

# MEETING MINUTES

Subject: Project Advisory Committee (PAC) Meeting #2  
La Avenida Phase II Streetscape Improvements

Meeting Date: December 5, 2013 9:00 A.M. to 11:00 A.M.

Location: Isla Housing & Development  
1164 North Clinton Avenue, Rochester, NY 14621

## MEETING ATTENDEES

NAME	REPRESENTING	PHONE	EMAIL
Jeff Mroczek	City of Rochester	585-428-7124	<a href="mailto:mroczekj@cityofrochester.gov">mroczekj@cityofrochester.gov</a>
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Sonia Nunez	Isla Housing	585-544-3486	<a href="mailto:sonia@proway.com">sonia@proway.com</a>
J. Roberto Burgos	Isla Housing	585-330-5824	<a href="mailto:burgosr359@gmail.com">burgosr359@gmail.com</a>
Shirley Boone	Group 14621	585-482-7321	<a href="mailto:sboone@neadrochester.org">sboone@neadrochester.org</a>
Mark Johns	Bergmann Associates	585-232-5137 x434	<a href="mailto:mjohns@bergmannpc.com">mjohns@bergmannpc.com</a>
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Tanya Zwahlen	Highland Planning	585-315-1834	<a href="mailto:tanya@highland-planning.com">tanya@highland-planning.com</a>
Anna Liisa Keller	Highland Planning	585-362-7550	<a href="mailto:annaliisa@highland-planning.com">annaliisa@highland-planning.com</a>

## COMMITTEE MEMBERS NOT IN ATTENDANCE

Albert Algarin	North Clinton	585-284-7609	<a href="mailto:albertalgarin@yahoo.com">albertalgarin@yahoo.com</a>
James Thompson	Cutle PLUS Neighbors		<a href="mailto:jimthomp@rochester.rr.com">jimthomp@rochester.rr.com</a>
MaryAnne Reed	Farbridge Kohlman		<a href="mailto:reed1978@juno.com">reed1978@juno.com</a>
Miguel Melendez	Project Hope/Healthi Kids	585-467-6410	<a href="mailto:mmelendez@iberodevelopment.org">mmelendez@iberodevelopment.org</a>
Marisol Lopez	City of Rochester	585-428-7660	<a href="mailto:marisol.lopez@cityofrochester.gov">marisol.lopez@cityofrochester.gov</a>

### A. Meeting Purpose

The purpose of the meeting was to report progress made on the project and solicit additional feedback from neighborhood stakeholders.

### B. General Discussion

Phase II Streetscape Improvements includes the segment of North Clinton Avenue from Avenue D to Norton Street. However, if implemented, bicycle lanes would also extend into Phase I.

Brick crosswalks at intersections have not held up well. A more durable stamped concrete product called Street Print XD will be used in Phase II.

The use of hanging planters was ruled out because height creates a maintenance obstacle.

Light fixtures from Phase I will be incorporated into the Phase II design.

Bump out curb extensions will likely not be implemented if bike lanes are implemented as they would further reduce parking. The decision to include bump out curb extensions will be made after the Public Meeting.

All design components will be ADA-compliant.

Area branding through the La Avenida star logo will be used in the streetscape design, possibly in banners and on the sidewalk with thermal plastic.



Green infrastructure is not a focus of this project however potential green infrastructure/rain garden locations were noted. Porous pavement could be used as a green design component.

The business association may decide to move some of the planters from Phase I, and develop a planter plan with property owners to ensure planters will be cared for. Phase II may include additional planters at the Norton intersection and in front of the Red Wing plaza.

## **C. Norton Street Gateway**

- Bergmann presented graphics for three options for a gateway treatment at the south corners of the North Clinton Avenue and Norton Street intersection. When originally proposed this design had a third gateway pier/ornament on the north side. The third pier/fence was removed due to site constraints.
- All options may impact underground gas facilities.
- The first option was a gateway pier/fence treatment on either corner of the south leg of the intersection located within the highway boundary. The treatment would be located on the North Clinton side of the intersection. This option requires the driveway width at the SW corner to be reduced by approx. 5.6'.
- The second option was the same as Option 1 except that the gateway pier/fence treatment would be located outside the highway boundary and would require easements from adjacent property owners. This option does not have any real benefit over Option 1 as plenty of sidewalk clearance is provided for both options.
- The PAC was in favor of the third option, a gateway pier/fence treatment with a "Welcome" sign located outside the highway boundary at the North Clinton Ave and Norton Street intersection. Easements will likely be required from adjacent property owners. Due to the proximity of existing traffic signals, placing the treatments entirely within the highway boundary would be difficult.
- An adjustment to the order of the text will be made so that the Spanish "welcome" is first, and the English translation is below.

## **D. Buffer Treatment at Red Wing Plaza**

Prior to this meeting, Jeff discussed some of the proposed designed treatments with the property owner of Red Wing Plaza and he was receptive.

