



Farmington Road and Wyand Crescent Rehabilitation

Public Informational Meeting Minutes

Meeting Date: Wednesday, August 3, 2022

Time: 5:30 p.m.

Location: Zoom Video Webinar

PURPOSE & PROJECT DESCRIPTION

The purpose of the meeting was to explain to the residents the street rehabilitation project planned for Farmington Road from Wyand Crescent to Winton Road and Wyand Crescent from Merchants Road to City Line.

Improvements include full pavement reconstruction and/or pavement milling and resurfacing with spot base repair, new granite curbs, spot sidewalk replacement, curb ramp upgrades, new driveway aprons, signage and pavement markings, new water services, adjustment and/or repairs of manholes, receiving basins, and water valve castings, minor street lighting upgrades and minor utility impacts. Speed humps will be replaced on both streets.

PUBLIC PRESENTATION

Phoenix Howell opened the meeting with introductions and presented the proposed improvements with a PowerPoint presentation.

CONSTRUCTION SCHEDULE

The anticipated project schedule was communicated as:

Final design plans December 2022

Street construction Spring 2023

Construction completion Fall 2023

PROJECT CONTACTS

It was communicated that a project webpage exists on the City's website and that the Presentation, Agenda and Meeting Minutes will be available. The project webpage will be regularly updated to keep the residents informed of the project details and schedule.

Phoenix encouraged attendees to contact her either by her office phone or email with any questions and concerns.

QUESTIONS AND CONCERNS

The meeting was opened for questions, comments, and/or concerns. The questions and answers below are paraphrased from the Zoom Video Webinar recording.

- Q1: Nicholas Barr (296 Farmington Rd): There is a drainage inlet in the middle of the driveway. How are these handled?
- A: Catch basins are relocated outside of driveway aprons when possible.
- Q2: Julie Ulrich (269 Farmington Rd): My driveway connects to the driveway next to mine. Will that be maintained?
- A: Yes, that is considered a shared driveway and will remain the same.
- Q3: Julie Ulrich (269 Farmington Rd): The painted on the speed humps installed wore off extremely quickly. Is this the standard paint or because the road construction was coming?
- A: Another material was used during that installation that wasn't as durable we have since changed the material to a thermoplastic.
- Q4: Kelvin Knight (S.E. NSC Administrator): How will the business get notified of the changes? Often times the building owner gets notified and how do the business owners (at the store front) get notified?
- A: Our public meeting notifications are sent to property owners and also residents (including all tenants). We also contact Neighborhood Business Associations.
- Q5: Kelvin Knight (S.E. NSC Administrator): There is no Neighborhood Business Association for this area. If it's possible to get the business (store fronts) notified because the property owners sometimes lives outside the area and doesn't pass on the message.
- A: Thank you. That is good to know.
- Q6: Kelvin Knight (S.E. NSC Administrator): How do residents have access to their driveways during construction? Is there temporary access with wooden planks put across the driveway?
- A: The contractor will either put down stone to ramp up to the driveway or put down a metal plate. Driveway access will be limited when the apron is under construction. Residents may not have access for a day or two.
- Q7: Kelvin Knight (S.E. NSC Administrator): Large parties will not be allowed on the street during construction because there is no street for people to park on. Will that be the expectation that no one parks on the street during this construction period?
- A: Yes, parking may be restricted. Construction will be phased to one side of the street at a time. Pedestrian access is kept open on one side of the street at all times. The contractor will phase the work, therefore, the entire road will not be torn up at once. All residents will be notified once construction starts and when access will be limited to their driveway.
- Q8: Kelvin Knight (S.E. NSC Administrator): Business people say, "Why didn't you tell me construction was going to occur?" It's noted that construction is for the whole street and businesses will have to plan for that.

A: Thank you, Kelvin.

Q9: Nicholas & Diana Barr (296 Farmington Rd): We are wondering if the speed humps are as high as they were meant to be because I usually go 5 mph over the speed hump and if I go 10 or 15 mph it ends up damaging the front of my car. My car has been broken twice. We are wondering if the speed humps will be kept the same size or made smaller?

