



## MEETING MINUTES

### Dewey Avenue / Driving Park Avenue Intersection Realignment Project

PIN 4755.55

City ID# 12105

#### Public Meeting #1

Monday, May 19, 2014 6:00 PM to 8:00 PM

The Aquinas Institute of Rochester, Cafeteria 1127 Dewey Avenue

#### I. Welcome and Introductions

Jeron Rogers (Assistant City Engineer: City of Rochester and Project Manager) welcomed participants to the meeting. Mike Croce provided an overview of the study goals and objectives. The purpose of this meeting was to reach consensus on design elements and solicit input from the Maplewood Neighborhood Association as well as the general public.

#### II. Project Overview

##### Goals, Objectives and Outcomes

The purpose of the project is to realign Dewey Avenue at Driving Park. The agencies and organizations involved in the project include the City of Rochester, NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, merchants, and neighborhood associations. The project area is Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection.

The goal of the study is to develop a vision for the Dewey Avenue / Driving Park Avenue Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation.

##### Project objectives:

- Reduce vehicular congestion and improve safety by eliminating the offset intersection
- Improve bicycle, pedestrians and transit accommodations
- Improve community aesthetics with streetscape and landscape features
- Enhance viability of this neighborhood node

##### Schedule

The consultant team is advancing a study of existing conditions, conducting public outreach and developing the conceptual design. Consensus on proposed project goals and objectives will take place in May and June 2014. Design documentation will be completed and presented at the final public meeting in June 2014. Design approval will occur before September 2014. Design, bidding, and construction will take place after design approval.

#### III. Preliminary Findings

##### Traffic and Safety Studies

Findings based on turning movement counts and traffic observations (pedestrian, bus and truck movements) in March 2013 reveal there is a large volume of north-south traffic. This traffic includes RTS buses, school buses, and trucks making local deliveries. Traffic flows well except in peak periods. Parked cars also interrupt traffic flow.

Sixty-five (65) accidents were reported between 2010-2013. Fifty-two percent (52%) were intersection related, 28% resulted in injury, 74% occurred during daylight hours and 5% involved pedestrians. The predominant collision types were rear end (25 or 38%), right angle (19 or 29%) and overtaking (7 or 11%).

#### Concept Plan

The current concept plan is included as Appendix A. This concept includes a turn lane from Driving Park to Dewey. The plan includes pedestrian crossings, bike lanes, parking and streetscape improvements. The current design allows easier traffic movements for buses and trucks. The new curvature on Dewey Avenue would result in speeds in the 25-30 mph range. The pedestrian crossing and pocket parking would be raised (curbed).

#### Public Outreach

The City held a meeting with the FIS Stakeholders Group on March 19, 2014. Outreach was conducted to property owners and merchants in April to gather input regarding the proposed parking plan. A meeting with merchants and property owners was held on April 10, 2014 to discuss parking. At that time, based on feedback from all major stakeholders, the City has directed the design team to exclude a municipal parking lot from the project.

### **IV. Facilitated Group Discussion**

#### Concept Plan / Parking

- If the curb cut is removed at 858-862 Dewey Avenue, outreach to Mr. Fidele is needed
- Not in favor of municipal parking lot; it would create issues, trash, nuisance
- Crosswalk needed at Broezeel Street
- Broezeel Street can be used for parking by seafood customers and LA Nails customers
- Broezeel Street residents expressed some concern about increased parking on their street. They stated that on street parking on Broezeel is tight already.
- Decorative crosswalks are desired. Would that be captured in this phase or the detailed design phase?
- They prefer the version of the pocket park with more green than concrete.
- Parking impacts for the nail salon and Ronnie's barber shop would be a concern
- Fear that property owner of Family Dollar store will not maintain property if the building is demolished
- Are we keeping Family Dollar store or not?
  - Future redevelopment is not in the City's control
  - Redevelopment of Family Dollar is possible; City is committed to working on this
- A large transit stop area is needed north of Driving Park Avenue. This stop is heavily used.
- Actuated buses stick out in travel lane.
- Right of Way Acquisition is funded?
  - Yes
- At the westbound turn lane to northbound Dewey, add special signs or markings alerting bicyclists to the presence of motorists.
- Is there storage for vehicles northbound on Dewey?
  - Yes, there is storage for up to two vehicles in the lane
- Curb cuts at Clinton and Ralston Auto will impact their new planters
- Good job; This is a difficult intersection to redesign
- We want this project!
- How long will construction take?
  - One full season from Fall to Summer plus minor finish activities the following year
- Will traffic be diverted?
  - This is a detail to be studied during detailed design and MCDOT will review
- What will the year of completion be?

- Not currently known as construction is not currently funded. However, by spending the federal dollars associated with preliminary design, the City is essentially committing to completing the project within 10 years of design approval.

#### Parking & Street Amenities

- The Maplewood Neighborhood Association Garden Committee would like its Maplewood Gateway garden at Dewey / Driving Park moved to the new public space / pocket park
- Permeable substances are a good idea, i.e. rain garden
- Features that ease maintenance would be good to include in the design; especially access to water. Self irrigating beds?
- RG&E is planning to relocate utilities including the vault at the southeast corner of Family Dollar.
- Eliminate walls/hardscape to reduce costs. Keep green space.
- Maplewood Neighborhood Association cannot maintain the entire park.
- Keep to the aesthetic of Olmsted Parkways. Do they have a special tax assessment district?
- Concrete will have maintenance costs too; there would be weeds and it would be ugly as it ages
- It can be green without grass, i.e. ferns
- Prospective uses of the pocket park: Chess boards and sets, large rocks, park benches (must have rails to deter sleeping people), pop-up concerts at performance space, no benches! Chairs that you can move; wall/seat. Stools made of stones, no grills, discourage skateboards.
- Design a flat area in center of park for performance; not a fountain/planter.
- Design for activity; kids to play and the Burmese population to congregate
- Street trees versus boulders / bollards
  - Good signal to drivers
  - Boulders / bollards along the roadside can be dangerous
- Park should be lit, but don't impact residential units
- Pedestrian scale lighting is desired
- Pedestrian actuated signals with countdown timers and lead pedestrians signals are desired
- Put back bicycle racks
- Can we make the triangle pedestrian island more safe and attractive?
  - Low level planting is possible
  - Pedestrian signals
  - Lake Ave. islands have reflector signs/ poles that are unattractive. Design these in now.
  - Make this space feel safe for pedestrians
  - 45-60 feet / 6 feet is size where pedestrians feel safe.
  - It will be curbed and raised
  - Will there be lighting?
- Do you anticipate change in pedestrian counts due to island? There is a great amount of jaywalking
- No signal possible at Broezel. Without a signal the City prefers there be no crosswalk
- West of Broezel crosswalk needed without signal
- Would red light camera deter drivers at this spot for pedestrians? Is one proposed?
  - None proposed.
- Park will have loitering unless there is an active purpose
  - We want a wide variety of people congregating, including kids, elderly, handicapped.
  - Should be inclusive.
  - Programming such as performances, chess gardens will be important and a clothesline arts display lights on wires.
- Community members should be a part of the project steering task force committee in further design phases.

#### **IV. Next Steps**

Tanya Zwahlen encouraged meeting participants to submit comment sheets and email them to [jrogers@cityofrochester.gov](mailto:jrogers@cityofrochester.gov). The next public meeting will be in June 2014.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

**Highland Planning LLC**

A handwritten signature in black ink that reads "Anna Liisa Keller". The signature is written in a cursive style with a large initial 'A'.

Anna Liisa Keller

cc: All in Attendance, BA Project file