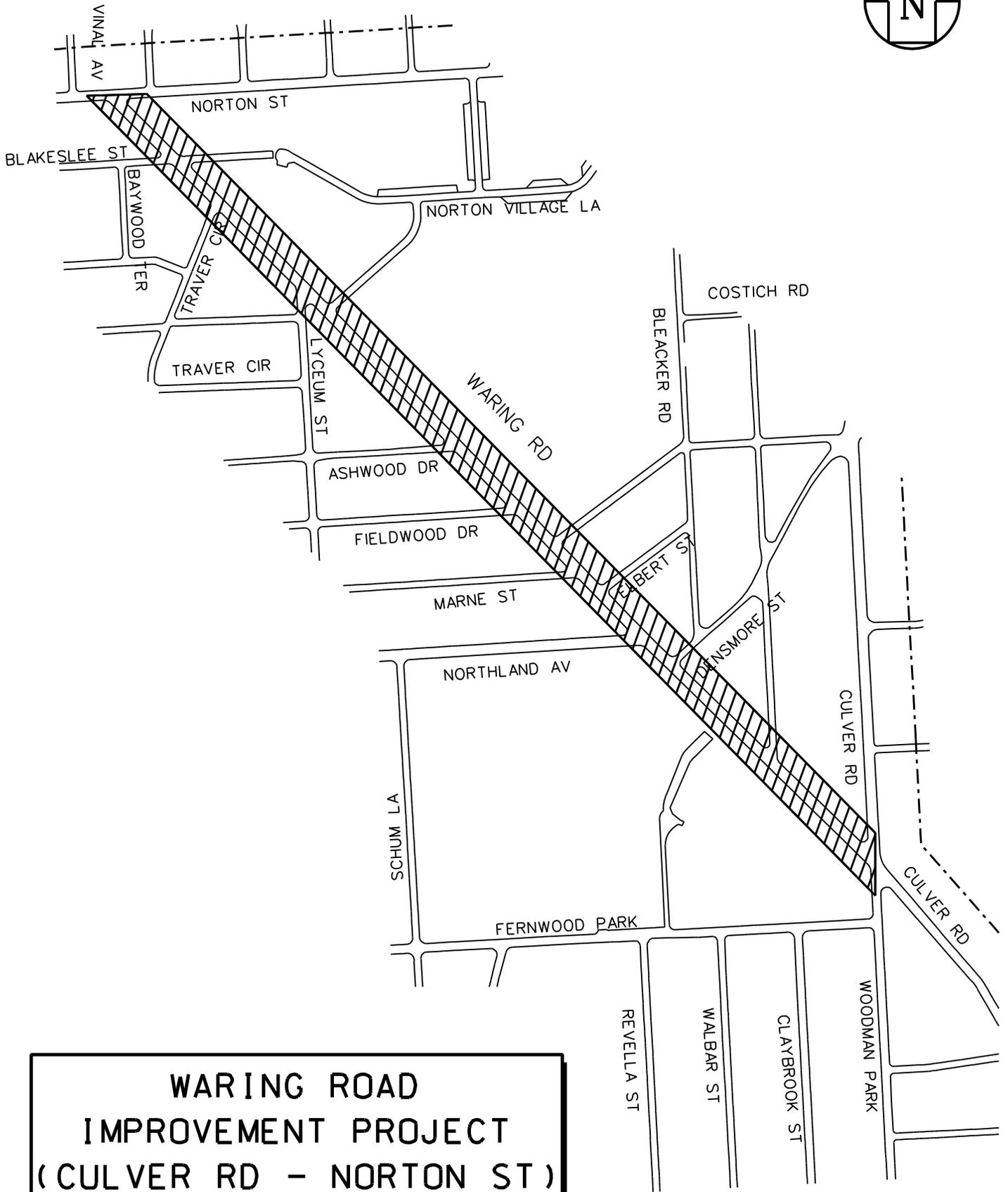
For more information, please contact Ms. Lisa Reyes at 428-6354



City of Rochester
Dept. of Environmental Services
Bureau of Architecture and Engineering Services

