

MEMORANDUM

September 10, 2021

Re: Notes from Steering Committee meeting #8

Attendees

- Lydia Hausle
- Pete Robie
- Darin Ramsay
- Brandt Smith
- Dan Kenyon
- Down Noto
- André Primus
- Jason Haremza
- Jason Nabewaniec
- Jesse Peers
- Kevin Kelley
- Mike Bulger
- Rick Rynski
- Ronalyn Pollack
- John DeMott
- Luticha Doucette
- Yona Chung
- Bret Garwood
- Bleu Cease
- Erik Frisch
- Bob Williams
- 2 call-ins

Meeting Summary

Outreach Discussion

- Dawn has a relationship with Joy Gallery – can reach out about using their space for October in-person meetings
- Like the idea of a Saturday date since it's busy on West Main
- There's a community room behind 1872 Café as well if Joy Gallery doesn't work out

Transportation Concepts

- Comments captured in Miro board: https://miro.com/app/board/o9J_IGGypal=
- Zoom Chat Log:

- From John D to Everyone: 09:24 AM
 - Like Pete's concept!
- From Me to Everyone: 09:24 AM
 - https://miro.com/app/board/o9J_IGGypal=/
- From Brandt Smith to Everyone: 09:25 AM
 - Brandt Smith with Monroe County DOT. I have to attend another meeting in person, but if someone could email me this presentation so I may stay current. My email is brandtsmith@monroecounty.gov
- From Lydia Hausle to Everyone: 09:27 AM
 - Sure thing Brandt - thank you for your time.
- From Jesse Peers to Everyone: 09:27 AM
 - Love that intersection
- From Darin Ramsay to Everyone: 09:28 AM
 - Thank Rick Rynski for that!
- From John D to Everyone: 09:35 AM
 - Pls consider a pickup / drop off indent for Halstead House
- From Luticha Doucette to Everyone: 09:36 AM
 - question: re accessibility: curb cuts should be flat and use things like textured concrete vs those raised dots. is that in yall's report?
- From Jason Haremza G/FLRPC to Everyone: 09:37 AM
 - Is there a need for a 3' wide buffer between bike lane and vehicle lane if there's no on-street parking? That 3' of real estate might be more used if allocated to the sidewalk side. Wouldn't a 1' buffer be ok?
- From Darin Ramsay to Everyone: 09:37 AM
 - That will come in our detailed design plan, which will kick off after the completion of this plan.
- From Bret Garwood to Everyone: 09:39 AM
 - I'd narrow the bike lanes to 4 feet to increase buffer or sidewalk so that there are trees on the north side. Not having trees on the north side is a big mistake. Sun beats down on that side of the street and it will look bad without trees
- From Lydia Hausle to Everyone: 09:40 AM
 - Darin's response was to you, Luticha - we are not at the level of defining materiality but can discuss/show examples if you have a specific one that you like
 - Also FYI everyone I'm adding your comments to the plan as we go so please feel free to keep dropping comments here
- From Luticha Doucette to Everyone: 09:42 AM
 - Lydia, bet. I know that for the curb cuts it is a safety issue especially during inclement weather so I can send examples via email
- From Lydia Hausle to Everyone: 09:43 AM
 - that would be excellent - thanks!
- From Jason Haremza G/FLRPC to Everyone: 09:44 AM
 - I LOVE the refuge island at Madison/Reynolds. Will the fire department allow it?
- From Darin Ramsay to Everyone: 09:45 AM
 - Jason, we will work with RFD on the next stage of this project.
- From Jason Haremza G/FLRPC to Everyone: 09:48 AM
 - Madison might work better as a one-way south bound, at least with regard to tour busses? Just a thought
- From Kevin Kelley to Everyone: 09:50 AM

- Isn't Birch Crescent at Main St a precedent for this?
- From Erik Frisch to Everyone: 09:51 AM
 - Birch is one of the examples. Laburnam is another.
- From Jason Haremza G/FLRPC to Everyone: 09:55 AM
 - If I recall, the vegetated area in front of this building actually slopes down towards the building. The sidewalk is above the first floor level of the café. It's pretty awkward. Might be doable but challenging with the grade changes.
- From Bret Garwood to Everyone: 09:56 AM
 - I have to leave for a 10am. I'd like to know the presumed widths of each of the components (parking, driving, sidewalk, buffer, bike) and also know what is the minimum each could be to still function. With any extra space from that analysis it's a worthy discussion on what to do with it (parking on both sides, more trees, restore the original widths, etc).
- From Ronalyn (Ronnie) Pollack to Everyone: 09:56 AM
 - I need to attend another meeting at 10am.
- From Luticha Doucette to Everyone: 10:03 AM
 - I have to go to another meeting but thank yall again!
- From Dawn Noto to Everyone: 10:03 AM
 - thats how it was - reconnect!!
- From Mike Bulger to Everyone: 10:04 AM
 - We'd want to make sure that any cut-through that is created has traffic calming. Don't want cars speeding by the park.
- From Jason Haremza G/FLRPC to Everyone: 10:07 AM
 - I love the idea of restoring Van Auker and formalizing Trowbridge to the public street it still nominally is. The restoration of Cortland Street and other streets at Midtown as well as Adventure Place (George Street) in the Neighborhood of Play are great local precedents
 - I need to log off. I love the design concept overall. I do have some concerns about bike lanes at sidewalk level. I know it's about using the curb to protect bikes from vehicles, but as a pedestrian, I also want protection FROM bikes. But really great work folks. Looking forward to walking this street someday.
 - And yes, I second what Bleu said about the 490 underpass
- From Dawn Noto to Everyone: 10:07 AM
 - add a sign to 490 bridge too
- From Lydia Hausle to Everyone: 10:09 AM
 - Dawn, do you mean a sign for folks heading toward downtown or away?
- From Dawn Noto to Everyone: 10:11 AM
 - yes like Welcome to sign. We need a name like Historic West End / Welcome to Downtown on the other side.
- From Lydia Hausle to Everyone: 10:12 AM
 - got it - a sign ON the 490 bridge, not directing people to 490.
- From Dawn Noto to Everyone: 10:12 AM
 - yes
- From Bleu Cease (he/him) to Everyone: 10:15 AM
 - Yes to painted intersections! So easy to do, low commitment and slows traffic
- From Dawn Noto to Everyone: 10:20 AM
 - not a fan of bollards in the street
 - whats the city budget for bike lane maintenance? will it be increased with new street designs
- From Kevin Kelley to Everyone: 10:22 AM

- Overall I think this is really exciting. The concept design is a nice balance of competing interests, and is a very thoughtful approach block by block. Great job!
- From Erik Frisch to Everyone: 10:22 AM
 - Dawn, to my knowledge, there is no set aside budget for bike lane maintenance
- From Mike Bulger to Everyone: 10:29 AM
 - Thank you for all your hard work. This would be a tremendous improvement, and it shows that your team has paid close attention to balancing needs while promoting a more welcoming corridor.
 - NYC has cars parked away from the curb in that way (they have a curb on the other side of the bike lane).
 - And I believe they also do this with posts.. where they don't have concrete curbs.