

Appendix 4

MINUTES OF MEETING

PROJECT: **HIGHLAND PARK/CANALWAY CONNECTOR TRAIL
PLANNING AND CONCEPT DESIGN STUDY**

PROJECT NO: 478

DATE: October 14, 2003

PURPOSE: Trial Alignment

LOCATION: Brighton Town Hall.

PRESENT: Tom Low, Town of Brighton
John Thomas, City of Rochester
Judy Schwartz, Brighton resident
Kristin Bennett, Genesee Transportation Council
Nancy Hilliard, City of Rochester, Division of Cemeteries
Steven Salatino, Elwanger/Barry Neighborhood Assoc.
Dave Rinaldo, Monroe County Parks
Paul Tankel, University of Rochester
David Fader, Brighton resident
Sue Schickler, Upper Mt. Hope Neighbors
Roger Janezic, Elwanger/Barry Neighborhood Association
Doug McCord, McCord Landscape Architecture
Adam Woodburn, McCord Landscape Architecture

1. **Introductions**

2. **History**

John T. gave a project overview, and short history of the project up to now.

- The trail was first a concept with the town of Brighton.
- Application for transportation planning funds - joint project with City and Town, \$20,000 grant plus \$10,000 City funds.
- The Genesee Transportation Council (GTC) approved \$20,000 of federal planning funds for the project.

• **Statement of Goal**

Doug M. stated that the goal of this group is to decide where the trail will be located.

• **Trail Alignment**

Doug M. walked through the aerial photos with the trail alignment overlaid on them to start the discussion of where the trail should be located.

There was a discussion about lighting the trail and Doug M. said lighting isn't required, but we can propose it. There is no requirement for lighting a recreation trail like this.

C. Goodman Street

A discussion started with the shoulder which Doug M. pointed out was paved and 4 to 6' wide, but the condition is very poor in many areas and would need to be improved. The bike trail would be paved shoulders on the road separated from vehicle traffic by striping. After some discussion, it was agreed that there also needs to be a provision of a sidewalk, perhaps 6 ft. wide for pedestrians along the east side of the road with a substantial tree lawn to separate it from traffic. Kristin B. said bicycle riders with some skill prefer the road, but people with kids would rather be off the road. If we pave a wide trail through the park, it will be confusing, because bicyclists won't be allowed on it. The solution would be to have a separate sidewalk off the road with bicycles on the road shoulders.

Steve S. said if the design included a curb, it would help keep people from parking on the grass for festivals. A design with a sidewalk and a tree/lawn area would be nice and will fit with the park better, but it could be expensive.

Paul T. said the design should be done right, rather than worrying about cost, design it right then figure out how to pay for it. Doug M. said a curb will help the County Parks with keeping people from parking on the grass, which is a problem especially during festivals. Steve S. said trees here (between the curb and the sidewalk) would help with the feeling of being in the park and with the separation from the road.

D. Highland Avenue

Doug M. said Highland Avenue is a good width for 2 bicycle lanes with the two vehicular lanes. (See Section provided of Highland). It could be re-striped as such.

Doug M. said Dave R. (Monroe Co. Parks) responded to him after the last meeting and said that if we wanted to use exist. Highland Park trails for our trail, we would have to pursue it formally with the County Parks office.

After some discussion, it was agreed not to pursue the path through the park [opposite the 'Lilac Crossing] because the current Parks Department policy prohibits bicycles and the idea of restricting bikes to only this one trail in the Park would probably not work. If the trail stays on the road, we would have to negotiate with the least number of groups. Pedestrians could use the sidewalk on the south side of Highland Ave. and people on foot could then use the park if they wanted to.

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E. South Avenue

Doug M. said South Avenue is wide enough to have the trail on the road. Bicyclists would be on the street and pedestrians would be on the sidewalk.

Kristin B. said South Avenue isn't bad for riding except the sight lines are poor at one point, but not significantly poor. After some discussion, it was agreed that if the left turn at Robinson is so poor then we should provide a left hand turn lane there. This would provide a protective pocket for bicyclists trying to turn. A traffic light would not be possible because the City does not like to use traffic lights for speed control. The other option of Pinetum is nicer, but not any safer at the Goodman St. intersection. We should include signage to direct trail users to the children's pavilion for this project. Also discussed was the down side of the route circumventing the park in that bicyclists and skaters would be directed away from the children's pavilion.

Steve S. said traffic is too fast on South Avenue and John T. said the 'pocket' would be a nice excuse for re-stripping South Ave. to slow traffic down. There has been a mind set change in the recent past from traffic flow being the more important criteria for design (leading to wide road design) to a new mind set of slowing down traffic by narrowing travel lanes.