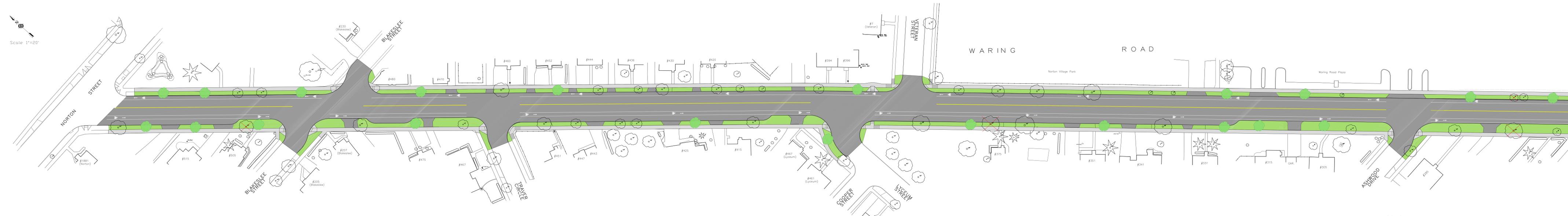


Clark Patterson Lee
DESIGN PROFESSIONALS

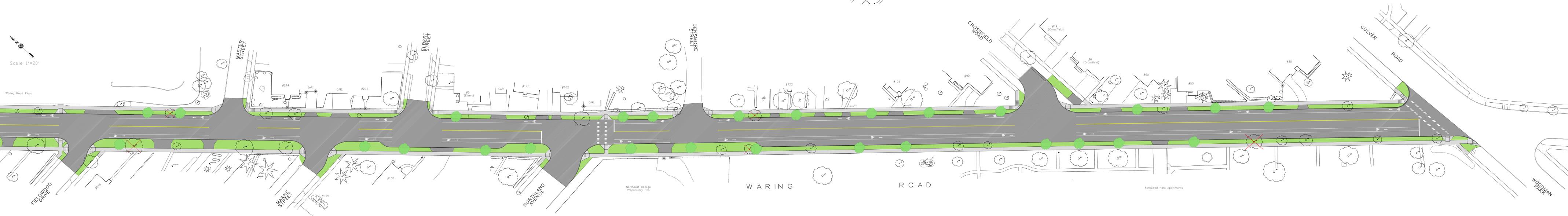


**WARING ROAD
IMPROVEMENT PROJECT
(CULVER RD - NORTON ST)**

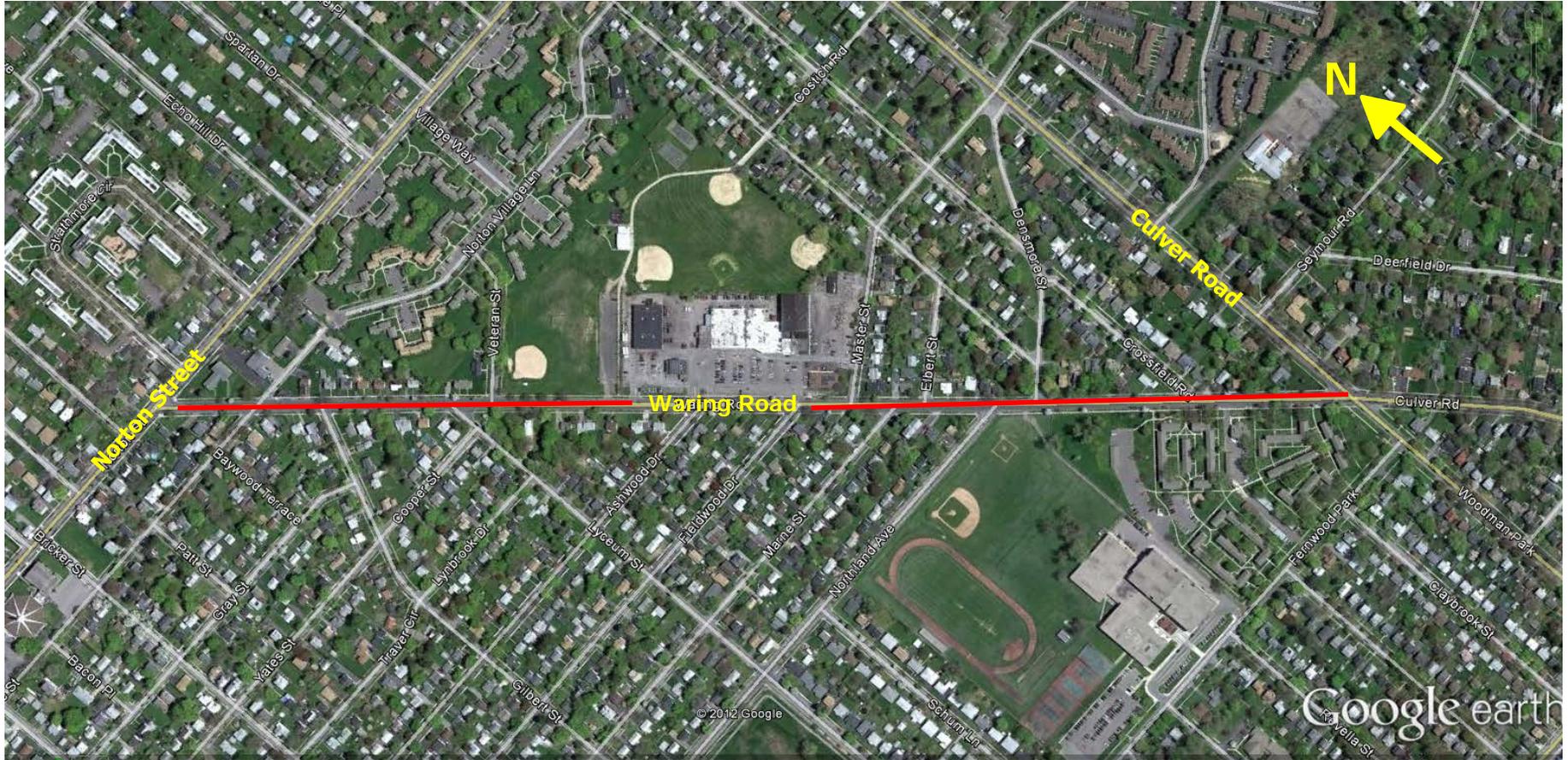
Scale 1"=20'



