



MEMORANDUM OF MEETING

MEETING DATE: Wednesday, May 21, 2014

PLACE: Andrew J. Townson, School No. 39
145 Midland Avenue
Rochester, NY 14621

TIME: 7:00 pm

SUBJECT: Portland Avenue Revitalization Project
(Lux Street to Norton Street)
Public Information Meeting – Final Design
KCI Job No. 22134062

ATTENDEES: Refer to Attached Sign-In Sheet

The purpose of this public information meeting for the Portland Avenue Revitalization Project, from Lux Street to Norton Street, was to present the proposed project design at the 90% Final Design stage and provide an informal opportunity for the public to ask questions and/or discuss any concerns regarding the planned improvements. Below is a summary of the discussion during the meeting.

I. Introductions and Opening Remarks:

Al Giglio, Managing Engineer for the City of Rochester Street Design Division of the Department of Environmental Services, introduced Lisa Reyes, the Project Manager for the City of Rochester Street Design Division, Tom Frys with Monroe County Department of Transportation, and the design consultants from KCI Engineering of NY and the LA Group. Following a brief technical presentation by the design consultants the meeting was opened to questions and answers.

II. Design Presentation:

Patrick Waterman, of KCI Engineering of NY, and David Miller of the LA Group, presented a prepared power point presentation of the proposed 90% Preliminary Design for the Portland Avenue Revitalization project. **(Refer to the attached presentation slides.)**

The streetscape beautification project on Portland Avenue will include decorative sidewalks, street trees, landscaping, curb bump-outs, decorative street lighting, utility adjustments, and enhanced landscape treatments at the project gateway limits.

As required by the City's adopted "Complete Streets" policy, the project will include improvements where feasible to benefit all users of the street, pedestrians, bicyclists, transit users, and motorists. In order to implement the policy, the proposed design attempts to effectively balance the needs of all users.

The presentation slides show the proposed street sections from south to north along Portland Avenue. From Lux Street to Delamaine Drive, the proposed section includes wide shared travel/bike lanes with parking on each side. From Delamaine Drive to Furlong Street, the proposed design includes a center raised median (with gaps of flush median to access Mohawk Street and Chapin Street) to help separate opposing directions of travel in the accident prone curve area. In this area parking will be eliminated to make room for the median. From Furlong to Sylvester Street, the results of the parking study indicated a lighter demand for parking. In this section, parking will be eliminated on the east side, and a bike lane added on both sides. Where feasible, curb bump-outs will be added within the parking lanes at several intersections.

The landscape treatments for the curb bump-outs will consist of exposed aggregate concrete and scored concrete sidewalk or grass.

High-visibility crosswalks are proposed for the signalized gateway intersections of Lux Street and at Norton Street, and also at the signalized intersection of Durnan and at the unsignalized school crossing of Portland Avenue at Pomeroy Street. The materials for these crossings will be inlaid into the asphalt pavement, similar to that on Jefferson Avenue at Columbia Street and on Plymouth Avenue at Exchange Street. This work was noted to be completed in the future Milling and Resurfacing Project.

A new standard bus shelter is proposed for the Durnan Street bus stop near the steps to the Rochester Academy Charter School. The style of the shelter is like that on N.Clinton near Hickey Freeman and on Jefferson Avenue at Columbia Street.

The proposed linear gateways at Lux Street intersection and at Norton Street intersection will include layers of enhanced landscape treatments, including exposed aggregate concrete sidewalk, bollards, decorative street lighting, and banners on the light poles and traffic signal poles. The Norton Street gateway will also include brick feature walls at the northern quadrants.

The proposed decorative street lighting will improve the lighting levels and uniformity and help to minimize dark shadows. The style of poles and fixtures will be similar to the decorative lighting on Jefferson Avenue from Main to Plymouth. The existing post top shorter residential poles at the intersection corners along Portland Avenue will remain since they are relatively new and the style coordinates well with the proposed 30' tall street lighting poles and fixtures.

Construction for the Portland Avenue Revitalization project is scheduled to begin early fall 2014 and be complete by winter 2014. A future milling and resurfacing project along Portland Avenue from Draper Street to the City Limit Line, is scheduled for 2015. This 2015 project is funded with 80% federal aid. The designs of the 2014 beautification project and the 2015 milling and resurfacing projects will be carefully coordinated. Some elements of the beautification project design such as the high-visibility crosswalks will actually be constructed with the street pavement work on the 2015 project.

