



MEMORANDUM OF MEETING

DATE: December 30, 2013

MEETING DATE: Tuesday, December 17, 2013

PLACE: 500 Norton Street
Northeast Neighborhood Services Center
Rochester, NY 14621

TIME: 6:30 pm to 8:00 pm

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

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

The purpose of this meeting with the Portland Avenue Revitalization Steering Committee was to present the project design at the 35% Preliminary Design stage. (Refer to the attached sign-in sheet and agenda.) Below is a summary of the design presentation and discussion during the meeting.

- I. Introductions and Opening Remarks: Lisa Reyes, the Project Manager for the City of Rochester Street Design Division, introduced the design consultants KCI Engineering of NY and the LA Group. The design consultants have prepared a presentation of the 35% Preliminary Design.

II. Design Presentation: 35% Preliminary Design:

- a. Ann Weis, project manager for KCI, and David Miller, project manager for the LA Group, presented the work from the 35% Preliminary Design Phase. (Several of the key slides from the presentation are attached to these minutes, as referenced in the presentation summary below).
- b. Ann began the presentation with a general update of the design progress since the last meeting with the Steering Committee on 8/20/13. The existing conditions analyses, utility/agency coordination, and input from the Steering Committee, have all helped to frame the preliminary design for the Portland Avenue Revitalization/Beautification Project.
- c. During the preliminary design phase, the design team has been focusing on several design issues including: street corridor revitalization; traffic calming; roadway safety; establishing gateways; enhancing the streetscape; and associated utility improvements/adjustments.
- d. In addition, the designed improvements need to comply with the City's Complete Streets Policy, which calls for street project improvements to benefit all users of the street, i.e. pedestrians, bicyclists, motorists, and transit users.
- e. The proposed preliminary design incorporates several elements of traffic calming, including curb bump-outs, center medians, gateways, enhanced landscaping, and high visibility cross-walks.
- f. In consideration of the Complete Streets Policy requirements, several options are being studied to how best incorporate new bike lanes into the proposed design. The existing curb-to-curb width of Portland Avenue is 42' wide and can be divided up into two driving lanes with curbside parking and/or bike lanes. In order to make room for the addition of striped bike lanes on both sides of Portland Avenue, the existing parking lane on one side of the street would be reallocated as bike lane space.
- g. To maintain the separation of opposing directions of traffic through the accident prone curve area near Chapin and Mohawk Streets, a center raised median option would be proposed between Delamaine and Jackson in lieu of the curb bump-out scenario. In order to allocate space for the center raised median, the existing parking space would be lost here; however, striped bike lanes would fit well along the curb on both sides of Portland at the curve area.
- h. In areas where the parking demand is determined too great to eliminate parking space on that side of the street, a shared 14' wide travel lane for use by cars and bicyclists may be a compromise that could be considered.
- i. Dave Miller described the proposed preliminary streetscape design, as depicted on the power point slides. (Refer to the attachment for representative slides from the meeting presentation.)
- j. The Gateway designs at each limit of the project, at the Lux Street and Norton Street intersections, consist of layers of special treatments which collectively form a linear gateway to the project from each end. The special treatments include decorative lighting, banners, bollards, brick pavers, exposed aggregate concrete and high visibility cross-walks. At the Norton Street gateway, the

proposed design also includes brick feature walls at both northern corners of the intersection in the extra space behind the sidewalks.