Scale 1"=20'



Waring Road Improvement Project



City of Rochester



Clark Patterson Lee
DESIGN PROFESSIONALS

Meeting Agenda

- **Introductions**
- **Power Point Presentation**
 - Project Objectives
 - Project History
 - Existing conditions
 - Other adjacent projects
 - Project Alternatives and Improvements
 - Project schedule
- **Questions and Comments**

Project Objectives

- Improve pavement condition/service life
- Improve traffic flow and safety
- Upgrade pedestrian facilities
- Maintain adequate on-street parking
- Provide travel lanes with bicycle accommodations
- Improve aesthetics along the corridor

Project Location Map



Project Evolution

■ Local Master Plan

- Create a **public infrastructure** system that **positively contributes to** the physical, social and economic development of objectives of the greater Rochester **Community...** (Campaign Five)
- Encourage an integrated **transportation system** that is **save, efficient,** and **meets the** transportation **requirements** of our businesses, industries and citizens. (Campaign Six)

Project Evolution

- Local Master Plan (continued)
 - **Ensure adequate parking** resources or facilities that balance the protection of neighborhoods and residences with the need to sustain the economic viability and vitality of commercial areas.
(Campaign Eight)
 - Promote the creation of **safe, reliable and aesthetically pleasing transportation system** that facilitates the movement of people and goods throughout our community and connects neighborhoods while **encouraging alternatives to automobile transportation**. (Campaign Eight)

Project History

- Originally constructed in 1930's
 - Road paved 20' wide
- Reconstructed and widened in 1950
 - Road paved 40' wide
- Only regular maintenance since then
 - Milling and resurfacing in 1994 and 2010
 - Crack Sealing

Pavement Condition

- Pavement Milled and Resurfaced in 2010



Pavement Condition

- Same location – 2007 Google Image



Pavement Condition

- Photos from 2009



Existing Conditions



- Pavement – two 12ft travel lanes, two 8ft parking lanes (40ft wide)
- Stone curbs – poor condition
- Closed drainage system
- Residential / Light Commercial Uses
- 5 ft wide sidewalks
- Curb Lawns contain mature trees w/ gaps (no trees)
- City speed limit -30mph
- Aging water main
- Driveway aprons in poor condition
- Street lighting on wood poles

