



**PUBLIC INFORMATION  
MEETING MINUTES  
WARING ROAD  
IMPROVEMENT PROJECT  
PC: 12101**

**DATE:** December 4, 2013  
**TIME:** 6:00 P.M.  
**LOCATION:** Waring Community Center  
**SUBJECT:** Public Information Meeting

**Official Attendees:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>EMAIL</u>	<u>PHONE</u>
David Askinazi	Clark Patterson Lee	<a href="mailto:daskinazi@clarkpatterson.com">daskinazi@clarkpatterson.com</a>	454-7600
David Hastings	Clark Patterson Lee	<a href="mailto:dhastings@clarkpatterson.com">dhastings@clarkpatterson.com</a>	454-7600
Dan Duprey	Clark Patterson Lee	<a href="mailto:dduprey@clarkpatterson.com">dduprey@clarkpatterson.com</a>	454-7600
Lisa Reyes	City of Rochester	<a href="mailto:reyesl@cityofrochester.gov">reyesl@cityofrochester.gov</a>	428-6354
Al Giglio	City of Rochester	<a href="mailto:agiglio@cityofrochester.gov">agiglio@cityofrochester.gov</a>	428-7164
Tom Frys	MCDOT	<a href="mailto:tfrys@monroecounty.gov">tfrys@monroecounty.gov</a>	753-7741

For additional attendees: see attached sign in sheet

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Dave Askinazi opened the meeting by welcoming the attendees and introducing the design team. He then proceeded onto the prepared presentation of the project that included:

- Project objectives
- Project history
- Existing Conditions
- Recent Projects
- Project Improvements
- Project Schedule

The major points of the design are the dedicated bike lanes, center turn lane in front of the plaza, and traffic signal removal at the Northland/Waring intersection. Bump outs will be installed as a safety and traffic calming measure. Parking will be limited to the southern side of Waring as a parking study indicated that on street parking was not heavily utilized. The presentation followed the attached power point slides.

After the presentation the meeting was opened up to questions and answers:

Comment: At peak times, cars have a difficult time turning onto Waring Road from Northland Avenue even with the signal. I do not feel the removal of the signal at the Waring/Northland intersection is a good idea. Cars on Waring will be going too fast and the signal slows them down.



Answer: Tom Frys responded to the comment: Clark Patterson Lee has completed a warrant analysis for the signal. The traffic volumes, accident rates, and pedestrian movements aren't any different than the many other side streets along Waring Road. The intersection no longer meets the warrants that the County uses for signalized intersection requirements. Also the existing equipment can't be left in place and that new signal equipment would be an unwarranted cost including maintenance.

Comment: The residents from 277 Waring Road stated that they concerned about the tree in front of their property in the curb lawn. The roots are overgrown and have shifted and shoved the sidewalk. The residents would like to see it removed sooner rather than later. They think the 2019 date is rather far away but are happy to see the road being improved.

Answer: The City points out that the tree is currently slated for removal as part of the project, but Forestry will be contacted to see if they would be willing to remove the tree sooner.

Comment: The resident from 467 Waring was concerned about his driveway being relocated. After discussions with him, he realized he was looking at 467 Lyceum on the map and when that correction was made, he could see his driveway actually wasn't being impacted by construction.

Comment: The resident from 215 Waring had two concerns. He indicated that the tree in the curb lawn near the corner of Marne Street creates a line of sight hazard as he's attempts to turn from Marne Street to Waring Road. It blocks his view of southbound cars on Waring Road. He would like to see it removed as part of this project. He was also asking about his fence that runs along the back of sidewalk on the Waring Road side of his property. The highway boundary is located approximately 2' off the back of sidewalk and after talking with the owner, we concluded that his fence may be encroaching on the ROW. Options and situations were discussed but it was agreed that the location of the fence and possible encroachment issued would be confirmed before going further.