Steve S.- It would be good to slow down traffic starting at South, drivers pick up speed as they go down the hill north of Robinson.

F. Robinson

Doug M. said the trail is being shown on the road based on discussions from the last meeting. There was no further discussion.

G. Mount Hope Cemetery

Doug M. said if we use Mt Hope Cemetery as the route of the trail, then the trail would have to close at dark. In addition, there is no good way along the north property line of the cemetery to locate the trail. There are head stones on both sides of the existing path through the cemetery up to the rear of the maintenance barn and so this wouldn't be good location for the trail.

Tom L. asked what is wrong with closing the trail after dark and Sue S. said the canal trail is closed at dark. Steve S. said there could be a problem with people getting out of the cemetery when it is being closed, they could get stuck in the cemetery.

Doug M.- Mount Hope Avenue is wide enough for the trail and lanes are already striped.

Paul T.- There are side walks on Mt Hope as well - for foot traffic.

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H. McLean Street

Doug M. said the plans propose a contra-flow lane on McLean Street for east-bound bicyclists. Doug M. pointed to the graphics and said a contra-flow lane is a bike lane going against the vehicular traffic flow with a 5' wide lane and double yellow stripe separating bicycle from vehicular traffic. The bicyclists going west would be with traffic and would share a 13 ft. wide travel lane.

Kristin B. said McLean Street is downhill, and is a low traffic volume street. She had looked up the numbers, they were a little older, but the volume was low. There was discussion about whether drivers will know how to handle this new type of road design. Kristin B. noted that the pavement markings would be the same as on a standard roadway, with a double yellow line dividing the contraflow bike east-bound lane and the one-way, 13 ft. wide, shared vehicle/bicycle west-bound lane. The double yellow line divides the traffic the same as standard roadway travel lanes.

Kristin B. said drivers will learn about it and John T. agreed this could be the first of many (contra-flow lanes) in the area.

Paul T. asked if the sidewalk would be for pedestrians only and Doug M. said yes, the existing sidewalk would be for foot traffic only.

I. Highland Park

John T. asked what about pedestrians and how we get them around Highland Park. Kristin B. answered, though the park. The plans should indicate the trail from the corner of Goodman and Highland directly to the top of the hill, near the proposed Children's Pavilion. John T. said a dotted line could be used to show routes that pedestrians could take through the park.

Next Meeting December 8, 2003 at 4:30 pm in the Brighton Town Hall

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.

Douglas C. McCord, ASLA

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THE STANDARD OF QUALITY FOR LANDSCAPE ARCHITECTS

Distribution: All Present, Charles Runyon, Jesse Werner, Sarada George, Jerry LaVine, David Viggiani (Finger Lakes DDSO), Mary Wells, Tom Low, Town of Brighton, Nancy Hilliard, City of Rochester, Division of Cemeteries, Dave Rinaldo, Monroe County Parks, David Fader, Brighton resident, Roger Janezic, Elwanger/Barry Neighborhood Association

MINUTES OF MEETING

PROJECT: **HIGHLAND PARK/CANALWAY CONNECTOR TRAIL
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DATE: November 10, 2003

PURPOSE: Trial Alignment

LOCATION: Brighton Town Hall.

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Doug McCord, McCord Landscape Architecture
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1. **Introduction** by Doug M. Doug explained the objectives of meeting were to:
 - look at alternatives for the trails alignment
 - discuss new information obtained about the trails alignment
 - talk about criteria for decisions about the trails alignment

2. **Trail Alignment**

- A. Monroe Developmental Center (MDC)

Doug M. said he has talked with David Viggiani of MDC. Mr Viggiani's response to having the trail on MDC property was:

- They are a little leery about having the trail on the property at all.
- Routing near the new fenced area would not be possible.
- They would like the trail off the property if possible.
- An alignment along the east property line would probably be acceptable.
- He will discuss trail alignments with the facility director whom he reports to.
- Routing the trail along the top of the berm may be acceptable if it is hidden by the woods.

The MDC may want to expand to the north and east with parking and/or new building within their property lines and so we need to stay close to the east and north property lines when on MDC property. Judy S. said there had been in the past an agreement with MDC concerning a trail on their property. Tom L. said this was probably a non-written agreement. Judy S. said she would try to contact Hugh Mitchell, president of the local Sierra Club to get any additional information.

