

PUBLIC INFORMATION MEETING MINUTES

PROJECT: Waring Road Improvements
City Project No.: 12101
NYSDOT PIN: 4754.40
DATE: Wednesday, July 8, 2020, 5:30 p.m. – Zoom Video Conference

DESIGN TEAM AND PRESENTERS

Lisa Reyes
Dominic Fekete
Ron Rink
Dan Duprey
Craig Ekstrom
Jim Pond
Lindsay Praino

REPRESENTING

City of Rochester
City of Rochester
CPL
CPL
NEW YORK STATE DOT
MONROE COUNTY DOT
RG&E (GAS)

The public information meeting was held to discuss the Waring Road Reconstruction Project. Due to COVID-19 restrictions, the meeting was held via a Zoom video conference.

Lisa Reyes welcomed everyone to the meeting and then described the format of the meeting to the participants including the process to ask questions via the computer or phone. Dominic Fekete also commented on the process for asking a question via the computer.

The project team from the City of Rochester and the City's design team from CPL was then introduced and the Meeting Agenda was reviewed. An overview of the project was provided, and it was noted that the presentation will be available on the City's project website for future reference.

The presentation focused on the progress of the design, the design features/improvements and the updated project schedule, which plans for a 2021/2022 construction.

Lisa then introduced Ron Rink who presented the Waring Road Reconstruction portion of the project.

- The project limits were noted from Norton Street to Culver Road/Woodman Park.
- Objectives for the project were then discussed, which include the following:
 - Newly reconstructed pavement,
 - Project improvements that incorporate the City's Complete Streets Policy,
 - Multi-modal transportation access that include pedestrian features and bicycle lanes,
 - Pedestrian facilities including all new sidewalks and ADA compliant ramps,
 - Streetscape improvements including new trees and large grass spaces,
 - Traffic control devices including signal replacement at the intersection of Culver



Road/Woodman Park/Waring Road, new signs and pavement marking.

- The Project’s Public Involvement and outreach process was then reviewed noting the dates of the previous advisory group meeting as well as the previous informational meetings. It was noted that the project was placed on hold to secure additional funding and that this is the third informational meeting.
- The project’s proposed improvements were then discussed including:
 - Pavement reconstruction,
 - Granite curbs and curb bump outs,
 - New concrete sidewalks and ADA accessible ramps,
 - Traffic signal replacement at the Culver Road/Woodman Park/Waring Road intersection,
 - Removal of the existing traffic signal at the Waring Road/Northland Avenue intersection,
 - New signage,
 - New driveway aprons – existing asphalt aprons to be replaced with asphalt, existing concrete aprons to be replaced with concrete,
 - Six-foot bike lanes,
 - Defined parking areas,
 - New trees (while leaving as many existing trees as possible)
 - Replacement of the water main, services and hydrants,
 - New catch basins and
 - New bio-retention areas for water quality.
- Dan Duprey noted that the pavement reconstruction will include excavation of the entire roadway and it will be replaced with new stone, underdrain and asphalt pavement.
- Dominic Fekete noted that a rendering of the proposed corridor will be available for viewing at the City website (www.cityofrochester.gov/WaringRoad).
- The Existing Typical Section was then described, noting the large asphalt pavement areas along both sides of the roadway, the tree lawn areas and sidewalks. It was noted that the existing travel lanes and parking areas are undefined.
- The “Proposed Typical Section with Parking and Bicycle Lanes” was then discussed. This section will create dedicated locations for parking along the west side of the road and provide 6’ bicycle lanes in both directions. An example of this typical section was then shown. Lisa Reyes noted that the white striping will define the bike lanes, travel lanes and parking.
- Next, the “Proposed Typical Section – No Parking and Bike Lanes “was discussed. It was noted that the pavement will be narrowed in this section which will provide a traffic calming effect. It was noted that additional green space will be provided due to the pavement narrowing and that sight distances will be improved at the side streets. The new roadway striping was noted along with the tree lawn areas and new sidewalks. An example was reviewed describing the locations of no parking areas, green space, pavement striping and bike lanes.