A: The City made edits to the speed hump detail and it was raised up to become more effective at calming traffic. The speed humps will be re-installed per the City's standard. The speed humps were installed due to the bike boulevards on both Farmington Rd and Wyand Crescent. Additionally, the City's speed hump standards meet the national guidelines. A number of City ordinances were passed for the Bike Boulevard speed hump installations.

Q10: Elizabeth Ingman (36 Wyand Crescent): About the speed humps and the height of them. We have a speed hump next door to us and people hit that and I'm afraid we're going to be hit in our front yard with them losing control with how hard they hit these bumps, because they are so high. The speed humps do not stop or slow down a great deal of people. They are a hazard. I've picked up more debris from these than ever before. And it is a hazard and I don't know why they were put in. Based on City guidance on the website, installation of speed humps need to be petitioned or need to have approval from all of the neighbors on the street.

A: Typically, speed humps are installed by request by the residents with 75% of residents petitioning to install speed humps. Residents did not request speed humps on these roads. The installation of bike boulevards is what drove the installation of the speed humps. Since the speed humps will be rebuilt the height can be adjusted so vehicles can go over them faster. We don't have exact measurements on each speed hump that was installed although our speed study showed there is a significant change in traffic speeds, therefore, the speed humps are working.

Q11: Elizabeth Ingman (36 Wyand Crescent): What are bike boulevards?

A: Bike Boulevards are pavement marking that indicate bikes and vehicles should share the road.

Q12: Elizabeth Ingman (36 Wyand Crescent): Why doesn't Winton Road have speed humps?

A: The candidate street must be classified as a Local street in the Federal Highway Administration's Functional Classification System. The purpose of the speed hump program is to discourage through traffic and speeding on local streets. Accordingly speed humps will not be permitted on any dead end, Collector, Minor Arterial, or Principal Arterial streets.

Q13: Elizabeth Ingman (36 Wyand Crescent): The volume of traffic on this street is no different than Winton Road. Farmington Road is a cut-thru between Merchants Road or Main St to Empire Blvd. It's the only cut-thru. Unfortunately the speed humps do not do

anything. Vehicles are still traveling 50 mph. It wasn't an issue before and I'm very surprised that it is now because at 10 o'clock and 11 o'clock at night you hear these huge crashes because the people are hitting the speed bump. And as the previous gentleman said, you can go 5 mph, 10 mph, you're going to bottom out. There is a very large concern with this besides the noise they make because again this street is a very busy street. Every box truck, every construction truck, every trailer, anything that goes over these it's massively disturbing to all of the neighbors. I don't understand why they were put in or at least given an option to oppose them.

A: If the residents feel the speed humps are not what they want or need in their neighborhood, then the same process applies as the installation of speed humps. If the residents wanted to get together a petition that would show 75% in support of the removal of the speed humps, then I encourage you to do that. It's the same procedure whether we're installing or removing the speed humps the City needs 75% support from the residents. The petition should be submitted to the City as soon as possible so alternate designs can be investigated to help reduce speeds. The petition must have every signatory to provide a method of contact.

Q14: Elizabeth Ingman (36 Wyand Crescent): I'm still confused on why they went in because of approval.

A: A City project installed bike boulevards and in conjunction with the bike boulevards the speed humps were installed. These are traffic calming measures that are being implemented throughout the City. Obviously, there are other ways to calming traffic depending on the geometrics of the roadway. Sometimes we can implement other traffic calming measures and other times we can't. I appreciate and understand your concerns. I suggest is that if you don't want speed humps on this road then submit the petition to the City. The petition should be submitted to the City as soon as possible so alternate designs can be investigated to help reduce speeds. The petition must have every signatory to provide a method of contact.

Q15: Elizabeth Ingman (36 Wyand Crescent): Are the speed humps moving or changing location?

A: We are in preliminary design and will space them out based on engineering criteria. Speed humps are sometimes placed over underground utilities but surface appurtenances such as manholes and water valves are avoided.

Q16: Elizabeth Ingman (36 Wyand Crescent): So if there is one there now it may be moved.

