

Meeting Summary



City of Rochester, NY
Lovely A. Warren, Mayor

Mt. Hope Avenue Improvements - Phase II

Public Workshop

March 18, 2019

St. Anne Church, 1600 Mt. Hope Avenue

5:30-7:30pm

Introduction

The City of Rochester hosted a public workshop for the Mt. Hope Avenue Improvement Project, Phase II on March 18th, from 5:30 to 7:30 PM. The event was held at the St. Anne Church community room. A list of attendees is located in Appendix A.

The City mailed meeting notices to approximately 100 property owners, businesses and residents on and near the project corridor. In addition, the meeting was promoted via email to the Mt. Hope Task Force and stakeholders who expressed interest during previous outreach activities (such as door-to-door outreach and focus groups).

Welcome

Holly Barrett, City Engineer with the City of Rochester, welcomed participants to the meeting and thanked them for their involvement. She outlined the project parameters along with the total funding for the project. She discussed how the federal funding rules associated with this project require design and construction to meet a strict schedule or those funds will be forfeited.

Public Engagement

Sue Hopkins, of Highland Planning, provided an overview of public engagement activities to date. The following is a summary of key issues raised during the course of the engagement process:

- Pedestrian safety/traffic calming
- Create a welcoming atmosphere
- Include neighborhood friendly features
- Keep traffic flowing efficiently
- Incorporate features that require low maintenance

- Areas with poor drainage
- Construction timeline and impacts

She explained how feedback from the public influenced the design. The purpose of the project is to:

- Improve pavement condition
- Improve drainage
- Improve safety
- Improve pedestrian accommodations
- Enhance the streetscape

Project Overview

Mike Croce, of Bergmann Associates, provided an overview of the project background, scope, findings and analysis results as well as design features for pedestrians, streetscape elements and a gateway feature. An overview of design elements was provided to the group with highlights of design features that were added or changed as a result of public input. Based on public feedback, the City of Rochester and engineering team incorporated the following elements into the design:

- Mid-block crosswalk with flashing beacons
- Pedestrian refuge island for the mid-block crosswalk
- Accessible ramps
- Ornamental light poles with accommodations for decorative signs and banners
- New and replacement trees
- Bicycle racks
- Higher curbs
- Driver feedback signs (for speed)
- Contrasting color in the two-way left-turn lane to visually narrow the roadway
- A separate neighborhood traffic calming study for Shelbourne, Lattimore, and Westmoreland
- Gateway feature (southern end of the corridor)
- A communications plan for construction

The anticipated schedule for the project was shared. An open house took place after the presentation and participants were encouraged to visit each station. A copy of the presentation is included in Appendix B.

Open House Format:

The open house included five stations, with representatives of each organization present to answer questions:

- Zoning & Variance, City of Rochester
- Utility Relocation, RG&E
- Property Acquisitions, NYSDOT
- Community Engagement, Highland Planning
- Design, Work Zone and Staging, Bergmann Associates

General Comments:

The name of the person giving the comment is given if known.

- Incorporate sharrows for bikes

In the case of a lane narrower than 14 feet with no on-street parking, the City of Rochester Bicycle Master Plan suggests that sharrows be placed at least 4 feet from the edge of the pavement after each intersection and at intervals not exceeding 250 feet. On roadways with lanes less than 14 feet wide, the plan also notes that the R4-1 "Bikes May Use Full Lane" sign may be appropriate. Currently there are no shared use lane markings or signing elsewhere along Mount Hope Avenue. There are bicycle lanes nearby on Westfall Road, Crittenden Boulevard, and East Henrietta Road.

- Will there be a need for "tax enhancement district?" – Melanie Warren

No, a "tax enhancement district" will not be required.

- Who will maintain the features added to the corridor? - Melanie Warren

The City of Rochester will be responsible for maintaining the rapid rectangular flashing beacons and accompanying signs, the mid-block crossing, driver feedback signs, ornamental light poles, bicycle racks, and the gateway sign. Private landscape beds, if disturbed and once restored, will continue to be maintained by the private owners.

- Who determines what type of landscaping and plants are utilized? - Melanie Warren

The City of Rochester Forestry Department, in conjunction with the consultant design team's landscape architects, will be responsible for determining the type of landscaping and plants to be used. Where private landscape beds are disturbed by the work, plants will be placed in-kind to the greatest extent possible.

- What will the design of the banners be? - Melanie Warren

The project will include banner hardware on standalone light poles so, if desired, they may be designed and installed at a future time by other organizations such as the Upper Mount Hope Neighborhood Association.

