

PUBLIC INFORMATION MEETING MINUTES HINCHER GROUP PROJECT

DATE: December 10, 2013
TIME: 6:00 p.m.
LOCATION: Port Terminal Building, Waterside Room, 1000 N. River Street
ATTENDEES: See Attached List

The purpose of the meeting was to present preliminary (35%) plans of the proposed street improvements for the Hincher Group Project including:

Hincher Street (Lake Ave. – West End)
Corrigan Street (Lake Ave. – Estes St.)
Fleming Street (Lake Ave. – Ruggles St.)
Ruggles Street (Fleming St. – South End)
Lakeland Avenue (Ruggles St – East End)

The attached meeting agenda was provided for all attendees.

After introductions Lisa Reyes (LR) opened the meeting by describing the scope of work to include pavement reconstruction of each street to include new curbing, sidewalks, replacement of driveway aprons in kind, catch basins, street lighting upgrades, new tree plantings, topsoil and seed. She then proceeded with the following additional information:

- LR explained the City offers residents the option to upgrade their driveway aprons from asphalt to concrete for the difference in cost between the two. An upgrade runs a few hundred dollars depending upon the size of the apron and what the average/current bid prices are. LR suggested she be contacted if anyone was interested in an upgrade. As part of the project and no cost to the owner, driveway aprons will be replaced in kind (i.e. if you have an asphalt apron, you will then receive a new asphalt apron; if you have a concrete apron in good condition, you will receive a new concrete apron.)
- As part of the project, illegal front yard parking areas and driveways to vacant lots will be removed. An illegal parking area may be front yard parking on a property that does not have a permit for parking in the front yard (i.e. parking in front of a building). Owners may apply for a variance in the City's Zoning office for front yard parking on their property.
- Street lighting design is still in process. The plan is to maintain the existing wood poles owned by RG&E and replace the existing arms and fixtures. Street Lighting only poles will be replaced and new residential poles installed in their place.
- The streets in the Hincher Group are all unimproved streets that vary in width and do not have curbing. The project will install new curbing to define a width and also provide sidewalk wherever possible to be consistent with the City's Complete Streets Policy. In order to achieve these goals, there will be right-of-way takings needed. Fleming Street will require front yard takings on almost every property ranging from 1 ½ feet along the front of the properties west of Estes to 9 feet along the front of the properties east of Estes. Additional takings are needed for radius improvements at the Ruggles/Fleming bend and at the Ruggles/Lakeland bend. Two new dead-ends are proposed at the west end of Hincher and at the east end of Fleming. We plan to convert the Fleming Street pavement into a pedestrian walkway from the dead-end (approximately 180 feet west of Lake Ave) to Lake Avenue. Additional property takings will be necessary for the two dead-end streets.

- A meeting with the utilities and agencies to review their proposed work and comments is scheduled in early January 2014. The information we've received as of yet is:
 - Water – lead and galvanized water services will be replaced within the project limits; water main on Corrigan will be cleaned and lined in the spring of 2014; Hincher (Estes to Lake) water main to be replaced;
 - RG&E Gas – relocation of gas main on Fleming due to conflicts with the project;
 - RG&E Electric – no major work proposed; will relocate poles (2 anticipated on Corrigan, 2 on Hincher, 1 on Ruggles) where they are in conflict and upgrade as needed;
 - Time Warner Cable (TWC) – overhead and underground facilities will be reviewed for conflicts;
 - Frontier Telephone – overhead and underground utilities will be reviewed for conflicts.
- Parking regulations are anticipated to remain as is. If residents are in favor of changing regulations for parking, they may approach the City with a 2/3 majority vote to make the change. LR may be contacted to discuss this further.
- Maintenance and Protection of Traffic will allow 2-way traffic with a flagger. No street closings are proposed for this project. There will be inconveniences at times where parking will be required on street while curbs, sidewalks and driveway aprons are installed. During construction, temporary changes in parking regulations will occur to allow on street parking on your street while work is being done.
- Existing trees will be maintained with the exception of a few trees near the park at the west end of Hincher for the installation of a turnaround and on Fleming due to the widening and near the proposed turnaround.
- Schedule: Bid – spring 2014; Construction Start – summer 2014; Substantial Completion – winter 2014

After the overview, LR reviewed the proposed work for each street in the project. The meeting was also opened for any questions, comments, and/or concerns.

