



**PUBLIC INFORMATION
MEETING MINUTES
WARING ROAD
IMPROVEMENT PROJECT
PC: 12101**

DATE: May 17, 2012
TIME: 7:00 PM.
LOCATION: Waring Community Center
SUBJECT: Public Informational Meeting

Official Attendees:

| <u>NAME</u> | <u>REPRESENTING</u> | <u>EMAIL</u> | <u>PHONE</u> |
|-------------------|---------------------|--|--------------|
| Lisa Reyes | City of Rochester | reyesl@cityofrochester.gov | 428-6354 |
| Scott Leathersich | MCDOT | sleathersich@monroecounty.gov | 753-7748 |
| David Askinazi | Clark Patterson Lee | daskinazi@clarkpatterson.com | 454-7600 |
| Dan Duprey | Clark Patterson Lee | dduprey@clarkpatterson.com | 454-7600 |

For additional attendees: see attached sign in sheet

Lisa Reyes opened the meeting by welcoming the attendees and introducing the design team. Lisa then turned the meeting over to Dave Askinazi from Clark Patterson Lee. Dave gave a presentation of the project that included the following topics:

- Project Objectives
- Project History
- Existing conditions
- Adjacent Projects
- Project Alternatives and Improvements
- Project Schedule

The preferred alternative includes 11ft travel lanes, 5ft bike lanes and a single parking lane along the southbound side of the roadway for a total pavement width of 40ft. The preferred alternative also included a 32ft wide section (11ft travel lanes, 5ft bike lanes) in the vicinity of the Waring Road plaza where no parking is permitted. The group had no objections to this configuration.

Dave also described a sub-alternative in the vicinity of the Waring Road Plaza that includes a single center (two-way) left turn lane and two travel lanes. Pavement widening (from 40ft to 43ft) would be necessary if this sub-alternative included 5ft wide bike lanes in the vicinity of the Waring Road Plaza. At this point the preferred alternative does not include this sub alternative.

The rest of the presentation followed the attached power point slides.



The following summarizes the additional questions and comments from the group.

- Q Will the Waring Road plaza entrances remain at their current locations?
A Yes, the design team has been in contact with the plaza owners and they have specifically requested that the plaza driveway entrances remain at their current locations because the lease agreements with their tenants prohibit any modification to the plaza access points.
- Q Can the pavement section transitioned from separate bike lanes and travel lanes outside the limits of the Plaza to a section containing 14ft wide shared use lanes with the center turn lane at the Plaza?
A The transition from dedicated bike lanes to shared use lanes and back to dedicated lanes would be awkward and undesirable.

The foregoing constitutes our understanding of matters discussed and conclusions reached. If there are any errors or omissions in the basic discussion, please notify the author in writing within seven days.

