

# meeting summary

City of Rochester  
Vacuum Oil Brownfield Opportunity Area

**Public Workshop | Transportation**  
**December 12, 2016 • 6:00 – 8:00 PM**

## **Meeting Attendees**

### **Project Team Representatives**

- Dorraine Kirkmire, City of Rochester
- Kimberly Baptiste, Bergmann Associates
- Andy Raus, Bergmann Associates
- Mark McAnany, Bergmann Associates
- Ted Liddell, Bergmann Associates

### **Business & Community Members**

## **Meeting Overview**

Kimberly Baptiste, Bergmann Associates, welcomed the public to the workshop and introduced members of the Bergmann Associates project team. Kimberly presented the meeting agenda and the workshop objectives. The agenda items included:

- Meeting Purpose
- How did we get here?
- Transportation Key Findings and Alternatives
- Transportation Workshop

Kimberly stated the purpose of the meeting was to;

- Review the planning process to date,
- Highlight key findings and direction defined by the community for the Vision Plan,
- Discuss the evolution of traffic, transportation and connectivity-focused efforts, and
- To conduct a workshop to gather feedback and ideas on the transportation alternatives explored to date.

Kimberly explained how the project arrived to where it is today.

- 2006-2008 – City of Rochester applied and was awarded funding through the New York State Department of State (NYS DOS) Brownfield Opportunity Area (BOA) program.
- The BOA program is a state funding program that provides financial and technical assistance to area-wide planning efforts and supports community revitalization.
- In 2011 the city established a project advisory committee and hired Bergmann Associates to facilitate the planning process.

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- After a series of community workshops and meetings a vision plan was created to reflect community input. The plan included included;
  - Enhanced public access to water,
  - Pocket parks and community gardens,
  - No privatization of waterfront, and
  - Neighborhood links to trail network.
- In 2013 the city submitted a grant for additional funding for pre-development activities (Step 3 BOA). In 2015 the city was awarded \$900,000 to advance predevelopment projects identified in the vision plans and hired Bergmann Associates to advance these activities. The predevelopment activities currently underway are;
  - Structural buildings assessments,
  - Geotechnical investigations,
  - Traffic analysis,
  - Transportation and infrastructure,
  - Wetland delineations,
  - Waterfront/public realm master plan,
  - Floodplain assessment,
  - Environmental investigations, and
  - Neighborhood and housing reinvestment.

## **Summary of Key Transportation Findings**

Andy Raus, Bergmann Associates gave a quick summary of the key transportation findings.

- A traffic analysis was done to understand existing traffic volumes and potential impacts to road network with the implementation of the Vision Plan.
- The traffic analysis revealed that traffic would still work smoothly for a majority of the study area after full buildout except for the intersections of Exchange Street/Ford Street and South Plymouth Avenue/Ford Street. Further improvements to those intersections would be necessary at full buildout.
- Other key findings included;
  - Restricting on-street parking on Exchange Blvd from Magnolia to Violetta,
  - Incorporate pedestrian and bicycle amenities, and
  - Traffic calming, intersection and streetscape enhancements on Exchange, Flint and Plymouth Avenue.

Andy also informed the group that improvements to Flint Street are already included in the cities 2017 Capital Improvement Program with construction funding allocated for 2018.

## **Conceptual Roadway Alternatives**

After Andy reviewed the key transportation findings, he presented the four options for vehicular and pedestrian connections to the waterfront.

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## **Option 1 – Flint Street Improvements**

This option includes the reconstruction of Flint Street from Exchange Street to the Genesee Riverway Trail. Improvements include reconstructing the roadway, new sidewalks, street trees, the incorporation of a small trailhead parking lot, and improved pedestrian connections from Flint Street to the Genesee Riverway Trail.

## **Option 2A and 2B – Waterfront Road Connection**

This option includes the improvements to Flint Street as mentioned above along with new waterfront road connections to the north and south of Flint Street. To the north, North Riverfront Drive, would connect Flint Street to Violetta Street, and to the south, South Riverfront Drive would dead end just north of the Erie Lackawanna Pedestrian bridge over the Genesee River in either a trailhead parking lot allowing for k turns or in a cul-de-sac. The new road connections would include on-street parking, sidewalks, street lighting and street trees.

## **Option 3 – Magnolia Connection**

This option includes all the improvements described in the options above with the addition of South Riverfront Drive not ending in a dead end, but extending north to connect to Magnolia Street with a new road, sidewalks and street trees.

## **Workshop**

After the presentation, community members participated in a workshop where they were asked to visit stations for each of the roadway options and state what they like about the options and what they don't like about the options. Community members provided the following feedback:

### **Option 1 – Flint Street Improvements**

What **do** you like about this option?

- Preserves open green space and existing trail character.
- Put on street parking on Flint Street.
- No added street
- Tree lined streets (landscaping)
- No added street (repeat comment)
- Improved community design process
- Preserves open space (repeat comment)
- Preserves neighborhood character
- Plenty of parking in lot at tend of Flint Street
- Improves ability to develop something nice like a park or waterway access at the river
- Nice wide space with lower impact to existing properties.

What **don't** you like about this option?

- Not enough lighting on trail
- No bike/ped connection to magnolia
- Need more "enhanced" decorative lighting

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## **Options 2A and 2B – Waterfront Road**

What **do** you like about this option?

- Public access with parking near river is needed
- Boat slips/tie-ups needed
- Public restroom/showers – river focused
- Option 2B is preferred with the cul-de-sac
- On-street public parking on both sides
- Trails

What **don't** you like about this option?

- Parking lot needs to be really well lit and care taken not to encourage crime there
- No lighting, don't like added roads
- Excess roads in park
- Too much vehicle traffic
- Distracts from park space
- Road unnecessary

## **Option 3 – Magnolia Connection**

What **do** you like about this option?

- Lighting is essential
- South waterfront road – visual, lighting, access, use
- Flint Street improvements
- Kayak launch
- Light Erie Lackawanna pedestrian bridge to U of R
- Magnolia section, maybe not
- Trails

**What don't you like about this option?**

- Do not like the increase of volume of traffic into residential areas
- High impact to natural areas
- Hate the Magnolia extension – makes people use it as a thruway and not stopping to use and appreciate the nature there
- Added roads

## **General Comments**

- Has on street parking on on- way vs two-way been looked at?
- Re-evaluate parking restrictions on side streets (other than Exchange)
- Trail is not safe
- What is the draw to the waterfront?

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- Keep natural beauty along trail / water
- Separated trail for bikes/peds
- Treat as a transportation route
- Prohibit 4-wheelers in design
- Lighting is very important
- Prioritize non-vehicular traffic
- On street parking for Flint Street
- No waterfront road
- Do not rush project, take time to make project include everyone