Corrigan Street – LR stated the proposed width of Corrigan will be 26 feet with a recessed parking area at the LDR Charpit to allow up to two vehicles to park. The existing width is approximately 28 feet and varies greatly. A proposed width of 26 feet was determined to minimize the impact on the existing trees from the construction. All sidewalks will be replaced.

- Q. What is the existing width of pavement? Is it 26 feet or 18 feet which was previously told to us at the first public meeting?
- A. *The existing width varies. By adding curb, we will be defining and providing a consistent width of 26 feet.*
- Q. More RTS buses at this time will they re-route during construction?
- A: *Coordination with RGRTA is necessary; RGRTA will likely re-route buses onto Hincher when Corrigan is being worked on but we plan to review this with RGRTA at our utility/agency meeting in January 2014.*
- Q. LDR uses sloped approach (curb lawn and sidewalk area) for parking – will it go away?
- A. *Yes – LDR will be provided a 24 ft wide driveway apron for access to the parking lot. Illegal parking will be eliminated in the other areas off Corrigan St.*
- Q. What will the parking regulations be for the recessed parking area at LDR?
- A. *Parking regulations are to be determined. Coordination with LDR and the neighborhood group to determine a limit for parking in the recessed area is necessary.*

- Q. Parking enforcement is poor in the neighborhood.
A. *Options are we can eliminate the recessed parking or we can limit the number of hours cars may be parked there. Enforcement is a problem all over the City. The Neighborhood Service Center should be contacted with any concerns.*
- Q. Estes (Corrigan to Hincher) – is there any work proposed on that section?
A. *No, a street project about 20 years ago addressed that section of Estes and south to Fleming.*
- Q. Corrigan may need a hefty pavement section as well as Hincher due to a lot of truck traffic.
A. *The proposed section is a medium duty pavement that includes 3 layers of asphalt as well as a substantial stone subbase. This is the typical pavement structure we use on the majority of the city streets with similar traffic. We will also review the intersection radii to accommodate the truck traffic.*

Hincher Street – Curbing will be installed to allow a consistent width of 24 feet from the west end near the CYAA ball fields to Lake Ave. The existing width varies from 19 – 22 feet. All sidewalks will be replaced with the exception of the sidewalk along the north side of Hincher between the CYAA ball fields and Estes St. A new turnaround will be constructed on the west end of Hincher at the dead end to allow for proper maneuvering of vehicles to exit the dead end. The City will be dedicating a portion of the former Ruggles St right-of-way as Hincher St right-of-way for the construction of the new turnaround. Several trees will be removed at the west end for the new turnaround.

- Q. Will the turnaround be a gathering point for people to hang out?
A. *This is an enforcement issue that will need to be addressed by the Neighborhood Service Center.*
- Q. What will happen to the gate for the CYAA ball fields?
A. *The gate will be moved outside the right-of-way onto the CYAA/parkland property*
- Q. Can speed humps be provided since cars are always racing down Hincher to the park? How will parking be affected during construction work? How will the kids access the CYAA ball fields?
A. *The City has a Speed Hump Policy and Speed Hump Selection Criteria that need to be met for a street to qualify for speed humps. Erik Frish, Transportation Specialist for the City may be contacted to begin the process. We have been in contact with CYAA; construction will occur primarily after the CYAA baseball season.*
- Q. What is the existing width of Hincher?
A. *Approximately 20 feet (19 feet and varies between CYAA and Estes and 22 feet and varies between Estes and Lake)*
- Q. Will we be getting new street lights?
A. *Street lighting upgrades will be provided to allow a consistent lighting level on the pavement.*
- Q. This section of Hincher near the park would be better served with decorative lights similar to Estes.
A: *The main intent of the lighting is for the pavement. We will review street lighting options with our Street Lighting Division.*
- Q. We are really in favor of decorative lights to match the lights in the rest of the neighborhood. What can be done to get the decorative lights?
A. *We will review with Street Lighting Division what our options are.*
- Q. The existing area is dark and poorly lit.
A. *The proposed lighting upgrades will address the dark spots and even out the lighting on the streets to allow for a consistent lighting level.*

A discussion of the street lighting continued where residents want the same decorative street lights that are consistent with the other decorative lights in the neighborhood. Al Giglio stated that we are currently in the preliminary phase and will be planning another public meeting where more information pertaining to the street lighting and other concerns will be addressed.