- k. The details for the curb bump-outs include hardscape treatments of exposed aggregate concrete and scored standard concrete or grass tree lawn. At a few of these curb bump-out locations the option for a curbside rain garden could be considered. Curbside rain gardens capture and filter street runoff during a rain event and provide some storm water storage.
- l. Based on coordination with RGRTA, the ridership levels for the Durnan Street bus stop would warrant a proposed bus shelter here. A new standard bus shelter is proposed for this stop near the main steps to the Rochester Academy Charter School.
- m. The proposed street lighting system will improve lighting levels and overall lighting uniformity with fewer shadows along the street and sidewalks. The decorative poles proposed will be similar to those at several locations in the City, including Jefferson Avenue. The existing shorter post-top residential poles at the side street intersection corners along Portland Avenue will remain. These poles are relatively new and coordinate well with the style of the 30' tall poles and fixtures proposed for Portland Avenue.
- n. Other utility work planned as part of the project includes storm sewer modifications where the curb is being relocated, new water services to replace the old lead and galvanized services, and a new traffic signal controller cabinet and conduit at the Norton Street intersection. RG&E is completing some gas main work this winter on Delamaine, Furlong, and Turpin Streets.
- o. Project funding and schedule:
 - 100% City Funding
 - Design complete by early April 2014
 - Construction start early summer 2014
 - Construction completion end of 2014
 - Future federal aid project in 2015; street pavement milling and resurfacing on Portland Avenue, from Draper Street to City Limit Line.
 - The designs of these two overlapping projects will be carefully coordinated. Some of the elements designed in the Revitalization project, such as high-visibility crosswalk treatments, will actually be constructed with the full width curb-to-curb paving work as part of this future project in 2015.

III. Questions and Open Discussion:

Q: Would a proposed raised median in the curve area extend through the Portland/Chapin and Portland/Mohawk intersections?

A: There would need to be a gap in the center raised median at these intersections to provide emergency access to/from Portland Avenue.

Q: Is a 6' to 8' wide raised median wide enough?

A: Yes, this meets standard guidelines.

Q: Why no curb bump-outs at the gateway intersections?

A: These are signalized intersections. Curb bump-outs are not a good option here, considering the travel lane configuration. The linear gateway concept at these intersections is designed with bollards lining the existing curb radii to define the entry.

Q: Are sidewalk snow plows a concern with brick paver sidewalks?

A: If the pavers are installed properly, this shouldn't be a problem. Brick pavers tend to require more maintenance than standard concrete sidewalk, however. The proposed design will include exposed aggregate colored concrete in the paths of frequent foot travel for the sidewalk areas of the gateways. Scored standard concrete, color stamped patterned concrete, and exposed aggregate concrete all have maintenance issues as well. The proposed design will include a balance of enhanced aesthetic effect with acceptable maintenance.

Q: Does the City include maintenance of special landscape treatments (pavers, elaborate landscape plantings) in the annual capital budget?

A: Maintenance efforts that are minimal and on a once a year schedule can be accommodated by City forces. Anything beyond this would need to be handled by the residents/neighborhood groups.

Q: Will the high-visibility cross walks be brick pavers?

A: No these will be a composite material inlaid into the asphalt, similar to Jefferson Avenue between Main and Plymouth. Other locations of decorative cross-walks in the City are Union Street between Main and Central Park and Main Street near Broad Street.

Q: Would the vacant lots on Portland Avenue at the Lux Street intersection be a possibility for gateway treatment?

A: The City holds on to vacant lots to make them available for development. Through a temporary permit process these lots could be used for a temporary purpose until the lots are redeveloped. A similar situation is at Nathaniel Park on a City owned lot at South and Alexander. However, there has been some discussion about a new grocery store at these vacant lots on the SE corner of Lux Street.

C: The steering committee is not partial to any particular proposed surface treatments, but is focused on facilitating the project process to continue forward from the 4-Step Plan and realize an aesthetic enhancement to Portland Avenue.

C: As part of the 4-Step planning process, the group decided on the name "Upper Portland" for this part of Portland Avenue.

C: The Portland Avenue business association is working on a logo or symbol to represent the community.

C: The City is aware of two new businesses soon to open on the east side of Portland just south of Norton Street. Maintaining existing parking on this block will be important to these businesses.

C: The sustainability of the proposed rain garden plantings is of concern to the steering committee. It would be difficult to keep foot traffic from trampling the perennial plants emerging in the springtime. Also of concern is the frequency of the maintenance required.