A: It may be moved.

Q17: Julie Ulrich (269 Farmington Rd): In regards to speed humps, how do we know if they were put in too high? Is there a way we can find out if they were installed per standards?

A: The speed humps were checked after construction and they met the criteria.

Q18: Julie Ulrich (269 Farmington Rd): Is there a standard for the placement of the speed hump signs? The sign on Farmington Road seems to be quite a distance from the speed

hump. Where can we see the standards that the City has for speed humps, the signage, and the height?

A: Go to the City webpage and type in the search "Public Works Construction Documents" for all the construction details.

Q19: Mary Coffey (Co-chair of North Winton Village): I want them to know where they can get support. I drove down the street and I'd suggest they go back and re-measure the speed humps. I thought I was in a movie and thought was going to go flying. There are one or two that are kind of off even though your construction person assured you, I think you should go back and do some measuring. Here is my cell phone 585-259-5529. I suggest (to the attendees) that if something is not a good quality of life then to organize and let us know how we can help you. I didn't hear the whole presentation, Phoenix, so if you don't mind if I call you and talk to you about what was preceded before I got online.

A: Absolutely. I encourage anyone to give me call. More than happy to discuss the project or any of your concerns with you.

Q20: Kelvin Knight (S.E. NSC Administrator): I'm Kelvin Knight and I'm the administrator here at the S.E. Neighborhood Service Center in Village Gate and I represent the southeast area. My questions are from my experience with previous public meetings. Will this recording will be available on the project webpage for others to listen to?

A: Typically we only post meeting minutes.

Q21: Kelvin Knight (S.E. NSC Administrator): Are questions and answers part of the meeting minutes?

A: Yes.

Q22: Mary Coffey (Co-chair of North Winton Village): Are you starting to get petitions about the speed humps?

A: The petition should be organized by a resident or a group of residents. The petition should be submitted to the City as soon as possible so alternate designs can be investigated to help reduce speeds. The petition must have every signatory to provide a method of contact.

Q23: Mary Coffey (Co-chair of North Winton Village): I think they should start a petition to get a feel for the whole neighborhood. Maybe some people want them. It's always the majority holds.

A: Correct.

Q24: Katie McIntosh (187 Farmington Rd): The speed humps seem excessively high. I've tired multiple different cars but can't take any car greater than 15 mph over them and I know they are supposed to slow traffic but that seems excessive. With a lower car you are mounting the speed humps. The signage is not great either.

A: There were studies that were completed before and after the speed humps installation. Before speed hump were installed, 19% of drivers were over the speed limit 85% of the

speed was 31 mph. After speed hump were installed, only 1% were over the speed limit and the 85 percentile of the speed went down to 23 mph. So that does tells us that the speed humps are working to slow traffic.

Q25: Mary Coffey (Co-chair of North Winton Village): Is extra money given to the City if they put these speed humps in?

A: Not sure what you're asking.

Q26: Mary Coffey (Co-chair of North Winton Village): To put in bike lanes, is there a financial incentive to the City to put bicycle lanes in? A financial incentive?

A: Not that I'm aware of.

Q27: Kelvin Knight (S.E. NSC Administrator): The federal government is giving money to repair some of the roads and part of their package they want to try incentivize alternate transportation methods including bicycling. So they usually have a requirement to put in a bicycle lane with any new construction funds used from the federal government. That's been true across several other projects going through my neighborhood, such as, East Main and North Goodman.

Mary Coffey (Co-chair of North Winton Village): Does it means all new streets that are reconstructed will have bicycle amenities? I've hit some in this neighborhood that are unbelievable. This has to be checked. Is this being done all over the City?

Kelvin Knight (S.E. NSC Administrator): I can't talk in absolutes but it's very likely.

Mary Coffey (Co-chair of North Winton Village): Same in the suburbs?

Kelvin Knight (S.E. NSC Administrator): We don't deal with the suburbs because we're in the City.

Mary Coffey (Co-chair of North Winton Village): But government is government.