Tom L. said, regarding the property east of MDC, a right-of-way that is mapped for the paper subdivision indicates this property could perhaps be used. Although the questions concerning when it would be built, and how it would be paid for would have to be investigated and some of the lots are not owned or controlled by the town.

B. St. John's Meadows, State land, & Mansions at Brighton

Doug M. said the trail will continue north from MDC property and will have to be aligned with the wetlands and Mansions project in mind. There are two (2) routes proposed for discussion north of MDC:

- Follow east edge of Mansions property north along St. Johns Meadows and then cross wetlands at the narrowest point (50 to 60 feet wide) and then cross the Mansions development (across the mansions access road, between house units to the west property line).
- Use the existing raised dike as a trail. It could be flattened and leveled off for the trail, this option would cross the wetlands near the southwest corner of the 'nature trail' property and continue northwest across the State Hospital parcel to the south line of the Mansions project.

Tom L. suggested maybe we should use the 'nature trail' itself because of wetlands constrictions & because it already exists. The idea was discussed, however it was brought up that PAC members in attendance at the last meeting did not like the idea of using this existing trail as part of the new trail at our last meeting. A comment was that using the existing trail will get the trail to the Mansions property directly. Also, the trail should then be inside the Mansions property because they are being requested to build a trail anyway.

Tom L. asked if David Viggiani was just with MDC or is he also with the State Hospital. Doug M. said yes, he is just with MDC but Doug has telephone calls into the State to find out who we should talk to about the States land and is awaiting a response.

After some discussion about having the trail on the east side of the 'Mansions' property, Tom L. said there are problems with wetlands on that side of the property. Judy S. said we need to protect these wetlands. Lots of people worked long and hard to save the wetlands and if we propose a trail through them, there will be many unhappy people. We need to protect the wetlands, people will impact the wetlands.

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Steve S. asked: What about west of MDC and straight up starting at Westfall Road? Doug M. said MDC doesn't want the trail on that side, plus there is a fenced in area on the west side of the MDC property used by residents that we cannot get close to.

Tom L. said we are doing this planning for the trail now so the Mansions project will put in their part of the trail aligned where we would like it to be. Doug M. said if the trail is built on Mansions property then, presumably, they pay for the cost of installing it.

Tom L. said the trail through the wetlands or buffer area doesn't have to be paved through this section. Kristin B. said un-paved surfaces would be prohibitive to skaters, but they could use another route around this part of the trail.

Discussion: Trail Width

Judy S. asked if we could have the trail narrower at the wetlands area? Tom L. said perhaps we could split pedestrians through the wetlands, so we could narrow the pavement for bikes, and leave the wood chips for the pedestrians.

Kristin B. said national and state trail design guidance for a multi-use trail is 10' wide for an unpaved trail (with minimum 2' buffers on each side) and 12' (national) or 4 meters (state) for a paved trail (5' buffers recommended on each side). Design allowances can be made, however, sound engineering judgement needs to be the basis of deviation from accepted national and state design and construction practices. Without adhering to accepted standards, the Town could be exposed to potential liabilities.

The mention of an 8' wide trail should be prefaced that this is a design exception in state and national trail design guidance for areas with low trail use (e.g. rural areas) and/or areas with mostly pedestrian trail traffic. In my opinion, this is not the case in Brighton, an urban community with dense land uses, and trail traffic is likely to be both pedestrian and bicycle. This is not a "mandate" per se but accepted design practice.

Steve S. asked if we can align the trail so that it isn't near the wetlands at all? Doug M. said no, all of the potential alignments cross wetlands at some point.

John T. asked if we could use concrete grass pavers for a bike trail? Kristin B. said it probably wouldn't work well. Doug M. said the trail could be stone dust or a similar material if there is a concern about pavement.

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A. Multi-Use

Steve S. asked if the trail was going to be a multi-use trail

Doug M. - Yes, for use by pedestrians, bicyclists, skaters (non-motorized users only)

B. Trials alignment- on or off street

Paul T. asked if the intent of the design of the trial is to stay off roads, or stay on the road, and how these decisions would be made. Doug M. said that is one reason this group needs to meet - to decide whether we want to keep trail traffic on the street or create a separate trail where possible.

McLean Street

Kristin B. said that she though that McLean Street would be wide enough to have bicycle traffic on both sides of this one-way street. The east-bound bicycle lane would be a contra-flow bicycle lane. Paul T. said that the University of Rochester would prefer to keep bicycles off of the new sidewalk connecting Wilson Blvd. to the new parking lot.

Doug M. said that McLean would have to be measured before the trails alignment on McLean St could be worked out.