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

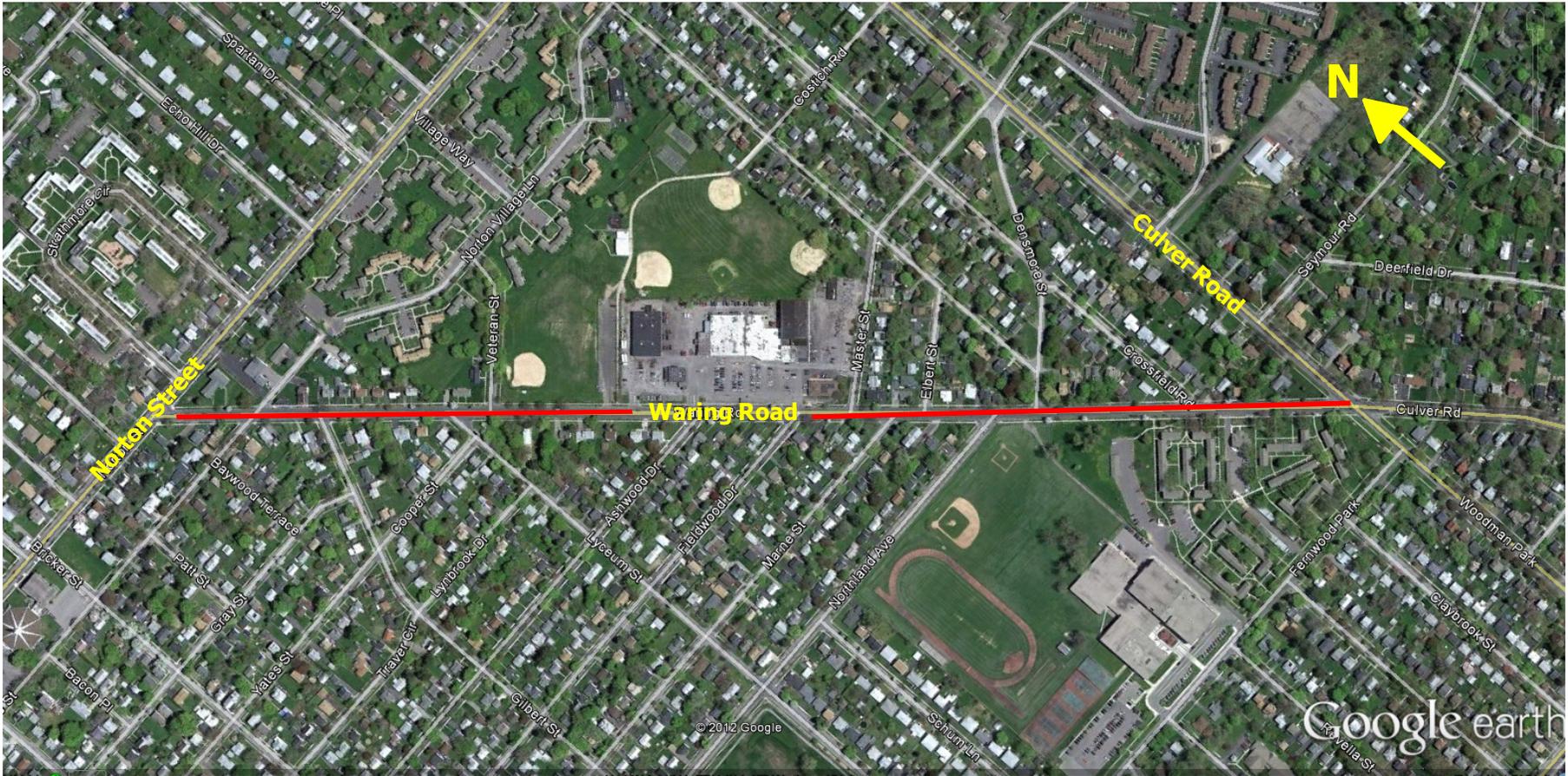
  
David Askinazi, P.E.  
Principal Associate

Attachments: sign in sheet

cc: Attendees



# Waring Road Improvement Project



City of Rochester



Clark Patterson Lee  
DESIGN PROFESSIONALS

# Meeting Agenda

- **Introductions**
- **Presentation**
  - **Project Objectives**
  - **Project History**
  - **Existing Conditions**
  - **Adjacent Projects**
  - **Project 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 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

<b>Intersections with Waring Road</b>	<b>Number of Accidents</b>	<b>Accident Rate (ACC/MEV)</b>	<b>County Average Accident Rate (ACC/MEV)</b>
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
- No changes proposed to intersection layouts
- Plaza apron improvements should help reduce accidents