Kelvin Knight (S.E. NSC Administrator): Right, but I can't tell you what money they are using in the suburbs.

Mary Coffey (Co-chair of North Winton Village): There is only two, state or federal. So suburbs and City are all under the same.

A: All community are looking at multi-modal forms of transportation, so whether that's walking, riding your bike or taking a bus, we want to have equitable transportation systems for City residents.

Q28: Mary Coffey (Co-chair of North Winton Village): We understand equitable transportation systems for City residents but also have to consider residents' quality of life. If these speed humps are causing chaos and are uncomfortable, then we have to look into that. The first step is to make sure the speed humps were installed correctly.

A: Yes, we will do that.

Q29: Mary Coffey (Co-chair of North Winton Village): A petition could stop the re-installation of the speed humps?

A: A petition could stop the reinstatement of the speed humps. The City would continue to investigate some alternatives to help reduce speeds if the petition to remove the speed humps is submitted.

Q30: Julie Ulrich (269 Farmington Rd): If my tree, I know it's the City's but I consider it mine, is in danger of being taken down, will I be notified first?

A: Yes. Letters were already mailed to residents where trees are slated for removal. Removals will be replaced with a new tree and the City has 4 different tree species that the resident can pick from.

Q31: Julie Ulrich (269 Farmington Rd): My neighbor had a large tree removal that was dying or dead. Will they get a new tree?

A: If one was taken down then we would plant a new tree.

Q32: David Loughner (311 Farmington Rd): I concur with what everyone else is saying. What are bike boulevards? I'd like to know the pros and cons and what we're arguing for and against. Is it just paint on the street that has a picture of a bicycle? Are they doing anything else or is that in concert with the speed humps that makes a street a bike boulevard?

A: A bike boulevard is a pavement marking showing a bicyclist and arrows.

Q33: David Loughner (311 Farmington Rd): Do speed humps need to be there because of the bike boulevards? So curious whether it's serving any function. I don't know if these measures change how anyone rides their bicycle. Maybe people are misinformed on what the point of them are.

A: Because bike boulevards are sharing the roadway with vehicles the speed humps help to calm that traffic so sharing can occur. One doesn't dictate the other but they work in conjunction.

Q34: Elizabeth Ingman (36 Wyand Crescent): Who designates these roads to be a bike boulevard?

A: We have a planner on staff that determines the bike boulevards. Bicycle Boulevards were developed from the Rochester Bicycle Master Plan. Additional information may be obtained here: [City of Rochester | Bicycle Boulevards Plan](#).

Q35: Mary Coffey (Co-chair of North Winton Village): The citizens should have the decision on whether they want a bike street.

Kelvin Knight (S.E. NSC Administrator): To add practicality to it, federal monies are available to make improvements.

Elizabeth Ingman (36 Wyand Crescent): I understand it federal government that we are utilizing money for the improvements and I'd love the improvements and I don't mind the markings of the bike. I have no problem with carrying the bikes on the street. That's a given. It was only 31 mph that was the average speed limit that was over the speed limit. What is the speed limit?

A: The speed limit is 30 mph in the City.

Q36: Elizabeth Ingman (36 Wyand Crescent): So the average was only 1 mph over the 30 mph to incur putting the speed humps in. I'm sorry, these are a big issue on this street.

A: I think more of the point is that 19% were shown as speeding.

Q37: Elizabeth Ingman (36 Wyand Crescent): How about the signage on Winton Rd that say, "Hey, you're hitting this speed limit." If I look at previous studies done, they really do work a whole lot more because someone say, "Oh, I didn't know I was going that fast." Instead of going down the street and thinking they are going slow enough to go over the speed humps and lose control and go sideways. Because people that hit these are only going 25 mph and you would not believe what happens. Especially if you try to shovel a driveway and you're near that road. Forget it. You can't mow the lawn, you can't do anything past the sidewalk. Even on the sidewalk I worry about it. I mean it's not safe. They are a hazard. I would much rather than putting those in to putting signage that says, "Hey, look at what you're doing." Because to me that would make better reference because you're thinking you're only doing 25 or 30 and if you're doing 35 you'll say wait a minute. Especially because of the school district. Everyone knows there are kids here. And I think that would be a better thing for everybody because it would be a lot quieter with all the trailers and the trucks. And I'm not just talking construction trucks because of the RGE work. I'm talk about everyday box trucks, everyday trucks that go from Main to Merchants or deliveries that are being made or going to the school with the school buses and RTS buses and the speed humps. I think the signage would be better than the humps.

