



MEMORANDUM OF MEETING

DATE: February 12, 2014

MEETING DATE: Thursday, January 9, 2014

PLACE: 923 Portland Avenue
Pentecostal Miracle Deliverance Center Church
Rochester, NY 14621

TIME: 6:30 pm

SUBJECT: Portland Avenue Revitalization Project
(Lux Street to Norton Street)
Public Information Meeting
KCI Job No. 22134062

ATTENDEES: Refer to Attached Sign-In Sheet

The purpose of this public information meeting for the Portland Avenue Revitalization Project, from Lux Street to Norton Street, was to present the proposed project design at the 35% Preliminary Design stage and provide an informal opportunity for the public to ask questions and/or discuss any concerns regarding the planned improvements. Below is a summary of the discussion during the meeting.

I. Introductions and Opening Remarks:

Al Giglio, Managing Engineer for the City of Rochester Street Design Division of the Department of Environmental Services, introduced Lisa Reyes, the Project Manager for the City of Rochester Street Design Division, Tom Frys with Monroe County Department of Transportation, and the design consultants from KCI Engineering of NY and the LA Group. Following a brief technical presentation by the design consultants the meeting was opened to questions and answers.

II. Design Presentation:

Patrick Waterman, of KCI Engineering of NY, and David Miller of the LA Group, presented a prepared power point presentation of the proposed 35% Preliminary Design for the Portland Avenue Revitalization project. **(Refer to the attached presentation slides.)**

The streetscape beautification project on Portland Avenue will include decorative sidewalks, decorative crosswalks, street trees, landscaping, curb bump-outs, bicycle pavement markings and

signage, decorative street lighting, banners, utility adjustments, water services and enhanced landscape treatments at the project gateway limits.

As required by the City's adopted "Complete Streets" policy, the project will include improvements where feasible to benefit all users of the street, pedestrians, bicyclists, transit users, and motorists. In order to implement the policy, the proposed design attempts to effectively balance the needs of all users.

The presentation slides show the proposed street sections from south to north along Portland Avenue. From Lux Street to Delamaine Drive, the proposed section includes wide shared travel/bike lanes with parking on each side. From Delamaine Drive to Furlong Street, the proposed design includes a center raised median (with gaps of flush median to access Mohawk Street and Chapin Street) to help separate opposing directions of travel in the accident prone curve area. In this area parking will be eliminated to make room for the median. From Furlong to Sylvester Street, the results of the parking study indicated a lighter demand for parking. In this section, parking will be eliminated on the east side, and a bike lane added on both sides. Where feasible, curb bump-outs will be added within the parking lanes at several intersections.

The landscape treatments for the curb bump-outs will consist of exposed aggregate concrete and scored concrete sidewalk or grass. In a few bump-outs, curb side rain gardens are a possibility to collect and filter rainwater and provide some aesthetic interest.

High-visibility crosswalks are proposed for the signalized intersections of Lux Street, Durnan Street and Norton Street; the unsignalized school crossing at Pomeroy Street will get the same treatment. The type of crosswalk is similar to what was installed on Jefferson Avenue at Columbia Street and on Plymouth Avenue at Exchange Street.

A new standard bus shelter is proposed for the Durnan Street bus stop near the steps to the Rochester Academy Charter School. The style of the shelter is like that on N.Clinton near Hickey Freeman and on Jefferson Avenue at Columbia Street.

The proposed linear gateways at Lux Street intersection and at Norton Street intersection will include layers of enhanced landscape treatments, possibly including brick pavers (depending on cost), exposed aggregate concrete sidewalk, bollards, decorative street lighting, and banners on the light poles and traffic signal poles. The Norton Street gateway will also include brick feature walls at the northern quadrants.

The proposed decorative street lighting will improve the lighting levels and uniformity and help to minimize dark shadows. The style of poles and fixtures will be similar to the decorative lighting on Jefferson Avenue from Main to Plymouth. The pole is a 30 foot black metal pole with a clear, tear drop fixture hanging below. The existing post top shorter residential poles at the intersection corners along Portland Avenue will remain since they are relatively new and the style coordinates well with the proposed 30' tall street lighting poles and fixtures.

Construction for the Portland Avenue Revitalization project is scheduled to begin early summer 2014 and be complete by winter 2014. A future milling and resurfacing project along Portland Avenue from Draper Street to the City Limit Line, is scheduled for 2015. This 2015 project is funded with 80% federal aid. The designs of the 2014 beautification project and the 2015 milling and resurfacing projects will be carefully coordinated. Some elements of the beautification project design such as the high-visibility crosswalks, bicycle pavement markings and signage will actually be constructed with the street pavement work on the 2015 project.

III. Questions and Open Discussion:

Q: It appears on the renderings for the Norton Street intersection the left turn lane westbound from Norton to Portland is being eliminated?

A: That is not the intent of the design, the existing lane configuration at the intersection will not change.

Q: Will the new street lighting improve the lighting of the sidewalk areas?

A: Referring to the color displays highlighting the existing and proposed lighting levels, it was explained the lighting levels and uniformity in the existing darker areas will be improved, including the sidewalk areas.

Q: Will the parking on Portland Avenue at the barbershop near Barberry Terrace stay?