- Since the sidewalk is coming closer to my house (the 2nd to last one on Mt. Hope) my concern is people seeing into my house and congregating on my front lawn. Presently we get many homeless people from the Psychiatric Center and Norris Rehab clinic roaming. RTS has, on a daily basis, dropped off bus riders to my driveway instead of at the corner. My husband and I have owned our home since Mt. Hope was a 2-lane road. Property values are going down with increased noise, traffic, and criminal activity (Speedway and Red Apple have been robbed several times in the last couple of months). I would appreciate some planting of shrubs at the property line which would discourage people from looking into my house without keeping the curtains closed and to discourage them from congregating on my lawn. I would also appreciate it if Burger King would comb [pick up trash at] the houses across the street and pick up the numerous empty bags, cups and littler that accumulate daily. – Deb Masco

There is inadequate space between the back of the sidewalk and the highway boundary to install plant material in this area. The City of Rochester does not plant trees or other plant material on private property. Property owners who wish to add plantings are encouraged to do so after construction is complete.

- Please consider the needs of all individuals at Mt. Hope crosswalks, including wheelchair residents from MC Hospital who come down to use businesses on their own. Reach out to the Resident Director. This is an ADA issue. They need long and safe crossing times on Mt. Hope. – Carol Baumeister

The project will include crosswalks, signal components, and curb ramps compliant with the Public Right-of-Way Accessibility Guidelines.

- Would prefer not to replace the existing trees due to sight line obstructions for vehicles exiting our driveway at Rochester Optical/CA Bank. We would have cut the trees down ourselves, but we were told years ago by the city that they are not our trees. – Patrick Ho

These trees will be removed by the project and not be replaced.

- We are concerned about trees blocking sight lines to restaurants and the frontage of Mt. Hope Plaza. and the Mt. Hope Plaza sign. Suggest small trees or planters with shrubs, etc. - Justin

Low growth trees will be used along the frontage of Mount Hope Plaza. In addition, the planting locations will be revised to reduce the potential for blockage of the plaza sign.

- Install embedded reflectors at crosswalks. - Justin

All crosswalks will be marked with high-visibility markings in accordance with the Manual of Uniform Traffic Control Devices. Embedded reflectors represent a long-term maintenance concern and will not be installed.

- Would like a hardscape curb lawn instead of grass. – Marty Larosa

Hardscape will be installed in place of the grass.

- Bruce Mellon asked if a paved bypass area could be added on the north side of Westmoreland Drive just west of Mt. Hope Avenue so that westbound drivers can get past someone stopped to turn left into the Kwik Fill/Red Apple driveway.

The City of Rochester has consulted with the Monroe County Department of Transportation, reviewed the concerns with the Rochester Police Department, and performed in-person observations at this location. Based on this analysis, the plan will not be modified to include a westbound bypass area on Westmoreland Drive at the Kwik Fill Driveway.

- One participant asked if the NB left turn lane stop bar at Mt. Hope & Westfall could be set back further from the thru lanes to allow more space for the double left turning vehicles.

The pavement marking plan has been modified to move the stop line back, providing additional space for dual-left turning vehicles.

Photos





Appendix A: Meeting Attendees

Stakeholders

Arnold, Ken

August, John

Baumeister, Carol

DeFilippo, Carol

Furino, Ron

Gallagher, Tim

Garrett, Kathleen

Gastel, Justin

Glover, Sharon

Good, Bob

Gow, David

Guisto, Patrick

Hay, Rev. Judy

Ho, Patrick

Hogan, Michelle

Hurley, Dan

Illingworth, Penny

Kingsley, Paul

Knoth, Jesse

LaRoya, Marty

Martini, Debbi

Masco, Deb

Masco, Monica

McCarthy, Colleen

Mellon, Bruce

Mihalitsas, Michael

Miller, Holden

Paprocki, Rosemary

Pitt, Art

Rice, Nancy

Rowe, Richard

Russo, Theresa

Samuelson, David

Scarcelli, Frank

Schauf, Cam

Shaw, Judy

Smgh, Kanwal

Steger, Marcia

Strub, Carol

Sudell, Patrick

Tallarico, Frank

Tyman, Rev. Gary

Melanie Warren

City Representatives, Monroe and NYS DOT and Consulting Staff

Richard Koss, City of Rochester

Holly Barrett, City of Rochester

Norman Jones, City of Rochester

Lisa Reyes, City of Rochester

Matt McCarthy, City of Rochester

Mike Croce, Bergmann Associates

Dominic Fekete, Bergmann Associates

Frank DiCostanzo, NYS DOT

Tom Polech, Monroe County DOT

Jim Pond, Monroe County DOT

Jen Topa, Highland Planning

Susan Hopkins, Highland Planning

Appendix B: Meeting Presentation