Respectfully submitted,

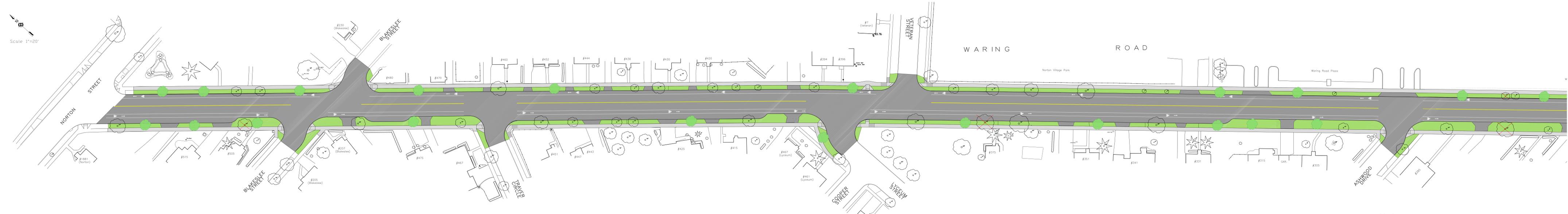
Clark Patterson Lee

David Askinazi, P.E.
Principal Associate

Attachments: sign in sheets, and power point presentation slides

cc: Official Attendees

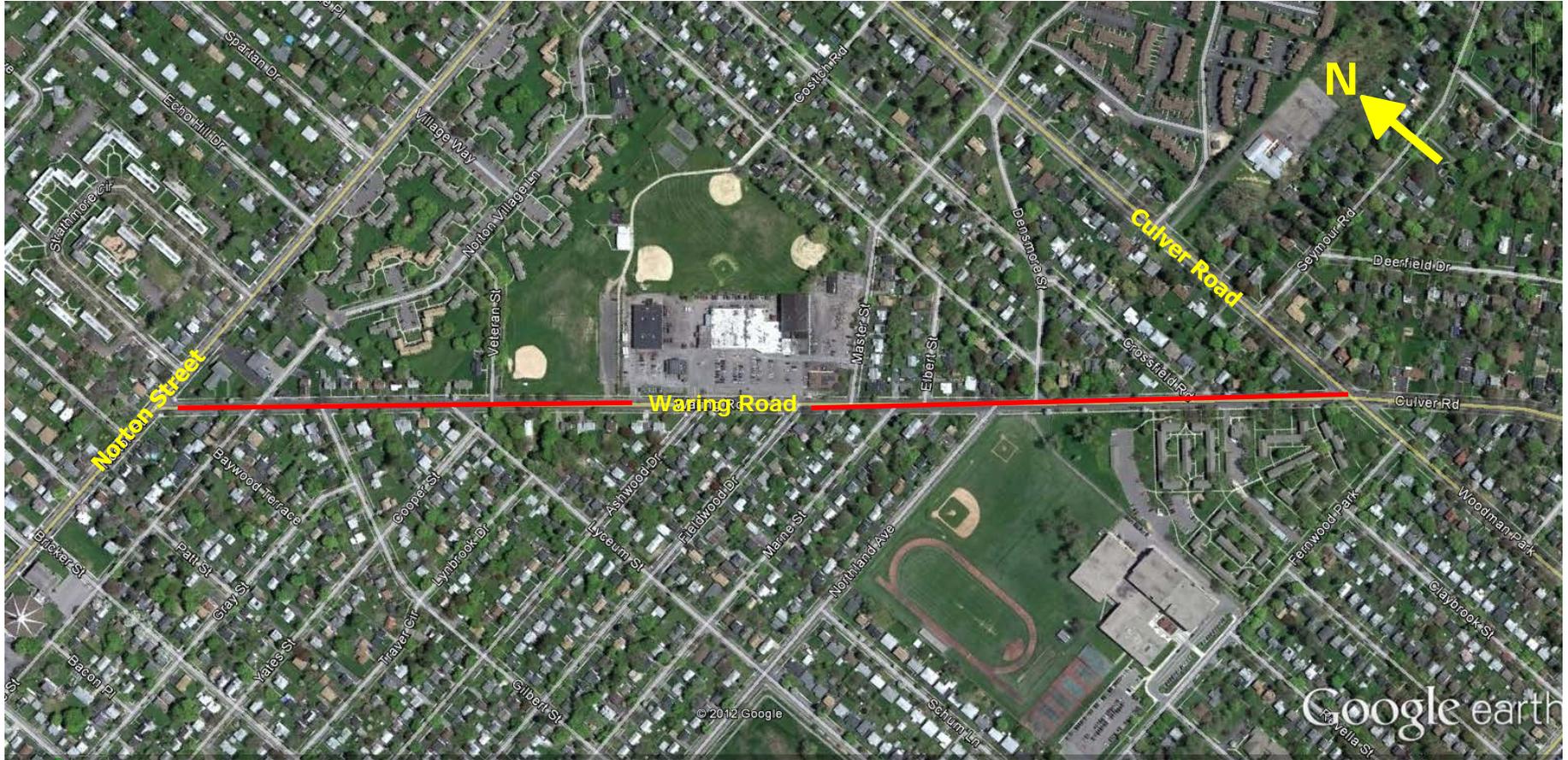
Scale 1"=20'



Scale 1"=20'



Waring Road Improvement Project



City of Rochester



Clark Patterson Lee
DESIGN PROFESSIONALS

Meeting Agenda

- **Introductions**
- **Power Point Presentation**
 - Project Objectives
 - Project History
 - Existing conditions
 - Other adjacent projects
 - Project Alternatives and Improvements
 - Project schedule
- **Questions and Comments**