- Bergman presented four graphic options depicting the buffer treatment at the Red Wing Plaza.
- The first option was a pier/fence treatment located within the highway boundary. This option may impact underground gas facilities and would require wheel stops to be installed behind the treatment in the Red Wing Plaza parking lot.
- The second option was a pier/fence treatment located within the highway boundary and included a mulched planting bed. Plants would be located outside the highway boundary on Red Wing Plaza property. This option also may impact underground gas facilities.
- The third option was a pier/fence treatment located outside the highway boundary on Red Wing Plaza property (easements needed) with a mulched planting bed. Plants would be located within highway boundary.
- The fourth option, a pier/fence treatment located within a raised curb island, was favored. Having a curb and a four-foot (approximate) fence seemed the best fit for the area. It is still open and safe. The curb acts as a hard barrier, offers protection from snowplows and cars and less maintenance is required. The PAC decided against plantings. An adjustment to this plan to create some greenery would be to push the curb back on to the property a little more in order to have grass; maintenance would be minimal and the owner of the plaza may agree to maintain the landscaping.
- The fence pier will include a mow strip of gravel or concrete placed under the fence for easier maintenance and a cleaner look.



## **E. Bus Shelters**

- RGRTA only places bus shelters on routes heading into the city so only the southbound side of N. Clinton is feasible. PAC members entertained the idea of having customized bus shelters similar to what was done on University Ave. in Rochester. However, RGRTA has a strict formula for shelters and will not maintain the shelter if there is any customization.
- RGRTA's policy is that the minimum number of passengers per stop to warrant a bus shelter is 50. Out of the three potential bus stops located along the corridor, only the Norton Street bus stop meets this requirement. Before any action is taken RGRTA must confirm they will support the shelter relocation. This request is currently pending.
- Bergmann presented graphics for three potential bus shelter locations. These graphics were done prior to receiving RGRTA's policy on ridership warrant for a bus shelter but were provided to the group to show progress that has been made.
- The first potential bus shelter, just south of Rialto Street, does not meet RGRTA's minimum average daily ridership to warrant a bus shelter. Average daily ridership, provided by RGRTA, is 39.34.
- The second potential bus shelter, just south of Trenaman Street, also does not meet RGRTA's minimum average daily ridership to warrant a bus shelter. Average daily ridership, provided by RGRTA, is 35.72.
- The third option, which relocated an existing bus stop to the front of the Red Wing Plaza just south of Norton Street, meets RGRTA's minimum average daily ridership to warrant a bus shelter. The potential bus shelter would be located on the far side of the existing sidewalk and would require an easement from the owner of Red Wing Plaza. Locating the bus shelter adjacent to the curb would result in tight spacing between the bus shelter and existing trees. An articulated bus stopped at the bus stop would not block any side streets or driveways. If a bike lane is not implemented ~3 existing parking spots would be lost for the new bus shelter location. Average daily ridership, provided by RGRTA, is 50.75. The PAC was not opposed to this option.
- If RGRTA will not support a bus shelter at the Red Wing Plaza, the design team will look at the possibility of placing a bench near the existing bus stop south of Norton Street.

## **F. Bicycle Enhancements / Parking**

Bergmann presented the same graphic that was shown at the 10/8/13 PAC Meeting, which depicted installation of striped bicycle lanes from Upper Falls to Norton Street.

Bicycle enhancements will likely be incorporated within the limits of both Phase I and Phase II to adhere to the City's Bicycle Master Plan so that all modes of traffic, pedestrian and bicycle will be equally accommodated.

The proposed concept restricts parking to the east side of the street only.

A concern raised at PAC meeting #1 was that Saint Mark's Church requires on-street parking on the west side of North Clinton Avenue, especially during funerals. There is a city policy that illegally parked vehicles will not be ticketed during events like funerals which helps address this concern.

A partnership could be developed with bicyclists from the 19<sup>th</sup> Ward and the Conkey Cruisers (organized by Theresa Bowick to encourage kids to use El Camino Trail) to educate residents and children about the proper use of bike lanes.

The decision to include bicycle lanes will be made after the Public Meeting.

Holy Pentecostal Church has a block agreement for use of the community parking lot across the street.



## G. Next Steps

The Public Meeting is scheduled for December 19<sup>th</sup> from 6-8PM at The Hispanic Community Center.

## H. Action Items

<u>Action Items</u>	<u>Responsible Party</u>
1. Research cultural games, sayings, and community pioneers	Daisy Algarin
2. Revise and update design board for public meeting #1	Bergmann

The above constitutes our understanding of issues discussed at this meeting. Please contact the undersigned, in writing, with any errors or omissions.

Sincerely,

### BERGMANN ASSOCIATES



Dominic Fekete, PE  
Project Manager

### HIGHLAND PLANNING



Anna Liisa Keller  
Project Planner

cc: All Attendees, All committee members not in attendance, Eric Shaw (BA)