# Accidents along Waring Rd

<b>Norton St to Culver Rd</b>		
<b>Type of Accident</b>	<b>Number</b>	<b>Percentage</b>
Rear End	13	25
Right Angle	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

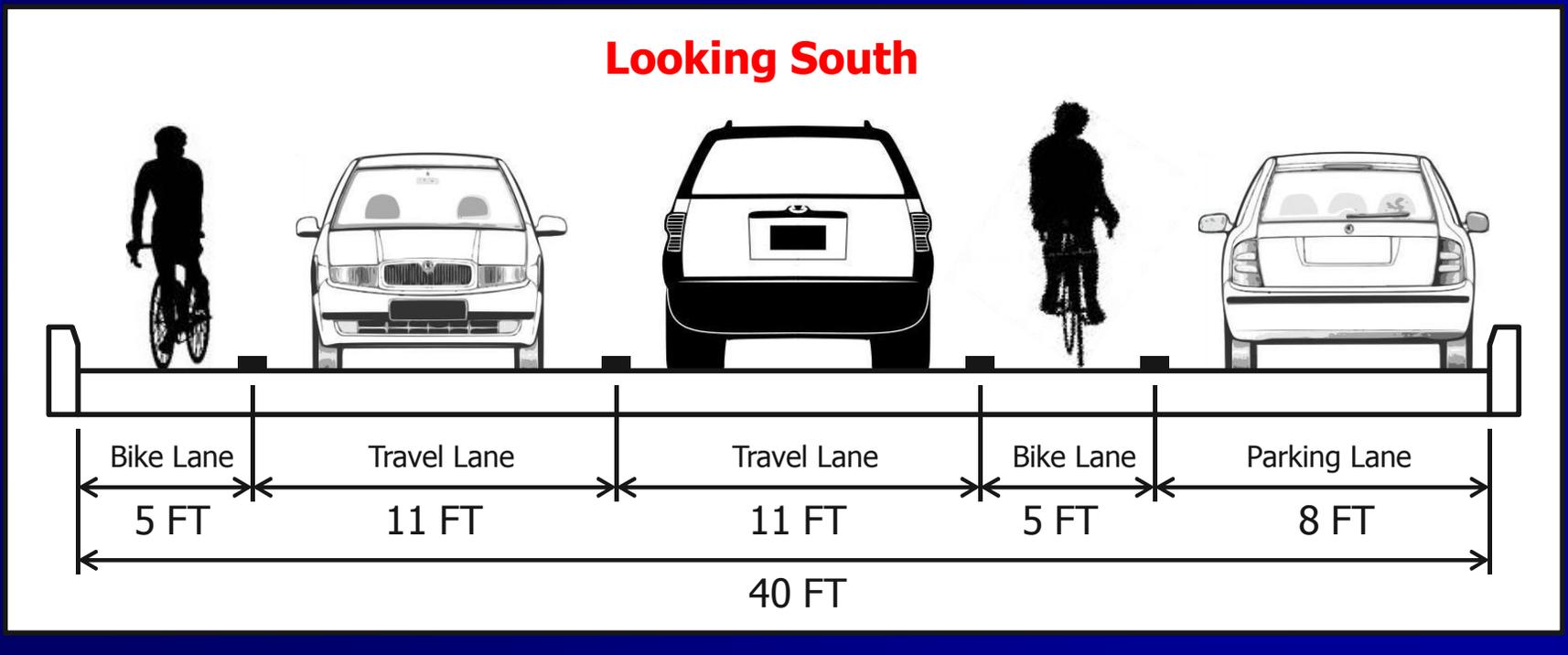


# Other Adjacent Projects

- Woodman Park
  - Preventative Maintenance Project
  - Completed in 2012
- Northland Avenue (Waring Rd to Ferncliffe Drive)
  - Preventative Maintenance Project
  - Completed in 2013

