

PUBLIC INFORMATIONAL MEETING MINUTES
ALPHA STREET GROUP
STREET IMPROVEMENT PROJECT, PC 12110

Project Limits:

*Alpha Street (Wilder Ter. to Beach Ave.)
Braddock Street (Henley St. to Alpha St.)
Meriden Street (Alpha St. to Wilder Ter.)
Wilder Terrace (Alpha St. to Beach Ave.)*

DATE: December 11, 2014
TIME: 6:30 PM
LOCATION: Port Terminal Building, Charter Room, 2nd floor, 1000 N River St.
ATTENDEES: See sign-in sheet

Al Giglio started the meeting by introducing the City of Rochester Street Design staff in attendance: Al Giglio (AG), Managing Engineer; Lisa Reyes (LR), Project Engineer; and Vilavath (Vat) Phommavanh, Engineering Designer. AG stated this meeting is being held to gather input from the public on some conceptual designs that were prepared for the project and introduced LR to present to the public.

LR began by reviewing the project limits (listed above in the title) and explaining that this meeting was put together to gather public input on some conceptual design ideas. We normally hold off meeting with the property owners until we have had some feedback from the utilities as to what impacts their improvements may cause. We have not yet met with the utilities and do not have any updates on their proposed work at this time. At our next public meeting we should have more information we would provide. The project has an anticipated construction start of fall 2015 as noted in the schedule on the backside of the meeting agenda. We anticipate advertising the project in the spring/summer of 2015.

As mentioned, the displays are conceptual in nature and do not show proposed utilities, driveway aprons or trees. We did find in our early review of the project that there are a few zoning related concerns regarding front yard parking. We will be reviewing those with our Permit office and Zoning. If you have front yard parking, you will be receiving a letter from the City Permits office with ways to take action on getting your driveways into compliance.

The project includes two methods of street repair: 1) rehabilitation and 2) reconstruction. Streets currently proposed for rehabilitation are: Alpha Street, Meriden Street and most of Wilder Terrace (except along the ball fields). Braddock St and the section of Wilder Terrace along the ball fields are currently proposed for reconstruction.

Proposed work in both rehabilitation and reconstruction areas include: new granite stone curbs with underdrain; new driveway aprons; hazardous concrete sidewalk repair; possible street lighting improvements; replacement of lead and galvanized water services with polyethylene (PE) pipe; adjustment of sewer and water castings; and topsoil and seed.

In addition, rehabilitation areas will include: milling the top 1 ½ to 3 inches of asphalt and re-surfacing it with new asphalt; replacement/repair of drainage inlets where needed.

Reconstruction areas will additionally include: a full box out (removal of the existing asphalt and stone layers down to the native soil) and new pavement section (new stone and asphalt layers); installation of new catch basins.

LR continued by elaborating on additional water upgrades. A new water main is proposed on Braddock Street. Some sections of the water main on Alpha Street and Wilder Terrace near the ball fields are being evaluated for replacement as they may be located under the proposed curbs.

The Water Bureau is preparing a separate contract for cleaning and lining the water mains on Alpha Street and Wilder Terrace. Meriden Street is a newer water main and will likely require anodes to be installed on the main to slow down corrosion of the main. AG explained what occurs during a cleaning and lining project. Over time, the inside diameter of the water main shrinks in area from decades of use and corrosion that builds up. Cleaning the inside of the water main is done to remove the corrosion and any debris. Once the main is flushed and inspected, the inside diameter of the pipe will then be lined with a cement mortar lining. In essence, once complete, it will be similar to having a new water main installed.

LR continued on to present the major conceptual design changes. Braddock Street (Henley to Alpha) is currently one-way and has a 50-ft right of way and an existing 20-ft pavement width. Braddock to the west of Henley is two way. The right of way between Henley and Alpha is wide enough to allow for increasing the pavement width for two-way travel as well which is what is presented in the conceptual design presentation display along with new sidewalks and curb. The conceptual design shows the width of Braddock changing from 20 ft to 26 ft.

The gravel parking area along the County park ball fields on Wilder Terrace would be removed and on-street parallel parking would be installed in its place. The existing pavement width in that section along the ball fields is approximately 20 ft; the proposed width is 24 ft to match the width of Alpha Street. The proposed parallel parking width would be 8 ft for a total pavement width of 32 ft.

On the north side of Meriden Street, all of the homes have illegal front yard parking. Those driveways are shown in the display as being closed off with no access. On that north side, to meet the Complete Streets Policy, a new section of sidewalk is proposed for installation to tie into the sidewalks on Alpha St and Wilder Ter. Homeowners will be required to request a variance through the Zoning process for the chance to maintain their existing illegal front yard parking.

Carriage walks will be removed to properties with driveways; they will be maintained or installed to properties without driveways. A carriage walk is a section of sidewalk that is perpendicular to the road and sidewalk. It essentially connects the road to the sidewalk. Typically carriage walks are not well maintained by the property owners and the City does not maintain them either therefore, on street projects it became policy to remove them. If you wish to have your carriage walk maintained, a request can be made to the Project Engineer. Her contact info is on the backside of the agenda.