Q. Will the street improvements cause our tax assessment to increase?

A. *There should be no impact as a direct result of this project*

Q. Should we write the City Engineer to request speed humps on our street?

A. *You can request it though the policy has requirements that must be met with the length of street being one of them. Hincher is too short of a street to allow speed humps but Estes may be a possibility.*

Q. Can a stop sign be installed on Estes at Corrigan? There is a big issue with speeding drivers.

A. *Stop signs are not used to control speed. It gives a false sense of security. Contact Lisa Reyes who will be able to put you in contact with Erik Frisch, Transportation Specialist for the City, to further pursue your request for a stop sign.*

Q. Will the guiderail be removed along the north side of Hincher at the park?

A. *The guide rail will remain – it is on park property.*

Q. Will the sidewalks on the north side of Hincher along the park be replaced?

A. *The sidewalks will remain on the north side of Hincher along the park.*

Estes Street – New sidewalk will be installed along the west side of Estes to connect the sidewalks from Hincher Street to Fleming Street. No other work is planned for Estes.

Q. Will the gutters on Estes remain?

A. *Yes – they are in fairly good condition.*

Q. If there is an option between gutters and curbs, we want gutters on Fleming.

A: *The life expectancy of gutters versus curbs is far less. Gutters last approximately 20 years; curbs last 60-75 years, which is why we are proposing curbs. We will be installing curbs.*

Fleming Street – (Estes to Lake) after several conceptual design options were developed for improving the existing one-way street, they were reviewed with the adjacent property owners. Adjacent owners were not in favor of the City taking additional land for right-of-way to build a new one-way street. In this section of roadway, the right-of-way is 16 feet wide from Estes to approximately 120 feet west of Lake where it narrows to 12 feet. Instead, it was determined a two-way dead end road would address the concerns of the adjacent owners.

The proposed design will convert the approximate 17 ft wide one-way street into an 18 ft wide curbed two-way dead-end road with a turnaround. The Fleming St access off of Lake Ave will be closed off with full height curb installed. A 10 ft wide concrete sidewalk is proposed to extend from the dead-end turnaround east to Lake Ave. This design option will address a major concern raised by adjacent owners about drivers using the one-way road as their own personal driveway to access Lake Ave in the wrong direction. It will also help separate the commercial portion of Fleming from the residential portion and stop drivers from racing down Fleming causing a dangerous situation for the residences and children in the neighborhood. A 4 ft wide sidewalk will be installed on the south side of Fleming and extend west to Estes and line up with the proposed sidewalk on the west side of Estes.

Fleming St – (Ruggles to Estes) curbing will be installed to provide a consistent width of 24 feet of pavement. The existing approximate width of pavement is 22 feet with adjacent concrete sidewalks on both sides of the street. The sidewalks are located on private property. Minor front yard takings are necessary to install the curb and new 24 ft wide pavement section. Sidewalks will be eliminated on this portion of Fleming Street to reduce the amount of impact to the existing trees and front yards of the adjacent properties.

Q. Will there be no parking or standing in the turnaround?

A: *Yes*

A discussion ensued with one owner who lives on Fleming (Ruggles to Estes) leading the conversation questioning how the curbs will affect parking on street and how much land will be taken for the installation of curbs to widen the pavement from a varied width of 22 feet to a proposed width of 24 feet. Currently residents park along the front yards of their properties and on the existing sidewalk and will no longer be able to do that with the proposed installation of curbs. The existing parking regulations will remain the same – alternating parking. The proposed property taking will take a width of 1 ½ feet of land across the front of the existing properties on Fleming (Ruggles to Estes); the existing 3 ½ - 4 ft wide sidewalks are fully located on private property; therefore the proposed taking will assume land that was previously thought to be right-of-way (the sidewalks). Sidewalks will be eliminated from this section of roadway with the proposed 24 ft pavement section as additional right-of-way would need to be taken to install them. The city will not replace sidewalks on private property.

The same owner spoke out against the dead-end on Fleming St stating it will be a place where suspicious activities occur. The rental properties on Fleming (Estes to Lake) were targeted for suspicious activities and residents were stating that the dead-end will only allow more people to loiter. These are enforcement concerns that a street project cannot correct. The owner of the rental properties that were targeted for suspicious activity was present at the meeting and informed the public that he recently evicted those people who were causing problems on the street so there should no longer be an issue with his properties. He is very active now with making sure his properties have good tenants. The discussion continued with a consensus that whether there is a dead end or pass through road, people will always find a place to loiter. The main issue is enforcement.

Q: Where will the proposed taking line be located?