Mt. Hope Cemetery

There was some discussion about the possibility of crossing through the cemetery to get to Wilson Blvd. and the river trail. Some of the roadways that could be used are gravel or cobbles and would need to be improved. The cemetery is closed at dusk and this would mean a through trail would be part time in use not full-time.

Robinson Drive

Paul T. asked if there is parking on Robinson. (Following the meeting, Paul T. later confirmed posting of no parking signs on one side of the road and no signage on the other.

Dave R. said yes there is sporadic parking.

Judy S. had a concern with adding new pavement in Highland park, and that the trail should be on the street.

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Goodman Street

Nancy H.- Goodman is a heavily traveled street during rush hour which could cause problems for the users of the trail.

Doug M. - the street is also steep along Highland Park, and the line of site is limited which could cause problems. The grade on the west side of Goodman at Highland Park is also steep and is a problem for aligning the trail there.

Pinetum Drive

Steve S. noted that Pinetum can be a problem in the winter if used for the trail because of the slope and slippery conditions.

Doug M. said that the road is wide enough but would need some shoulder improvements to be used for the trail.

Highland Avenue

Dave R. - Goodman is steep just north of Highland as is Pinetum, possibly too steep for amateur cyclists. Use Highland Avenue as a possible route instead of continuing up Goodman past Highland Avenue, and then head north at the main crosswalk using existing trails, toward the conservatory. This would avoid the problems of Goodman St./Pinetum along the north side of the park.

Kristin B.- Highland Avenue is probably wide enough along the south side of Highland Park and is generally good for bicycling.

Doug M. asked Dave R. if the trail could continue across Reservoir Avenue and behind the conservatory to the corner at Robinson and South Avenue. Dave R. said possibly. One person suggested this trail section could be stone dust rather than paved. Following the meeting, Dave R. reiterated that use of trails in the park are just suggestions. If the PAC wants to pursue that course of action, we need to let the Parks Department know and they will make a formal determination.

Reservoir Avenue is dangerous for bicyclists because of the drop-off to the drainage gutters. Parking is often on both sides.

Alpine Street - Roger J. said Alpine has parking on both sides and is not as conducive to on-street bicycle traffic.

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Crossing Westfall Road.

Doug M. mentioned the County Highway Department is considering placing a traffic signal at the Sawgrass Drive/MDC entrance intersection. Proposing a crossing at this location for the trail would help reinforce the need for a signal at this location on Westfall Rd.

C. Highland Park

Doug M. - noted that grade problems in and around Highland Park make it difficult to bicycle in the area. In addition, Highland Park policy does not allow bicycles to use the trails in the park.

David F. suggested that one of the trails through the park could be used for the trail.

Paul T. suggested the trail could split at Highland Park having the pedestrians use the existing trails through the park and the bicyclist would use a separate trail routed around the park

Highland Park Extension to the South could be utilized.

Various trail alignments dealing with Highland park were brought up, and will be looked into by MLA.

D. Alignment between Elmwood and Westfall

Monroe Developmental Center

David F. - the trail should keep to the edge of the fields

Undeveloped Parcel

There is currently a plan under review with Brighton Town Planning Board for the future multi-family residential development of part of this parcel (called The Mansions at Brighton). Part of the requirement for the development of this parcel to be approved is to provide a trail going through the development which could be used in the overall trail system.

Wetlands

There is currently a nature trail through part of the undeveloped parcel which is adjacent to and connecting to the St. Johns Meadows development. This trail should be tied into the new trail in some fashion.

David F. - the nature trail should not be paved and should be left as is, , the multi-use trail should not go through the wetlands. There may be an

opportunity to provide a a connection between the nature trail and the multi-use trail.

Doug M. noted that state land associated with the State Hospital could possibly be used for the trail.

E. Sawgrass Drive

Doug M. - The trail could connect to the Canalway trail extension at the pond (existing) and pass through the Brighton Meadows office park following Sawgrass Drive to the east toward the intersection with Westfall at the MDC entrance. Alternatively, the proposed trail could head to the west also connecting to Westfall Road but to the west of the MDC entrance. The west leg of Sawgrass has already been reserved (10' wide easement) by the Town for trail access purposes. Sawgrass Dr. is a private road and so it is more difficult to “designate” access on our plan using this road although many cyclist may use the east leg anyway.

- Maintenance

Steve S. asked who will be responsible for the maintenance of the trail after it is built? (concern with which agency would be responsible and where)

Roger J. - maintenance should be a consideration, but not prohibitive to trail implementation.

John T. - some of the maintenance will be taken on by the city as routine maintenance.