Existing Traffic Conditions

- Traffic Volumes and Delay
 - Concept of “Level of Service”
 - Definition: A measure of traffic conditions based on factors such as speed, travel time, delay, driver comfort. A measure of traffic congestion.
 - Designations: A through F
 - LOS A is Best, LOS F is Worst
 - LOS D - generally minimum accepted at design year (2035)

Level of Service – Roadway Intersections

- Waring Road and Culver Road
 - Existing (2011): Fair: LOS C
 - Future (2035): Slightly worse but still: LOS C
- Waring Road and Northland Ave
 - Existing (2011): Very Good: LOS A
 - Future (2035): Slightly worse but still: LOS A
- Waring Road and the 3 Plaza Driveways
 - Good: LOS B (2011 and 2035)

Accident Analysis

- 3 year period (8/2008 through 8/2011)
- Looks at types, driving conditions
- Look for patterns
- Compute accident rates for intersections
- Compare to similar intersections - County wide
 - Rate: $\text{Accidents} / \text{Million Entering Vehicles}$

Accidents at Intersections

Intersections with Waring Road	Number of Accidents	Accident Rate (ACC/MEV)	County Average Accident Rate (ACC/MEV)
Culver Rd	7	0.29	0.44
Northland Ave	2	0.09	0.53
Plaza Entrance	3	0.27	0.14

- Culver and Northland rates lower than County Average
- Plaza Entrances higher than County Average
 - 3 accidents do not present a significant safety hazard
- No changes proposed to intersection layouts

Accidents along Waring Rd

Norton St to Culver Rd		
Type of Accident	Number	Percentage
Rear End	13	25
Right Angle (opposite direction)	11	21
Sideswipe (same direction)	9	17
Head On	7	13
Left Turn (same direction)	4	8
Other	3	6
Right Turn (opposite direction)	2	4
Left Turn (opposite direction)	1	2
Right Turn (same direction)	1	2
Sideswipe (opposite direction)	1	2

52

100

Other Adjacent Projects

- Northland Avenue (Waring Rd to Ferncliffe Drive)
 - Preventative Maintenance Project
 - To be completed 2013