- Lastly, the “Typical Section - Two Way Left Turn Lane” was discussed. This section is located along the frontage of the Waring Road Plaza and will facilitate safer left turns into the plaza or the side streets without holding up thru traffic. This section will reduce potential side swipe accidents that have occurred in the past. A larger sidewalk in front of the plaza was also noted. An overhead view was reviewed noting that there would be no parking along the roadway in this section. Dan Duprey noted that trees depicted on the plan view with a red “X” conflicted with the proposed work and would be removed but that numerous new trees are proposed along the corridor.
- Proposed upgrades to the pedestrian facilities were discussed including new concrete sidewalks, ADA ramps and curb bump outs. An example of the proposed work was presented and discussed.
- Proposed side street re-alignments were discussed.
 - It was noted that the side streets will now intersect Waring Road at an angle closer to 90 degrees providing better sight distances which will reduce potential accidents. A proposed example was presented and discussed.
- Traffic signal improvements were then discussed including the replacement of the signal at the intersection of Culver Rd/Woodman Park and Waring Road (new signal poles and pedestrian poles). The signal at the intersection of Waring Road and Northland Avenue will be removed and replaced with a stop sign on Northland Avenue, no stop signs along Waring Road.
 - Jim Pond (MCDOT) discussed the various reasons why the signal is not required and how the Northland Avenue re-alignment will benefit the signal removal.
 - Jim Pond also discussed the process for removing the signal – the signal will be placed on a “flashing” operation mode (red flashing for Northland Avenue and yellow flashing for Waring Road) for a period of time prior to removal, and prior to the start of construction.
- The new pavement striping was discussed.
 - The striping will delineate the travel lanes, bike lanes and parking areas.
- Water main improvements were reviewed.
 - The existing main was installed between 1922 and 1933.
 - New main will be PVCO (Molecularly Oriented Polyvinyl Chloride Pipe) with all new services provided.
- An aerial view of the intersection at Waring Road/Northland Avenue where the existing traffic signal will be removed was presented showing a left and right turn lane on to Waring Road. It was noted that CPL is working with the City and County to determine if the current lane configuration should remain or be reconfigured.
- Bio-retention areas and tree plantings were discussed. It was noted that the bio-retention areas are part of the requirements for the NYSDEC General Permit GP 0-20-001 while the project is currently proposing over 70 new tree planting sites along Waring Road between the sidewalk and curb. An example of a bio-retention area was shown and described.



- The current street lighting fixtures were upgraded in 2016 to LED Cobra Head Fixtures which are more energy efficient, cost efficient and reduce maintenance frequency. There are no additional lighting improvements planned. The existing lighting arms and fixtures will be relocated to the newly placed wood poles during construction.
- The Right of Way impacts were then discussed This is a change from the previous meeting.
 - It was noted that there were originally seven (7) small corner takings but that has been reduced to one (1) at the intersection of Waring Road and Crossfield Road to accommodate the sidewalk work.
 - The street address for this taking was noted as 90 Waring Road.
- Private utility work was discussed including RG&E gas work which includes replacement of an existing 16” wrapped steel gas main.
 - Lindsay Praino (RG&E Gas) noted the existing main was installed in the 1950’s and that the new main will be installed along the west side of the road. The project includes reconnection of gas services. The gas work is separate from the road project and will be completed prior to the start of the road project. Construction is scheduled to begin very soon and be finished before the end of the year. Notification to property owners and residents were sent by RG&E informing them of the work.
- Utility poles will be removed/relocated as necessary, and wires/cables transferred on to the new poles.
- The project schedule was discussed noting the following:
 - Row Acquisition Phase: Completed by October 2020,
 - Final Design: Completed by November 2020,
 - Construction Start: Spring 2021
 - Construction Completion: Fall 2022.
 - It was noted that NYSDOT will administer the project funding.

The meeting was opened to the public for questions and discussion. The following questions were asked by the public following the formal presentation. These were asked via the “chat” or “question & answer” feature in Zoom, or through phone calls.

1. Q. Anonymous Attendee. Is it possible to put swings on the playground?
A. Lisa Reyes: This is a street reconstruction project that will address improvements within the right of way. Lisa requested Kelvin Knight, Southeast Neighborhood Service Center to assist with pointing you in the right direction. Kelvin noted that this is a recreation question and will coordinate the request with DRYS.
2. Q. Anonymous Attendee: Any changes or updates on side streets along Waring Road?
A. Lisa Reyes: At this time this project is not addressing side streets except for the re-alignments that we have shown which extend approximately 100 ft down each side street.