A: The rain garden design typically includes a curb height edge restraint to separate the garden from the walkway. The proposed plantings will be carefully selected to need little maintenance and minimize and mask weed growth. Minimal maintenance to pick up collected litter every few weeks could be accomplished by the residents/neighborhood group.

C: The City policy is to install bike racks at locations where requested by business owners.

A: The committee will pass along any suggestions.

Q: Are benches proposed?

A: The only benches would be inside the proposed standard bus shelter near the Charter School at Durnan Street.

C: The steering committee is concerned the concept of bike lanes in lieu of curb bump-outs with parking does not coincide with the recommendations from the 4-Part Planning process.

A: City Council adopted this policy after the report from the planning process was issued. All City projects need to comply with the Complete Streets Policy and consider addition of bike lanes if physically possible.

C: The steering committee strongly recommends curb bump-outs as the recommended aesthetic streetscape element to maximize traffic calming and safety.

A: White edge stripes at the travel lanes can have a traffic calming effect and striped bike lanes improve safety for the bicyclists.

C: The Portland Avenue neighborhood association is aware of many complaints from residents that parking for the merchants on Portland Avenue is overflowing on to the side streets and blocking residential driveways.

A: Additional parking count data is currently being collected by the design team, to better define the existing parking demand block by block on Portland. A compromise in areas where parking demand is very high on both sides of the street may be to stripe wide "shared" travel/ bike lanes for these blocks.

IV. Conclusion:

- a. The 35% Preliminary Design will be further refined from the designs presented. The existing 42' wide street is wide enough to accommodate the complete streets policy. A hybrid combination consisting of curb bump-outs at select locations, center raised median at the Mohawk/Chapin curve, and bike lanes where feasible, to balance the needs and safety of all

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types of users, will be presented as the recommended design improvements at the upcoming Public Information Meeting scheduled for 1/9/14.

- b. Any future questions, comments, or concerns may be directed to the project contact:

Lisa Reyes, City of Rochester DES

Project Manager

585-428-6354

ReyesL@cityofrochester.gov

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; select presentation slides

Cc: All Present
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

Portland Avenue Steering Committee Meeting

Portland Avenue Revitalization Project (Lux Street to Norton Street)

City of Rochester

P.C. 14105

Date: Tuesday, December 17, 2013

Time: 6:30 pm

Location: 500 Norton Street

Northeast Neighborhood Service Center (NSC)

Agenda

- I. Introductions and Opening Remarks
- II. Design Presentation: 35% Preliminary Design
 - Design process update since last Steering Committee Meeting
 - Description of existing roadway features
 - Evaluation of existing conditions
 - Project challenges and concerns
 - Proposed improvements
 - Project funding and schedule
- III. Questions and Open Discussion

Project Contact:

Lisa Reyes, City of Rochester DES

Project Manager

585-428-6354

ReyesL@cityofrochester.gov

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Sign-in Sheet

Name (print)	Organization	E-mail/ Phone
LISA REYES	City of Rochester DES	REYESL@cityofrochester.gov 428 6354
Al Giglio	" " "	AGIGLIO@cityofrochester.gov 428 7164
Pat Waterman	KCI Engineering	Patricia.Waterman@KCI.com
Ann Waj	KCI Engineering	Ann.Waj@KCI.com
JOHN + LYNDIA GREVE	Steering Committee	jgreve@ovmec.com
Carol Garrett	Steering Committee & Neighborhood Assoc. Pres.	Rev. cgarrett@yahoo.com
Shirley Boone	Group 14621	shoone@rochester.azeg
TRISH BLAKE-JONES	Portland Steering Comm.	trishblakejones@icloud.com
Okey Dkperere	ABC	oikpere@abcinfo.org
David Miller	The LA Group	dmlm1@theLAGroup.com
BOB FIEN		FIEN2@FRONTIER.NET
Gene Oberst	Steering Center	euoberst@gmail.com
Richard Riordan	City of Rochester	Dick.Riordan@yahoo.com