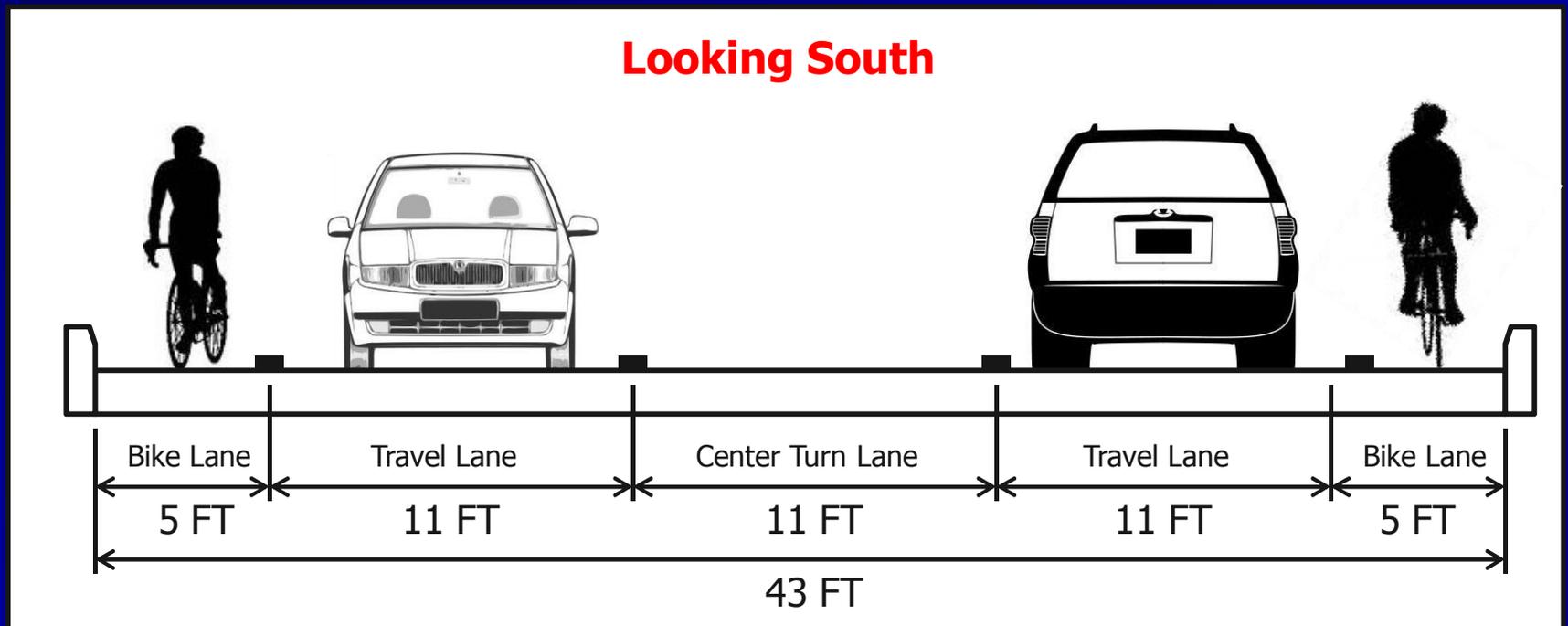
# PROJECT FEATURES

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



# PROJECT FEATURES

- Near Waring Rd Plaza
  - Add center turn lane
  - Requires slight road widening



# Project Improvements

- Pavement Reconstruction
- Install New Granite Curbs
- New Concrete Sidewalks
- New Driveway Aprons



# 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

- Intersection Re-Alignments
  - Better approach angle to Waring Rd
  - Improves safety



# Other Improvements

- Traffic signals
  - Culver Rd and Waring Rd – New Signal Equipment
  - Northland Ave and Waring Rd – Replaced with Stop Sign
- Replace water main
  - Existing 8" ductile iron main installed between 1922 and 1933
  - New 8" PVC water main
- Planting new trees along Waring Rd

# Other Improvements

- Install new street lighting on wood poles

Existing lighting



Proposed lighting



# Other Improvements

- Private Utility Work:
  - Gas, Electric, Telephone, Cable, etc.
  - Limits to be determined

# Project Schedule

- Final Design: Complete by April 2013
- ROW Acquisition: Begins Spring 2013
- Construction: Spring of 2017 ??
  - Construction funding has not been identified at this time

**Questions ?**