III. Questions and Open Discussion:

Q: Will there be a traffic signal installed at the Chapin Street / Mohawk Street curve?

A: There will not be one installed there.

Q: The drawings propose a travel lane and a bike lane through the curve at Chapin Street / Mohawk Street. This does not appear to be safe as I feel there is not enough room with the existing travel lane without a bike lane

A: The proposed lane configuration meets the required distances for the both a 12 foot lane and a 5 foot bike lane.

Q: Will crossing Portland Avenue through the curve at Chapin Street / Mohawk Street be easier? It is dangerous to walk across there now.

A: There is not technically a cross walk there but if residents do cross at this location, the median will provide some area of refuge while crossing.

Q: Is there going to be landscaping in the median?

A: No, at the last meeting it was decided not to have landscaping in the median due to maintenance issues.

Q: The location of the bump outs appear to create issues with aggressive drivers.

A: Bump outs technically slow vehicles down and create traffic calming opportunities.

Q: It appears on the renderings that turning lanes are being removed at Norton Street. Is that correct?

A: No, we incorrectly are showing the turning lane being removed. We are not changing from the existing.

Q: Are any additional police cameras being proposed for the corridor?

A: We are not sure if the Rochester Police Department are proposing new cameras. That is typically outside of the scope of a typical highway project.

Q: Will there be specific requirements for hiring local residents for work on this project?

A: All of the City contracts carry incentives to have contractors hire work force from specific zip codes. The hires would be beneficial to the area and are important to the administration. We encourage all residents to get involved with local labor unions.

Q: Why are we proposing to complete the beautification project first and then the Preventative Maintenance Project?

A: The PM project came about sooner than expected. They each gave different funding sources and schedules can't be switched.

Q: Was there a committee that helped shape this plan? How has the public been made informed?

A: Yes, a committee has been around since the original Four Step Revitalization Plan and has carried through this project. The Public is typically invited through flyers and mailers. It might be a good idea to have flyers placed in local business for future meetings.

Q: Does this project address removal of any abandoned buildings?

A: No, it does not.

C: The design team presented various banner alternatives proposed to be installed as part of the project. Alternatives presented included color options and titles. It was decided that the title will be "Upper Portland Neighborhood" with no color enhancements.

IV. Conclusion and Closing Remarks:

Al Giglio concluded the meeting with a request that everyone please sign the sign-in sheet, and any further questions or concerns after the meeting may be directed to the project contact:

Lisa Reyes, City of Rochester DES

Project Manager

585-428-6354

ReyesL@cityofrochester.gov

The next step in the process will be to complete final design and start the bidding process for August. Another meeting will take place prior to construction start.

The above represents the author's understanding of what transpired at this meeting. If there are any differing opinions, errors, or omissions, please notify us in writing after receipt of these minutes. Otherwise we will assume that all in attendance concur in the accuracy of these minutes.

Respectfully submitted,

Patrick Waterman, PE

Project Manager

PGW/

Attachments: sign-in sheet; agenda; presentation slides

Cc: All Present

Thomas Frys, MCDOT

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Marisol Lopez, City of Rochester NE NSC
Amy Terrance-Rivera, City of Rochester NE NSC
Don DeFrees, Rochester General Hospital
Rev. Marlowe Washington, Steering Committee
Karen Riordan, Steering Committee
Aurora Lopez, Steering Committee
Hutch Hutchison, Steering Committee
Anita Jones, Steering Committee
Bob Fien, Steering Committee, Chair
John Greve, Steering Committee
Lynda Greve, Steering Committee
Carol Garrett, Steering Committee/Neighborhood Association
Shirley Boone, Neighborhood Group 14621
Trish Blake-Jones, Steering Committee
Okey Ikpeze, Steering Committee
Eugene Oberst, Steering Committee
Richard Riordan, Steering Committee
Tim Morral, Steering Committee
Karen Nowlan, Steering Committee
Al Giglio, City of Rochester
Lisa Reyes, City of Rochester
Daisy Rivera-Algarin, City of Rochester NBD
David Miller, the LA Group
Patrick Waterman, KCI Engineering