Project Objectives

- Improve pavement condition/service life
- Improve traffic flow and safety
- Upgrade pedestrian facilities
- Maintain adequate on-street parking
- Provide travel lanes with bicycle accommodations
- Improve aesthetics along the corridor

Project Location Map



Project Evolution

■ Local Master Plan

- Create a **public infrastructure** system that **positively contributes to** the physical, social and economic development of objectives of the greater Rochester **Community...** (Campaign Five)
- Encourage an integrated **transportation system** that is **save, efficient,** and **meets the** transportation **requirements** of our businesses, industries and citizens. (Campaign Six)

Project Evolution

- Local Master Plan (continued)
 - **Ensure adequate parking** resources or facilities that balance the protection of neighborhoods and residences with the need to sustain the economic viability and vitality of commercial areas.
(Campaign Eight)
 - Promote the creation of **safe, reliable and aesthetically pleasing transportation system** that facilitates the movement of people and goods throughout our community and connects neighborhoods while **encouraging alternatives to automobile transportation**. (Campaign Eight)

Project History

- Originally constructed in 1930's
 - Road paved 20' wide
- Reconstructed and widened in 1950
 - Road paved 40' wide
- Only regular maintenance since then
 - Milling and resurfacing in 1994 and 2010
 - Crack Sealing

Pavement Condition

- Pavement Milled and Resurfaced in 2010



Pavement Condition

- Same location – 2007 Google Image



Pavement Condition

- Photos from 2009



Existing Conditions



- Pavement – two 12ft travel lanes, two 8ft parking lanes (40ft wide)
- Stone curbs – poor condition
- Closed drainage system
- Residential / Light Commercial Uses
- 5 ft wide sidewalks
- Curb Lawns contain mature trees w/ gaps (no trees)
- City speed limit -30mph
- Aging water main
- Driveway aprons in poor condition
- Street lighting on wood poles

Existing Traffic Conditions

- Traffic Volumes and Delay
 - Concept of “Level of Service”
 - Definition: A measure of traffic conditions based on factors such as speed, travel time, delay, driver comfort. A measure of traffic congestion.
 - Designations: A through F
 - LOS A is Best, LOS F is Worst
 - LOS D - generally minimum accepted at design year (2035)

Level of Service – Roadway Intersections

- Waring Road and Culver Road
 - Existing (2011): Fair: LOS C
 - Future (2035): Slightly worse but still: LOS C
- Waring Road and Northland Ave
 - Existing (2011): Very Good: LOS A
 - Future (2035): Slightly worse but still: LOS A
- Waring Road and the 3 Plaza Driveways
 - Good: LOS B (2011 and 2035)

Accident Analysis

- 3 year period (8/2008 through 8/2011)
- Looks at types, driving conditions
- Look for patterns
- Compute accident rates for intersections
- Compare to similar intersections - County wide
 - Rate: $\text{Accidents} / \text{Million Entering Vehicles}$

Accidents at Intersections

| Intersections with Waring Road | Number of Accidents | Accident Rate (ACC/MEV) | County Average Accident Rate (ACC/MEV) |
|--------------------------------|---------------------|-------------------------|--|
| Culver Rd | 7 | 0.29 | 0.44 |
| Northland Ave | 2 | 0.09 | 0.53 |
| Plaza Entrance | 3 | 0.27 | 0.14 |

- Culver and Northland rates lower than County Average
- Plaza Entrances higher than County Average
 - 3 accidents do not present a significant safety hazard
- No changes proposed to intersection layouts

Accidents along Waring Rd

| Norton St to Culver Rd | | |
|----------------------------------|---------------|-------------------|
| Type of Accident | Number | Percentage |
| Rear End | 13 | 25 |
| Right Angle (opposite direction) | 11 | 21 |
| Sideswipe (same direction) | 9 | 17 |
| Head On | 7 | 13 |
| Left Turn (same direction) | 4 | 8 |
| Other | 3 | 6 |
| Right Turn (opposite direction) | 2 | 4 |
| Left Turn (opposite direction) | 1 | 2 |
| Right Turn (same direction) | 1 | 2 |
| Sideswipe (opposite direction) | 1 | 2 |

