



## MEETING MINUTES

**Dewey Avenue / Driving Park Avenue Intersection Realignment Project**  
**PIN 4755.55**  
**City ID# 12105**

**Public Meeting #2**  
**Monday, June 23, 2014 6:00 PM to 8:00 PM**  
**The Aquinas Institute of Rochester, Cafeteria 1127 Dewey Avenue**

### **In Attendance:**

Diane Argauer  
John Bretz  
Bill Collins  
Karen Cox  
Michael Croce, Bergmann Associates  
Frank DiCostanzo  
Debbie DiFrancesco  
Gary DiFrancesco  
Theo Finn, City of Rochester  
Sean Finucque  
Ed Gralord  
James Hartman

Anna Liisa Keller, Highland Planning  
Barb Ann Kudiec  
John McMahon  
Melissa Molongo  
Elizabeth Murphy  
Jeron Rogers, City of Rochester  
Thad Schofield, City of Rochester  
Sara Scott  
Bob Stevenson  
Peter Wlodarczyk, Bergmann Associates  
Tanya Zwahlen, Highland Planning

### **I. Welcome and Introductions**

Jeron Rogers (Manager of Special Projects and Project Manager, City of Rochester) welcomed participants to the meeting. Mike Croce (Project Manager, Bergmann Associates) provided an overview of the study goals and objectives. A copy of the presentation is included as Appendix A.

### **II. Project Purpose and Need**

#### Goals and Objectives

The purpose of the project is to realign Dewey Avenue at Driving Park. The agencies and organizations involved in the project include the City of Rochester, NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, merchants, and neighborhood associations. The project area is Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection.

The goal of the study is to develop a vision for the Dewey Avenue / Driving Park Avenue Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation.

#### Project objectives:

- Reduce vehicular congestion and improve safety by eliminating the offset intersection
- Improve bicycle, pedestrians and transit accommodations
- Improve community aesthetics with streetscape and landscape features
- Enhance viability of this neighborhood node

## Existing Conditions

Findings based on turning movement counts and traffic observations (pedestrian, bus and truck movements) in March 2013 reveal there is a large volume of north-south traffic. This traffic includes RTS buses, school buses, and trucks making local deliveries. Traffic flows well except in peak periods. Parked cars also interrupt traffic flow.

Sixty-five (65) accidents were reported between 2010-2013. Fifty-two percent (52%) were intersection related, 28% resulted in injury, 74% occurred during daylight hours and 5% involved pedestrians. The predominant collision types were rear end (25 or 38%), right angle (19 or 29%) and overtaking (7 or 11%).

## **III. Public Outreach Process**

The City held a meeting with the FIS Stakeholders Group on March 19, 2014. Outreach was conducted to property owners and merchants in April to gather input regarding the proposed parking plan. A meeting with merchants and property owners was held on April 10, 2014 to discuss parking. At that time, based on feedback from all major stakeholders, the City directed the design team to exclude a municipal parking lot from the project. The first public meeting in collaboration with the Maplewood Neighborhood Association was held May 19, 2014.

Input has received from public outreach efforts has influenced changes to the project design. This included ideas on the shape of the intersection, pedestrian crossing locations, aesthetics and layout of the pocket park, and relocation of the community garden.

## **IV. Proposed Design Summary**

After the second public meeting but prior to a review of the proposed concept plan with the Monroe County DOT, it was determined that stopping sight distance approaching the intersection from the south would not be adequate to ensure safety for all traffic (motorists, pedestrians, and bicyclists) given the most recent iteration of the project design. Therefore, the design team explored multiple options for increasing the sight distance. After consideration of several options the City and MCDOT developed consensus that the best option to pursue would involve a new turning roadway from Driving Park Avenue to Dewey Avenue. This turning roadway would pass through an area previously reserved for the pocket park. The revised plan would continue to include pedestrian crossings, bike lanes, parking and streetscape improvements. It would also preserve the opportunity to establish a pocket park.

## **V. Costs and Schedule**

Design approval must occur before September 2014. Design, bidding, and construction will take place after design approval. The Construction phase is not currently funded nor programmed. It could happen as soon as within in two (2) years of the completion of design or within ten (10) years.

Programmed right of way funds = \$1.1 million

Anticipated construction cost = \$2.1 million

Construction funding is being actively pursued by the City of Rochester.

## **VI. Questions & Discussion**

- The proposed design impacts Rochester Walks Route. The project should replace stencils/signs.
  - Rochester Walks will be coordinated with during construction. It is the intent of the project to continue to support the existing route.
- What materials will be used in the triangular island?
  - Grass, plantings, sidewalks, other pervious treatments, community garden – to be determined during detailed design.
- Who will maintain the island?

- The City of Rochester continues to explore options and possibilities for maintenance of the island and proposed pocket park.
- Barb Ann from MNA would like to be included in the landscape design for the new public neighborhood garden. She would like water access to be incorporated into this design.
- Will streetscape/park features be in the island?
  - Potentially.
- What speeds are the roads designed for?
  - Curves north of Dewey Avenue and Driving Park Avenue intersection would be designed for 25MPH. The speed limit for all roadways in the project area is 30MPH.
- The design will move traffic faster. Why are we doing this project?
  - The current configuration creates congestion and delay. This concept design is in response to the community's vision plan. Safety enhancements for all users is also a key focus.
- Where will snow storage be?
  - In the curb lawn area next to the sidewalk
- Can this design be posted to the City website?
  - Yes.
- Where will park users park their vehicles?
  - They would use adjacent on-street spaces. The community did not support the creation of an off street lot.
- How far north will street amenities like lights extend?
  - Street amenities will be designed to cover the area shown on the plans; however, the City is looking for additional funding to extend enhancements farther up Dewey Avenue. The desire is to eventually cover the entire FIS area. That work is likely to be done as part of a separate project.
- Will there be lighting in the park or triangle?
  - Yes, pedestrian-scaled lighting is anticipated.
- What are Family Dollar intentions? Will this be vacant?
  - We don't know yet. The City would work with the property owner to reposition the property for a new tenant.
- Will the Family Dollar building have to come down?
  - The entire building does not have to be demolished. A portion must be demolished but a new facade could be built if the owners choose to retain the remaining portion.
- How is Clinton Ralston Auto repair impacted?
  - One access point will be removed, but a second access point to Driving Park would be re-established. The owner of that property has been engaged in the project planning.
- What will the construction schedule look like?
  - Construction would probably take place from spring to winter (approximately one construction season) with some finish activities taking place in the spring of the following year.
- Please ask MCDOT if a raised crosswalk at Broezel Street to slow westbound traffic on Driving Park is feasible. A crosswalk is needed because there is a heavy amount of neighborhood foot traffic here. The park will create a cut through.
- The angle of the revised turning roadway at Driving Park Avenue should be increased from 45 degrees to 85 degrees to slow traffic.
  - The design must balance traffic calming, pedestrian accommodation, and truck accommodation.

Tanya Zwahlen encouraged meeting participants to submit comment sheets and email them to [jrogers@cityofrochester.gov](mailto:jrogers@cityofrochester.gov). A copy of a comment sheet submitted by a meeting participant is included as Appendix B.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

**Highland Planning LLC**

A handwritten signature in cursive script that reads "Anna Liisa Keller".

Anna Liisa Keller

cc: All in Attendance, BA Project file