Mary Coffey (Co-chair of North Winton Village): Yes, it's dangerous.

A: Understood. I'll be discussing all these concerns with my manager and colleagues so we can effectively address these issues.

Q38: Mary Coffey (Co-chair of North Winton Village): How many mature trees will be taken down?

A: Believe there are four (4) trees to be removed on Wyand Crescent.

Q39: David Loughner (311 Farmington Rd): I would concur on the speed hump issue. I guess what has gotten people on the wrong foot with it is they were put in this past late fall and the paint come off within one (1) week. The road is in a state of disrepair and they blend into the road. For the first six (6) months I was just slamming into these things. And heard it all night long along the road. I think these got started on the wrong foot. But I agree they seem to be a bit much.

Q40: Julie Ulrich (269 Farmington Rd): I want to put a positive to the speed humps. I live next to two (2) young children and I notice there are a lot more young children on our street on Farmington and I have noticed a decrease in speed. I think a huge problem is the signage and the markings, because I hit them too especially during the dawn and the dusk when there are shadows from the trees. They are a little high but maybe going

forward the City can look at the height. Not necessarily eliminate them totally in general throughout the City but the signing and markings need to be much more durable.

A: This will all be addressed with the reconstruction with new signage and making sure the signage is in the appropriate place. We changed the pavement markings material for the speed humps to a thermoplastic which is much more durable. So some of these issues will be resolved.

Q41: Kelvin Knight (S.E. NSC Administrator): Can we look at the link page for the project?

A: Our project webpage will contain information for residents to review. The graphics and PowerPoint presentation are not posted to the webpage until after the public meeting. Typically, we allow 5 days for the preparation of meeting minutes. The meeting minutes will be posted to the webpage along with the questions and responses.

Q42: Mary Coffey (Co-chair of North Winton Village): Landscaping and trees and are very important to the residents of North Winton Village.

A: Letters went out to the residents that will have trees removed in front of their homes. A new tree will be planted in its place.

Q43: Mary Coffey (Co-chair of North Winton Village): It's very sad to take a mature tree down. It's thousands of dollars and will take years and years to grow again. Can take 15 years to get to where it was. If there is anyway it can be avoided it would be good.

A: The City removes public trees due to:

- Public Safety: when a hazard constitutes removal of more than 50 percent of the live crown or when the structural integrity of the tree is undermined to the point that it is susceptible to wind fall.

- Urban Forest Health: when tree disease significantly threatens the health of other city trees.

- Fiscal Management: when tree maintenance practices exceed the value of the tree or maintenance will not prolong the tree's life beyond five years.

Q44: Kelvin Knight (S.E. NSC Administrator): Has everyone taken a picture of the link? Think we can wrap it up because most of the questions have been asked and the minutes will be available at this link.

A: Yes.

CONCLUSION

Phoenix summarized the meeting by noting that all concerns were heard and that the biggest concern are the speed humps. How loud and dangerous they are, whether they were installed properly, the position of the signage, and the pavement markings on the speed humps. These are all great comments that we really look to the residents to provide this information so that we can address it and make sure when the project is constructed that it meets everyone's expectations to the best of our abilities.

It was reiterated that if something comes up that you think about after the meeting to please reach out to Phoenix Howell at Phoenix.Howell@cityofrochester.gov or 585-428-6284.

There were no further questions, comments or concerns. The meeting was adjourned at 6:30 p.m.

All statements are known to be accurate. Any significant deviations to these meeting minutes should be provided to Phoenix Howell for editing and redistribution.

Respectfully submitted,

Phoenix Howell
Project Manager/Street Design

Encl: Meeting Notice, Powerpoint Presentation

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