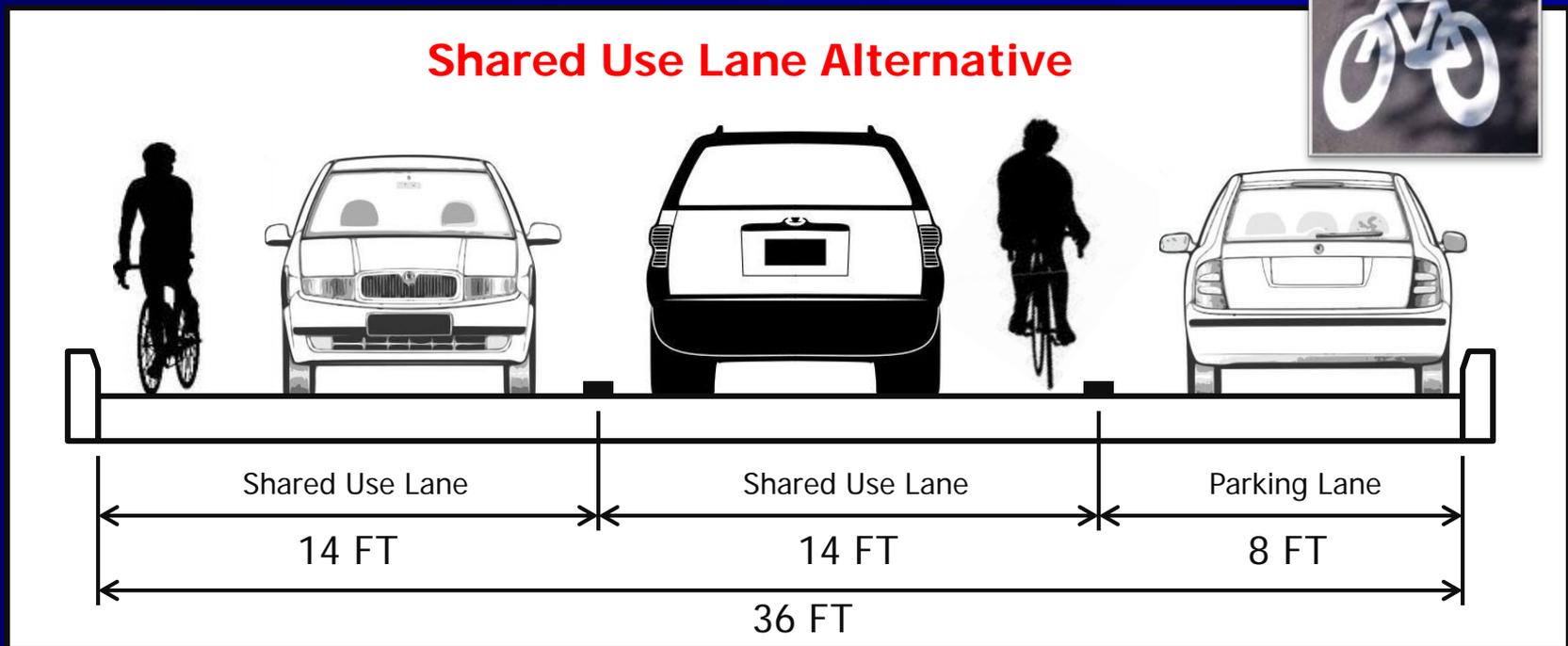
Potential Improvements

- Pavement Reconstruction: Creating a stable, strong and smooth road surface



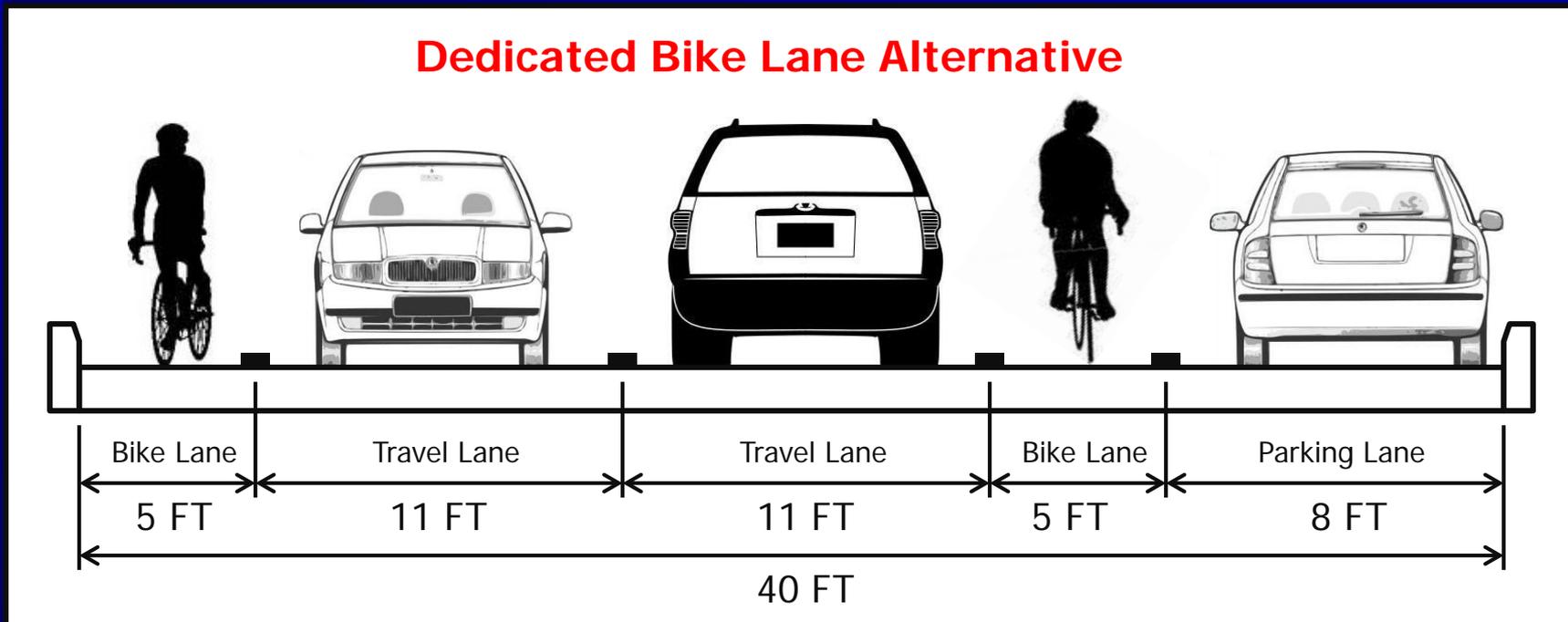
Project Alternatives

- Provide parking along one side of the street
- Increase width of travel lanes to accommodate bicycles