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Other Adjacent Projects

- Northland Avenue (Waring Rd to Ferncliffe Drive)
 - Preventative Maintenance Project
 - To be completed 2013

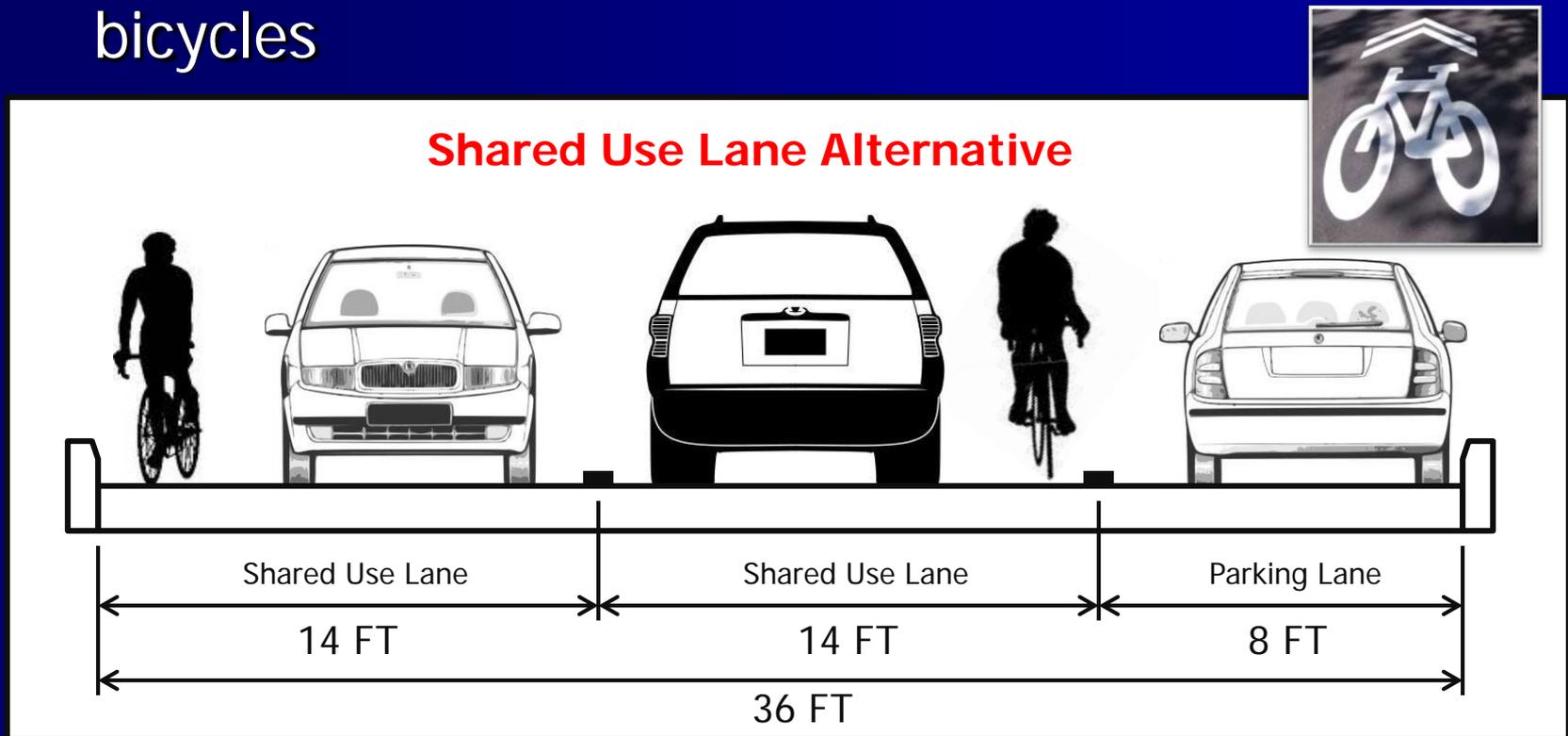
Potential Improvements

- Pavement Reconstruction: Creating a stable, strong and smooth road surface



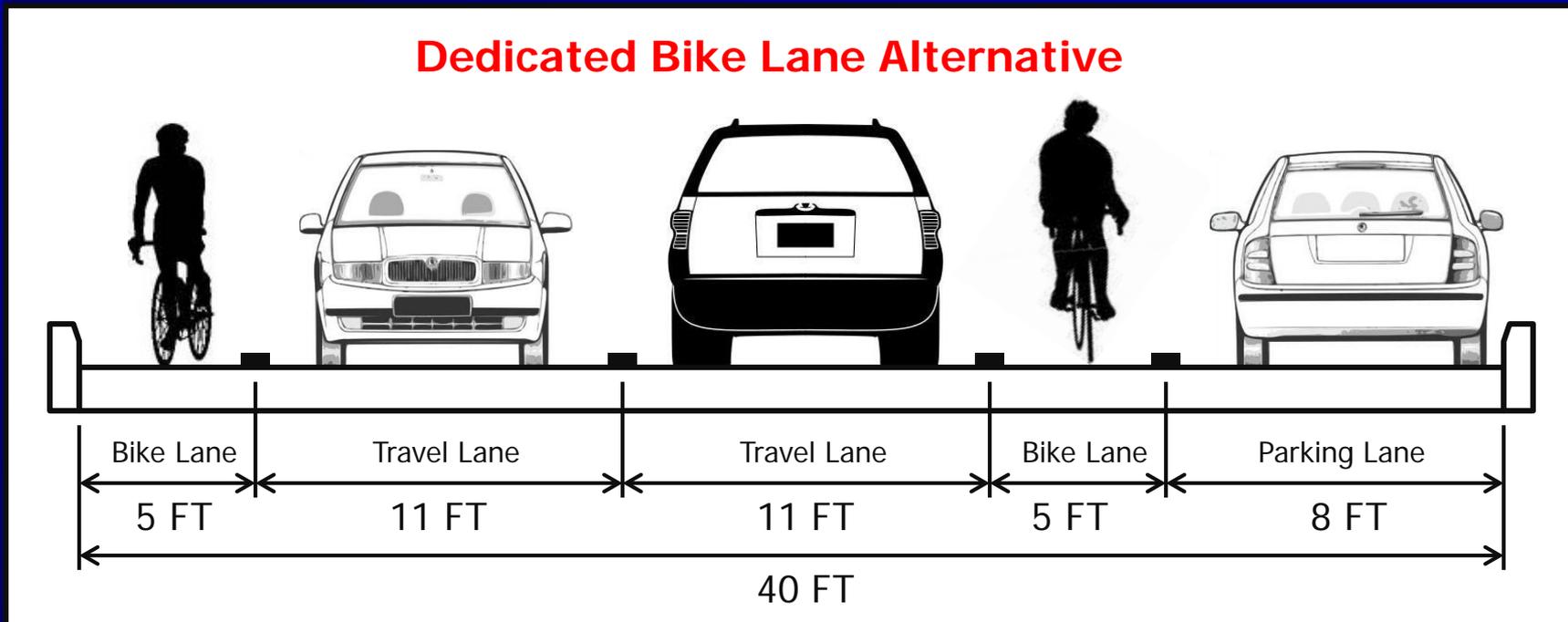
Project Alternatives

- Provide parking along one side of the street
- Increase width of travel lanes to accommodate bicycles



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Proposed Improvements

- Upgrade pedestrian facilities
 - Add curb bump outs
 - Add handicap accessible ramps



Proposed Improvements

- Improve traffic circulation at retail center
 - Flatten incline of driveway aprons



Proposed Improvements

- Realign intersection of Lyceum St and Waring Rd
 - Align Lyceum for a better angle of approach to Waring Rd
 - Moves driveway away from corner
 - Improves safety



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Other Improvements

- New traffic signals
 - Culver Rd and Waring Rd
 - Northland Ave and Waring Rd
- Replace water main
 - Existing 8" ductile iron main installed between 1922 and 1933
 - New 8" PVC water main

Other Improvements

- Planting new trees along Waring Rd
- Install new street lighting
 - Show pictures.....
- Private Utility Work:
 - Gas, Electric, Telephone, Cable, etc.
 - Limits to be determined

Project Schedule

- Preliminary Design: Complete by July 2012
- Final Design: Complete by May 2013
- Construction: Spring of 2015
 - Construction funding has not been identified at this time

Questions ?