A: *Along the middle of the existing sidewalk*

Q. How will you address the slope on the road?

A: *City staff has the design experience to handle the re-design of the existing sloped roadway.*

Q. Who will relocate the wood poles that are on private property?

A: *RG&E owns the wood poles with electric service on it.*

Q. When will the acquisitions occur? How much money will we get?

A: *Acquisitions will occur in the next 2-3 months. We cannot reach out to residents until Council authorization. Appraisals will be performed for each property to determine the fair market value of the parcel being acquired.*

Ruggles St – Curbing will be installed to allow a pavement width of 24 feet which is wide enough to maintain two-way traffic with short term parking on one side. The existing roadway width is approximately 18 feet with no sidewalks on either side of Ruggles.

Lakeland Ave – Curbing will be installed to provide a 24 ft wide pavement to the dead-end at the west end of Lakeland (approximately 60 feet east of Ruggles). The existing pavement width is approximately 35 feet. The new turnaround layout provides improved access for large vehicles to perform a k-turn. A corner property taking is necessary to accommodate the design for large vehicles.

Q. On Ruggles, why increase the pavement from the width of a driveway to a 24 ft highway?
A: *When reconstructing a city street we are under the jurisdiction of the City Code which requires a minimum width of 24 feet. Ruggles needs to meet those requirements. If the right-of-way is available, 24 ft is the most narrow we would want to allow for two-way traffic.*

Q. Will the parking regulations on Ruggles remain? We would like alternate parking.
A: *Yes, parking regulations will remain. It is up to the neighborhood to change the regulations. Owners will need a majority consensus to change the parking regulations.*

Additional questions arose on Fleming St (Estes to Lake):

Q. Sidewalk from dead-end to Lake will have lights and trees? Why does it need to be so wide?
A: *Yes we are proposing lights to be installed along the sidewalk; trees may be a possibility if there is available right-of-way. The sidewalk is 10 feet wide to allow pedestrian and bicycle access.*

Q. Will you fence off the dead-end or provide some kind of screen?
A: *We can provide some bollards to keep cars from driving up the sidewalk*

Q. Why not maintain two-way traffic all the way down Fleming? How wide does it need to be?
A: *In order to make it two-way, we would need to take down the building at the corner of Lake Ave and acquire additional property. We do not plan to take any buildings down for this project.*

In order to install a one-way or two-way street from Estes to Lake on Fleming, the property owners will need to accept the acquisition. If the owners do not want to accept the offer, it will go through condemnation which typically lasts 6 to 12 months and become a major cost incurred by the City.

Al Giglio (AG) attempted to get a consensus from the residents on the proposed dead-end on Fleming St.

- 1 owner spoke out against the dead-end
- Same owner spoke out against the curbs on Fleming

One owner stated they wanted the work done last year and is concerned about whether the funding will still be available. If not done in 2014 will get done as money is available

Q. How will you maintain access to the two properties on Fleming near Lake?
A: *When the property is ready to be developed, access may be obtained from the Fleming Street turn around or from Lake Avenue.*

Q. 40 Corrigan – I'm losing 3 feet of width of my driveway apron, why?
A: *We will look at it again. The widest we can go without requesting the City Engineer's approval is 15 feet. The plans reflect the comments we received from the Permits Office who reviews the driveway widths. We will go back to them to discuss the request.*

AG once again attempted to get a show of hands to get an idea of who is and isn't in favor of dead-ending Fleming St.

- In favor of dead-ending Fleming - 8 hands
- In opposition of dead-ending Fleming - no show of hands
- In opposition of installing concrete walkway to Lake Ave – no show of hands

Q. Is a sidewalk needed along Fleming St (Estes to Lake)?

A: *In an effort to meet the Complete Streets Policy, the design includes a 10' wide concrete sidewalk at the proposed dead end on Fleming to connect to the sidewalks on Lake Avenue. The new 10' wide sidewalk is intended to provide a connection to the proposed walk on Fleming to Estes. We plan to install a new concrete sidewalk on Estes from Fleming to Hincher to complete the walking path to Beach Ave.*

Q. Will more signs be installed or updated?

A: *The Monroe County Dept of Transportation (MCDOT) will review the signage on the project and install new and replace signs as needed.*

Q. What will happen to the steps at 22 Fleming St?

A: *They are located in the right-of-way and will be removed; the new curb will be installed in its place. The porch will remain with an access provided off the east side of the porch leading into the new turn around area of Fleming Street.*

There were no further questions or comments. The meeting was adjourned. The above represents my understanding of the topics discussed at this meeting.

Respectfully submitted,



Lisa Y. Reyes
Engineer II/Street Design

LJR:lyr
xc: file

V. Questions and Comments

VI. Contacts

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