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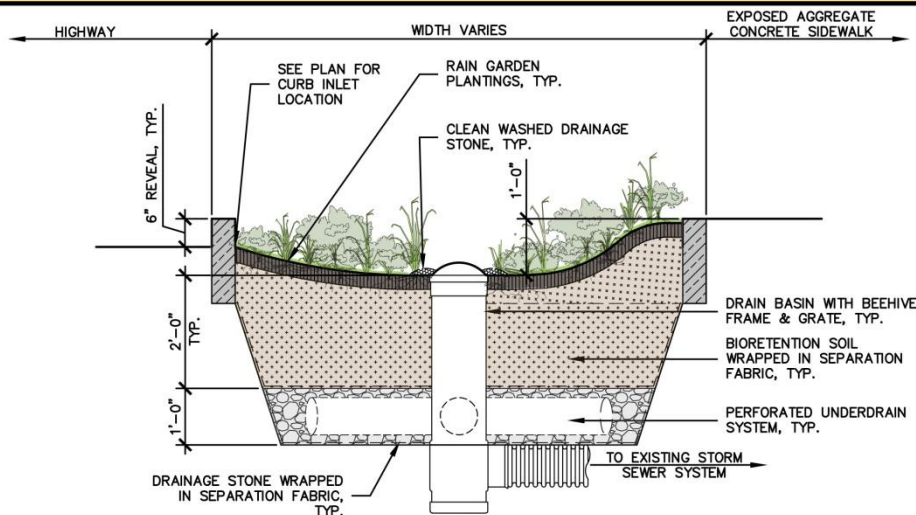
Northeast Neighborhood Service Center (NSC)

Name (print)

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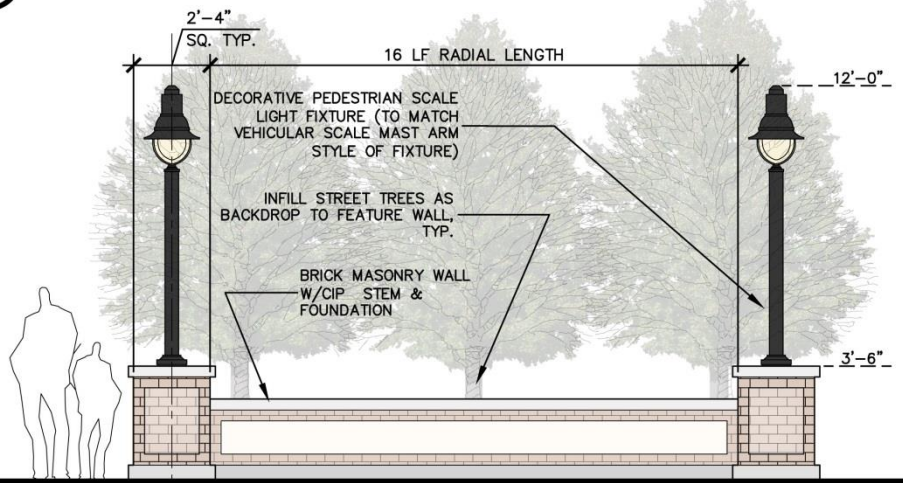