Driveway aprons (the area of your driveway between the curb and sidewalk) will be replaced in kind, meaning, if your existing driveway apron is asphalt, you will get a new asphalt driveway apron; if your existing driveway apron is concrete, you will get a new concrete driveway apron installed. Property owners have the option to upgrade from an asphalt driveway apron to a concrete driveway apron. The cost to the homeowner is the difference in installation price per square foot of asphalt versus concrete. If you wish to learn more about upgrading your driveway apron, you are welcome to contact the Project Engineer.

There are currently no proposed changes in the parking regulations. If you wish to have the parking regulations changed on your street, you may contact the Project Engineer who will provide you additional information on how to proceed in requesting those changes.

Any privately owned property located within the right of way is considered an encroachment. Privately owned property includes fences, planters, flower beds and other decorative features (shrubs, bushes, markers, pavers, etc.). During the design process, encroachment letters will be sent to the property owners informing them of their encroachments into the right of way and asking they be removed prior to construction. If not, those items are on public land and could be destroyed or removed and disposed of during construction.

During construction, two-way traffic will be maintained (where applicable) and flaggers will be present in the event of a lane closure. Emergency vehicles will have access at all times.

Access disruption to your driveways will occur for maybe 2 – 3 days when the curbs, sidewalks in your driveway area and driveways are installed. After they are installed, temporary stone access will be provided until the streets are paved.

Then the meeting was open for questions/comments.

Q: How many trees will be removed as part of the project?

A: Based on the conceptual design, there are three (3) trees proposed for removal: two (2) trees at the Alpha/Wilder bend and one (1) on Meriden (28 Meriden St), all due to the installation of new sidewalks. There are a few privately owned bushes within the right of way on Meriden that will be impacted by the new sidewalks as well. The City Forester for this project will be performing an analysis of the trees to determine their health and condition and will make recommendations on any additional removals.

Comments:

- Converting Braddock St from one-way to two-way traffic is dangerous because motorists leaving the nursing home west of Henley St will speed down Braddock through the stop signs to get to Alpha St.*
- On the north side of Meriden St between Alpha St and Wilder Ter, City Council passed an ordinance for us to park in our rear yards (Ordinance 92-29). The ordinance says we can use 5 feet of the City right of way for parking. We have no front yard access anymore since they abandoned and removed Goodger's Park which was a road that allowed us vehicle access to the front of our homes. We don't want the new sidewalk installed on Meriden between Alpha and Wilder either. If you install sidewalk, we won't have any place to park.*

Q: *We have drainage issues and a sink hole in front of 73 Wilder Ter. Will the resurfacing be enough to take care of those issues?*

A: There are two (2) sewer manholes in that area which are both elevated above the surface of the road which may be causing the low areas in the pavement. As part of preliminary design of the project, borings and corings of the pavement section on all the streets will be done to get a better understanding of the pavement structure and our limits of reconstruction. Currently we have that section of Wilder planned for milling and resurfacing. There will be some areas of what we call "deep repair" in the milling/resurfacing sections. Deep repair (removal of the entire pavement structure and replacement) is done in small areas of pavement failure. As for the elevated manholes, we will be working closely with Monroe County Pure Waters, who maintain the sewer and drainage structures, to adjust the frames, grates and covers of their facilities where needed.

Comment:

The owner of #6 Meriden Street said that there was a standing water next to the curb, and then Pure Water came out and fixed it.

Q: *Can the City do something with overhead power lines since we are in the City limits?*

A: (AG) RG&E owns and maintains the overhead power lines throughout the city. The cost of moving the power lines underground is too much to justify for residential streets. It costs them about \$1 million per 1 mile to put the system underground. Unfortunately, the wood utility poles and above ground power lines will remain.

Q: *There is a gas valve in the middle of my driveway (77 Wilder Ter) and it's left a hole there. Every time I push my son in his wheelchair, one of the tires always gets stuck making it difficult to push it out of the hole. I take my son for walks down the sidewalk but there is a section of sidewalk that is so steep I have to use the road instead.*

A: (LR) Many of the sidewalks near large trees tend to become uprooted due to the large roots causing uneven and slanted walks. We will further evaluate your concern and replace sections of sidewalk where required to make them easier and safer to navigate. The gas (and water) valves in your driveway should have covers so that they are flush with the pavement. As part of this project, we will work with RG&E to get the required cover for the gas valve and adjust the elevation as needed.

Q: *We want to take trees down on the north side of Meriden St, but we were told that we cannot but the City hasn't done anything about them either.*

A: (LR) City Forestry maintains trees in the right of way and determines their condition and health and whether they should remain or be taken down. You are welcome to contact me so that I can provide you with the City Forester's contact information.

