

Steering Committee Meeting Minutes

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| Date: | November 6, 2013 | Time: | 1:00 PM |
| Project Name: | Thurston Road | Project No.: | |
| Location: | Southwest Neighborhood Service Center – 923 Genesee Street | Scribe: | Paul Presutti |
| Subject: | Steering Committee Meeting #2 | | |

| <u>Attendees:</u> | <u>Representing:</u> | <u>Phone/Fax Number:</u> |
|--------------------------|------------------------------|--|
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Steering committee meeting #2 was held to discuss potential treatments and alternatives for the Thurston Road Revitalization project. The following issues were discussed:

1.0 Sidewalks and Bump-outs

- 1.1 Erdman Anthony completed an inventory of the existing sidewalks and determined the locations for replacement of the concrete sidewalks due to heaving, cracking or settlement. Those locations were identified in the scroll drawing presented at the meeting.
- 1.2 Curb / Sidewalk bump-outs, also shown on the scroll plot, are proposed to define the parking areas, provide a shorter pedestrian crossing distance, increase sidestreet sight distance and add an aesthetic component. Looking at the accident reports, there were several instances of improper sight distance due to vehicles being parked too close to the intersection.
- 1.3 According to steering committee members, Rosalind and Hillendale Streets have high traffic volumes with potential for vehicle conflicts. Bump-outs should be considered there.
- 1.4 A bump-out should be proposed at Raeburn Ave, as there are two apartment complexes in the vicinity and the grass in the tree lawn is gone, identifying significant pedestrian activity.
- 1.5 Utility conflicts with the proposed bump-outs should be identified and coordinated during final design.
- 1.6 The design team should forward the proposed bump-outs to Monroe County DOT for their review prior to the public meeting.

- 1.7 Specialty paving may be an alternative between the curb and sidewalk. Their inclusion in the project may come down to costs and priorities.

2.0 Lighting

- 2.1 Current lighting levels are adequate in the roadway, but the sidewalk opposite of the existing cobra lights has illumination levels less than recommended.
- 2.2 Historic photos of gas lanterns used in the 19th Ward were presented. One alternative for lighting is to provide a fixture similar to the look of the historic lights. The use of “City Standard” residential fixtures was encouraged to make future maintenance easier.
- 2.3 It may be feasible to replace the existing cobra head lighting with decorative tall poles and supplement that with shorter pedestrian scale poles on the opposite side of the street. This should provide the required illumination levels and add an aesthetic component.
- 2.4 Re-using the existing pole foundations may be feasible, but special attention must be made to match the existing bolt pattern.

3.0 Sidewalk Appurtenances and Gateway Treatment

- 3.1 It is recommended to place benches next to any proposed planters. In the past, planters have been used as benches and people end up sitting on the flowers.
- 3.2 The project is likely limited to using the city standard trash receptacles. The possibility of using a black version of the receptacles will be investigated.
- 3.3 The existing bike racks are nice, but the project should use black versions. The existing racks could be used elsewhere throughout the city.
- 3.4 It was recommended to include a kiosk in three locations; in the center core, near Brooks and near Ravenwood.
- 3.5 The kiosk or any sidewalk appurtenance should be located at least 3’ from the curb.
- 3.6 To discourage parking on the sidewalk, benches or planters may be feasible, but a 5’ sidewalk within the ROW must be provided.
- 3.7 While planters are encouraged by the committee there is a concern about maintenance of them.
- 3.8 The gateway features and banners should have something that captures the neighborhood. In the committee’s opinion, the people of the community should be the focus. This would reinforce the village setting.

4.0 Street Trees

- 4.1 Trowbridge Wolf Michaels completed a tree inventory that identified trees that should be removed due to their condition. In addition, other areas should have trees but none exist. The Rite Aid lot is a good example of this.
- 4.2 There are some trees along the corridor that restrict lighting. These trees should be trimmed and care should be taken to locate new lights to avoid trees.
- 4.3 Care should be taken to coordinate the proposed trees with the police cameras. In addition, the design team should coordinate with the Police, i.e. Lt. Hill.
- 4.4 The design team should coordinate with the City Forestry Division.

5.0 Public Meeting

- 5.1 Subsequent to the meeting, the public meeting was scheduled for December 17th at the Arnett Public Library.
- 5.2 The public meeting will be an open house format. A project representative will welcome people at the door and direct them to talk with someone from the team. Handouts and comment sheets will also be provided.

6.0 Miscellaneous Items

- 6.1 If a parking lot is desired in an empty lot, a formal site plan would need to be submitted. A separate assessment district may be necessary. If a plan is not “in the system,” it is likely the curb cut on the vacant lots would be removed as part of the project. The committee asked for coordination between City Departments when necessary to stop the curb cut from being removed.
- 6.2 In some locations, the removal of one of multiple curb cuts may increase the number of on-street parking spaces. This should be identified in the plans shown at the public meeting. A letter needs to be sent to the property owner notifying them of the change.
- 6.3 Photos of the corridor will be added to the project website. As the public meeting gets closer, drawings and images can also be posted.
- 6.4 Street print or other special crosswalks may be an option depending on costs and priorities. These are usually installed on new pavement, so mill and overlay of the existing pavement may be required.



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