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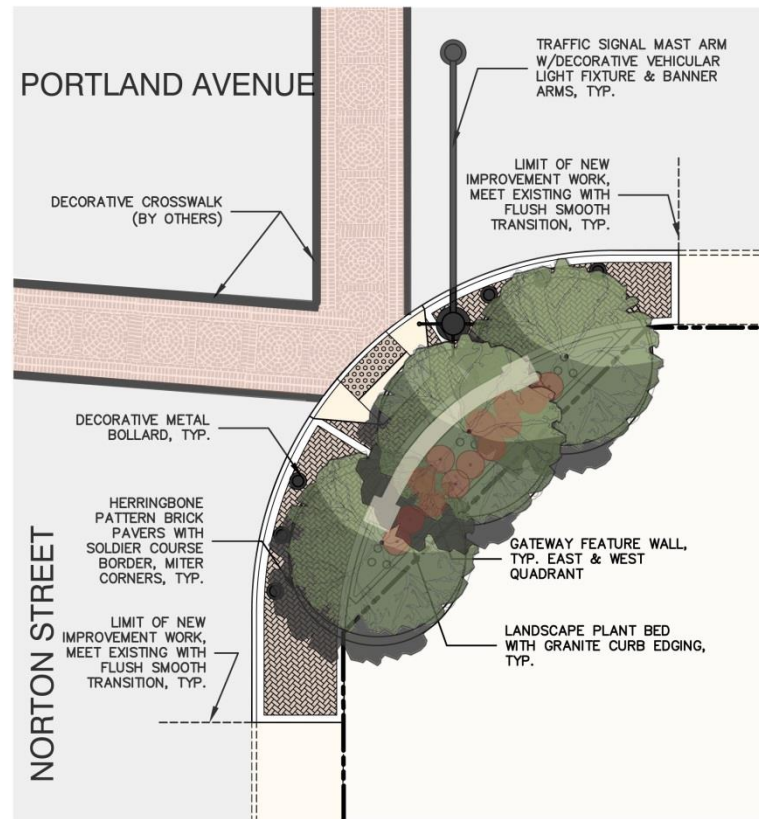
1 SECTION THROUGH RAIN GARDEN BUMP-OUT

SCALE: NTS



2 GATEWAY FEATURE ELEVATION (NORTON STREET)

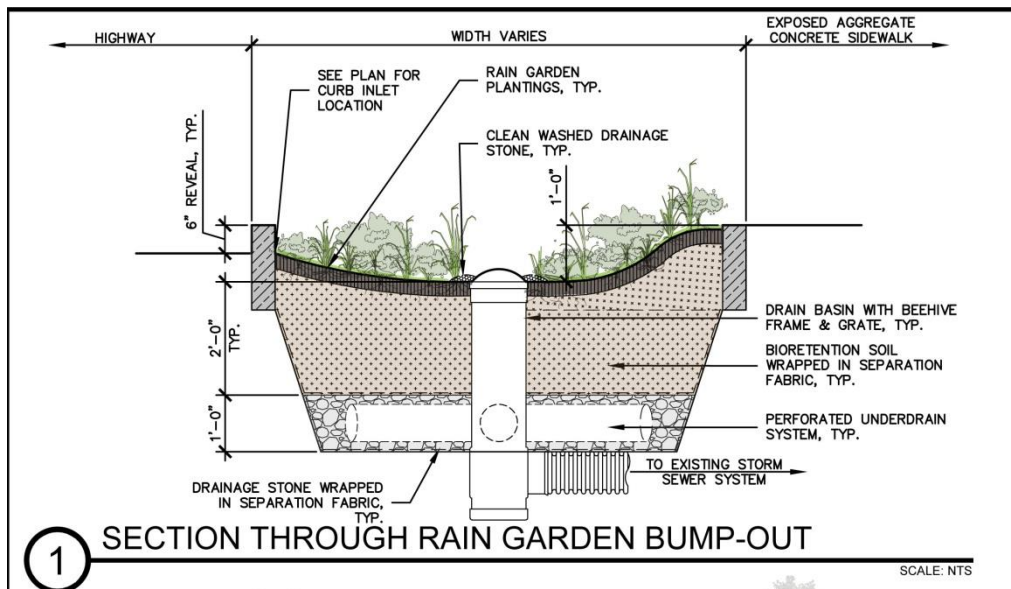
SCALE: NTS



3 GATEWAY FEATURE PLAN (NORTON STREET)

SCALE: NTS

Green Infrastructure







Proposed Street Lighting