Dominic Fekete noted that he would need to look at the five-year plan. The City does have an



extensive chip-seal program that treats dozens of streets per year. The program is essentially a thin coating that gets applied over streets. The City is in the process of creating an interface on the City's website for the public to go in and look at a map of the entire City and click on your street or any street and it will give you information about any plans for improvements over the next five years. The City is hoping to have this feature running by the end of this year. This will provide a snapshot of the streets in the next five years, but residents are always welcome to reach out to Lisa who can provide more information.

3. Q. Kelvin Knight: Will the bike lanes be kept clear similar to the road lanes?
 - A. Lisa Reyes: Bike lanes will be kept clear. The paving operation along Waring Road will follow the curb line. The curb line is basically where the parking areas are located so the intention is that the bike lanes will be maintained. During the storm events, DES will do its best to come back and pick up snow that was missed near parked cars. In general, the pavement will be clear of snow if there are no vehicles parked nearby.
4. Q. Kelvin Knight: Question concerning ADA Ramps – I know that there are several construction teams that work on the ramps and the roads. Will someone make sure that the transition between the ramp and the pavement is level so that there is no lip or a dip between the two?
 - A. Lisa Reyes: In this case, this is new construction so ramps will be at grade to the pavement. As far as maintenance, that is an ongoing effort with the City that we go out and inspect those but for this project it will be maintained.

Dominic Fekete added that ADA compliance and ADA standards have significantly evolved in the last ten years. The City follows the State of New York Guidelines who essentially follow the Federal Guidelines. Any project addresses deficient curb ramps by reconstructing them to the new standards. As far as the inspection of those ramps at this point, everyone knows how important it is to meet these standards. There are design standards and construction tolerance standards and if they don't meet it during construction, the ramps will be removed and rebuilt. So, it is a high priority, and everyone is aware of it. All ramps will be built and inspected to meet the new federal guidelines.

5. Comment. Kelvin Knight: For the section near the park, during the day there is no one parked on the road at the park. When I went by in the evening, the whole street was full of cars for a baseball/softball game last fall. I didn't know that the park was used for baseball/softball. I'm not sure if we are talking to the right people for the usage of the park and for parking – maybe users from outside the area versus people who live around the park.
6. Q. C Germain: A website was mentioned to look up future projects?
 - A. Lisa Reyes: Lisa noted that this was in reference to Dominic's response that referenced the City's future website feature and was not sure if it was ready yet, but it is in the works.

Dominic Fekete added that the City is actively working on a website enhancement for the public to be able to access and look at any street in the City to see if it is in the capital improvement plan. It will have street work, development work, and any major projects that will be on the City's five-year capital improvement plan. The City's capital improvement plan is also



available online. The target date to have the new website feature up and running is by the end of this year (2020).

7. Q. Kelvin Knight: I had this done on my street a few years ago. It was great to receive notices for service interruptions – water service turned off or no access to your driveway. It would be great to note that you will receive those notifications a couple of weeks before they happen.
 - A. Lisa Reyes: The Water Bureau will reach out to property owners; RG&E is sending out notices and will be informing property owners of their work. There are no sewer lateral connections that affect properties. Our construction division will inform property owners when their driveway access will be impacted.

8. Q. Anonymous Attendee: Will Waring Road be closed off during the work?
 - A. Ron Rink: There will be one-way traffic allowed along Waring Road. Vehicles will be able to travel from Norton Street to Culver Road – southbound. Northbound traffic (from Culver to Norton) will have a posted detour following Culver to Norton to Waring Road. Access to all properties along the project will be provide throughout construction.

There was a comment/question received after the Public Information Meeting regarding the Waring Road Plaza concerning the proposed construction phasing/detour along Waring Road. The City is currently working with CPL and MCDOT and will respond to this comment.

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

Respectfully submitted,

CPL

A handwritten signature in blue ink that reads "Ronald S. Rink".

Ronald Rink, P.E.
Principal Associate

cc: File