Q: *(5 Braddock St) I want to put in a new driveway to the house but would need to take trees down. Are you saying we cannot touch the trees?*

A: (LR) Trees within the public right of way are the City's property. Any trees on private property are the homeowner's responsibility. If you want to install a new driveway, you will be required to apply for a permit through the City's Permit office for work within the public right of way in order to establish a curb cut for your driveway. You are welcome to email me so I can provide you the Permit Officer's contact information for more details.

Q: *We've lived on the north side of Meriden Street for about 35 years and bought these houses with the driveways. We need our driveways to remain. We have no place else to park. During the spring and summer, parking on the street is terrible with the folks who come into town to visit the beach.*

A: (LR) The City Permits office will be performing a check on all driveways for conformity and any illegal front yard parking issues. We will also look further into the Ordinance that was referenced earlier. Once the Permit Officer's review is complete and reviewed with Zoning and Street Design, letters will be mailed out to the property owners whose driveways are not in compliance. Included in the mailing should be instructions for requesting a variance to maintain your driveway.

(AG) After you receive the letter, you should contact Lisa Reyes and she can put you in touch with the right people.

Q: *Are our streets chosen to be turn-around routes for Beach Ave? There is no parking allowed on Beach Ave and in the summer cars park along our streets and in our front yards leaving us nowhere to park.*

A: (AG) I'm unaware of a turn-around route; these streets were selected and included in the program to be improved.

Q: *Does the City have some criteria to select the streets to be improved?*

A: (AG) We select the worst of the worst in the different quadrants of the city and have the Street Improvement Program set up to plan out the years we anticipate design of those streets. We try to group streets together similar to what we are doing for this street group. Conditions we look for are streets that have potholes, drainage issues, curbs that are broken or streets with no curbs at all.

Q: *Do you single out or select which sidewalks, in front of a property, to be replaced?*

A: (AG) No. Sidewalk replacement is based on the condition of the sidewalks. We are only replacing sidewalks with hazardous conditions, drainage issues or walks in reconstruction areas that need to be replaced due to elevation change of the pavement.

Q: *I have a 2 1/2-car wide driveway opening. Will I get it back?*

A: (AG) The driveway apron that we will install will allow enough room to maneuver your vehicle in and out of your driveway. If we show your driveway smaller than existing width, we likely do not have a permit on file for your existing curb cut width and propose to install the curb cut at the allowable width for your property type. If you believe your existing driveway width was approved at one time and have the permit information, please forward it to us; otherwise, you'll get back what is allowed in the letter you will receive from the Permits office. A variance may be applied for requesting your existing width be maintained.

Q: *(Meriden St Resident) You said that the Street Improvement Project will improve our living conditions and make our life better, but you're taking away and closing our driveways and then putting sidewalks in that we don't need in front of our homes.*

A: (AG) The presentation displays are, by no means, final design plans. Changes are possible. (LR) This meeting is intended to gather feedback from the residents so that we can go back to the drawing board and address your comments and any concerns.

Q: *There are a lot of bad sidewalks around here. Why are only some selected for replacement?*

A: (AG) As part of this project, we will be replacing the broken and hazardous sidewalks. If there wasn't a street improvement project planned for this area, we would get these streets added to the Hazardous Sidewalk Program which has a budget allowance for the replacement/repair of sidewalk tripping hazards and broken sidewalks. That contract costs \$9~\$10 per square foot for replacing the walks. As part of the street project, the average cost to replace sidewalks is around \$6~\$7 per square foot. We simply do not have the budget to replace all sidewalks on our street improvement projects.

Q: *So you're saying as a part of the project, Wilder Terrace will be widened, some trees will be cut down and Braddock Street will be converted from one-way into two-way traffic?*

A: (AG) The presentation displays shown here are conceptual in nature. They are not final construction plans. This meeting was set up for public input and information gathering only. Another meeting will follow that will attempt to address your concerns and display a revised preliminary design plan.

Q: *Some of us will lose our driveways?*

A: (LR) If you are currently parking your vehicle in front of your house and not a garage, the Zoning Code calls that illegal front yard parking. The Permit Officer for this area will be reviewing driveways and sending letters out to owners informing them of their illegal front yard parking. That letter will be accompanied by a sketch of your property identifying the area considered illegal front yard parking and show you the proposed curb cut width. The letter will also provide you additional information to apply for a variance request through the Zoning office if you wish to request maintaining the existing width of your driveway.

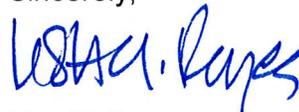
Q: *What is the project schedule/time frame?*

A: (LR) We anticipate construction plans to be finalized in late winter/early spring.

(AG) took a vote from the attendees on changes to Braddock St and sidewalk installation on the north side of Meriden Street. All attendees unanimously voted for Braddock Street to stay one-way only and no sidewalks on north side of Meriden Street.

There were no further recordable questions or comments. The meeting was adjourned.

Sincerely,



Lisa Y. Reyes
Engineer II/Street Design

LYR:vp
xc: file