A: Yes, parking is to remain on the west side of Portland in this area.

C: When driving south on Portland Avenue at Mohawk Street in the curve, there is a dark shadow/blind spot in the street making it difficult to see pedestrians.

A: The new street lighting includes adding several street light poles to improve the uniformity of the lighting levels and help eliminate areas that are too dark.

Q: Who is responsible for the upkeep of the new landscaping? The property owners do not have the money to put toward maintenance. Concerned the potential tall weeds in the proposed rain gardens could be too much for the property owners to maintain properly.

A: The property owners and/or neighborhood association would need to provide the maintenance, which is expected to be minimal, such as picking up litter and occasionally pulling weeds. The proposed plantings have been carefully selected to thrive with little attention and minimize/mask weeds.

C: The proposed landscape treatments at the Lux Street gateway were intentionally designed to be only hardscape, since it appeared attempts to maintain planting baskets have not been successful. The residents present concurred with this assessment.

Q: What types of plants are intended for the proposed rain gardens?

A: There are 4 or 5 curb bump-out opportunities where rain gardens could be provided. The plantings would be perennials such as Black-eyed Susans and ornamental grasses that blend well with weeds.

C: The design team understands the concern about landscape maintenance along the project, and has selected treatments that hopefully would not burden the property owners. After some discussion between the present business owners, residents, and neighborhood association representatives, it was agreed the proposed landscaping as presented would require minimal and achievable maintenance. Carol Garrett, president of the neighborhood association, offered the association could head up and organize the maintenance efforts along the project. They would like to have some green planting additions as part of the new streetscape. Al Giglio stated that hard scape may be installed in place of shrubs / plants. The church located near Barberry Terrace, would support the proposed plantings if the neighborhood association would "adopt" their maintenance responsibility.

Q: To clarify, the parking on the west side of Portland Avenue would be eliminated in the curve area to add a raised median?

A: Yes, the parking on the west side would be eliminated from Delamaine Drive to Furlong Street.

Q: Will the City supply the new plantings?

A: Yes, the new perennial plantings will be installed with the construction, and will come up every spring without replanting.

C: The design team is looking for ideas or suggestions in creating the design logo for the decorative banners to be mounted on the street lighting and traffic signals poles in the gateway areas at each project limit.

C: There is concern with the proposed closure of the driveway curb cut on the north side of Randolph Street at the Portland Avenue intersection. The food cupboard uses this driveway for deliveries.

A: Delivery access for the food cupboard will be considered.

Q: Will there be a detour during construction?

A: No detour, Portland Avenue will be open to traffic in both directions during construction.

Q: Is there any utility work planned other than street lighting?

A: Yes, the catch basins and storm sewer system will be modified where curb is being replaced, water services will be replaced, and RGE is replacing gas mains on some of the intersecting streets this winter.

IV. Conclusion and Closing Remarks:

Al Giglio concluded the meeting with a request that everyone please sign the sign-in sheet, and any further questions or concerns after the meeting may be directed to the project contact:

Lisa Reyes, City of Rochester DES
Project Manager
585-428-6354
ReyesL@cityofrochester.gov

MEMORANDUM OF MEETING

Page 5 of 6

KCI Job No, 22134062

January 21, 2014

The next step in the design process will be to request City Council approval of the preliminary design at the Council Meeting in February. The City Council will hold a public hearing at this meeting prior to the approval decision.

Bob Fien, chair of the Portland Avenue Revitalization Steering Committee, expressed the committee's enthusiasm for the project design and excitement in seeing the efforts from the neighborhood planning process coming to fruition.

The above represents the author's understanding of what transpired at this meeting. If there are any differing opinions, errors, or omissions, please notify us in writing after receipt of these minutes. Otherwise we will assume that all in attendance concur in the accuracy of these minutes.

Respectfully submitted,

Ann Margaret Weis, PE
Project Manager

AMW/

Attachments: sign-in sheet; agenda; presentation slides

Cc: Thomas Frys, MCDOT
Marisol Lopez, City of Rochester NE NSC
Amy Terrance-Rivera, City of Rochester NE NSC
Don DeFrees, Rochester General Hospital
Rev. Marlowe Washington, Steering Committee
Karen Riordan, Steering Committee
Aurora Lopez, Steering Committee
Hutch Hutchison, Steering Committee
Anita Jones, Steering Committee
Bob Fien, Steering Committee, Chair
John Greve, Steering Committee
Lynda Greve, Steering Committee
Carol Garrett, Steering Committee/Neighborhood Association
Shirley Boone, Neighborhood Group 14621
Trish Blake-Jones, Steering Committee
Okey Ikpeze, Steering Committee
Eugene Oberst, Steering Committee
Richard Riordan, Steering Committee
Tim Morral, Steering Committee
Karen Nowlan, Steering Committee
Al Giglio, City of Rochester
Lisa Reyes, City of Rochester

MEMORANDUM OF MEETING

Page 6 of 6

KCI Job No, 22134062

January 21, 2014

Daisy Rivera-Algarin, City of Rochester NBD
David Miller, the LA Group
Patrick Waterman, KCI Engineering
Ann Weis, KCI Engineering