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Proposed Improvements

- Upgrade pedestrian facilities
 - Add curb bump outs
 - Add handicap accessible ramps



Proposed Improvements

- Improve traffic circulation at retail center
 - Flatten incline of driveway aprons



Proposed Improvements

- Realign intersection of Lyceum St and Waring Rd
 - Align Lyceum for a better angle of approach to Waring Rd
 - Moves driveway away from corner
 - Improves safety



Potential Improvements

- Realign intersection of Lyceum St and Waring Rd
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Other Improvements

- New traffic signals
 - Culver Rd and Waring Rd
 - Northland Ave and Waring Rd
- Replace water main
 - Existing 8" ductile iron main installed between 1922 and 1933
 - New 8" PVC water main

Other Improvements

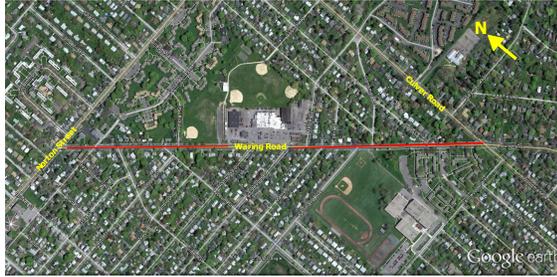
- Planting new trees along Waring Rd
- Install new street lighting
 - Show pictures.....
- Private Utility Work:
 - Gas, Electric, Telephone, Cable, etc.
 - Limits to be determined

Project Schedule

- Preliminary Design: Complete by July 2012
- Final Design: Complete by May 2013
- Construction: Spring of 2015
 - Construction funding has not been identified at this time

Questions ?

Waring Road
Improvement Project



City of Rochester



Clark Patterson Lee
DESIGN PROFESSIONALS

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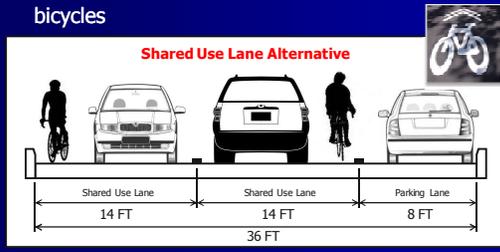
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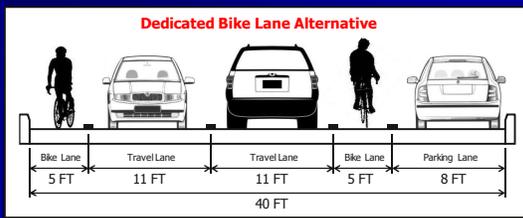
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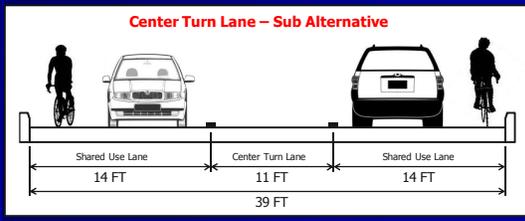
Potential Improvements

- Narrow road surface (Shared Use Lane alternative)
 - Increase green space
- Upgrade pedestrian facilities
 - Add curb bump outs
 - Add handicap accessible ramps



Potential Improvements

- Improve traffic circulation at retail center
 - Sub Alternative - Add center turn lane



Potential Improvements

- Improve traffic circulation at retail center
 - Flatten incline of driveway aprons



Potential Improvements

- Improve traffic circulation at retail center
 - Shift northern plaza entrance to align with Driving Lane to rear of Family Dollar store
 - Remove center islands at driveways



Potential Improvements

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Other Potential Improvements

- Planting new trees along Waring Rd
- Install new street lighting
 - Mounted to wood utility poles
 - Use decorative mast arms ?
- Private Utility Work:
 - Gas, Electric, Telephone, Cable, etc.
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