- Funding

Roger J. - Where will the funding come from for this project?

John T. said no there is no funding at this time. MLA is responsible for suggesting possible funding sources for the project.

- For next meeting

MLA will contact everyone via email or mail. MLA will contact people at:

Monroe Developmental Center

The State Hospital

8. Next meeting

Monday, November 10 at 4:30pm at Brighton Town Hall

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Douglas C. McCord, ASLA

Distribution: All Present, Charles Runyon, Jesse Werner, Sarada George, Jerry LaVine, Finger Lakes DDSO, Mary Wells

Contacts:

John Thomas	City of Rochester	428-6942	john@cityofrochester.gov
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Tom Low	Town of Brighton	784-5225	tlow@rochester.rr.com
Nancy Hilliard	City of Rochester Div of Cemeteries	428-7969	hilln@cityofrochester.gov
Dave Rinaldo	Monroe Co. Parks	256-4955	drinaldo@monroecounty.gov

MINUTES OF MEETING

PROJECT: **HIGHLAND PARK/CANALWAY CONNECTOR TRAIL
PLANNING AND CONCEPT DESIGN STUDY**

PROJECT NO: 478

DATE: December 8, 2003

PURPOSE: Trial Alignment

LOCATION: Brighton Town Hall.

PRESENT: Sara Rubin, Brighton resident
Jessie Anne Werner, Brighton Conservation Board
Fran Reese, Lu Engineers
John Thomas, City of Rochester
Kristin Bennett, Genesee Transportation Council
Steven Salatino, Elwanger/Barry Neighborhood Assoc.
Paul Tankel, University of Rochester
Sue Schickler, Upper Mt. Hope Neighbors
Doug McCord, McCord Landscape Architecture
Adam Woodburn, McCord Landscape Architecture

A. Presentation of Trail Plans 3 & 4: Doug M. showed plans of the trail in the north part of MDC, St John's Meadows nature trail parcel, and the south portion of the 'Mansions at Brighton' property. He began discussions of the wetlands crossing issue. Doug M. explained that the DEC normally would like us to connect to the existing trail so that the impact upon the wetland would be less. He explained that Fran Reese from Lu Engineers will be attending the meeting to talk more about the wetlands. Doug M. said the trail is now situated to avoid the wetlands on the North boarder of MDC's property but is shown in the 100 ft. wetlands buffer area. The plan now shows the man made creek (Buckland Creek) on the State Hospital property similar to the way it is shown on the 'Mansions' plan.

Fran R. of Lu Engineers, Environmental Specialist on wetlands, discussed her walk around site with John Hauber and her conversations with DEC. She explained that John Hauber is a former DEC employee specializing in wetlands, had 30+ years of experience in the field and has specific experience with the wetlands of concern with this project. Her points included. :

1. An asphalt surface not likely to be approved by the DEC for the area through the wetlands buffer area.
2. She has learned of a pine tar based material used by the United States Forest Service in Northern Wisconsin that could be used here and will try to find out more about it.

3. She is concerned with having 2 trails that basically parallel each other through the wetlands will increase the overall disruption of the wetlands, but she does like keeping the existing trail as a nature trail.
4. She acknowledged that if there will be different user groups on the trail then there will be conflicts between user groups, which is a reason to separate the trails.
5. She asked the question rhetorically: How much disruption do we want to inflict upon the resource?
6. She mentioned, as an example, Brighton Town park and the trails there that have been over used and the natural resources there that have been diminished because of it. If the trail is a boardwalk, then the users will be separated from the resource, protecting it. Railings would be very helpful.
7. The berm along the north property line of MDC could be used as the trail, it is uplands.
8. We would need to apply for a permit for a trail through the wetland and the wetland buffer area. The permit application would go to both the DEC and the U.S. Corps of Engineers for review.
9. The least invasive of the trial's possible alignments would use the berm, it would disturb the canopy but it would grow back in.
10. The trail with a boardwalk, a guard rail, vegetation screening the existing trail, and signs directing people to stay on the trail would separate the user from the resource protecting both the user and the resource.

Doug M. said the trail on the berm would require railings anyway because of the water on the south side would be so close to the trail.

Conclusions regarding the wetland area include the following:

1. The trial should be located on the berm, trimming off the top would widen it enough for the trail.
2. The St John's parcel existing nature trail has a different intent and should be avoided.
3. A boardwalk could be used to cross the creek and potential wetlands to the upland area and then continue to the north-west across the State land to the 'Mansions' property.

Doug M. said MLA will investigate the options of turning the trail north/northwest at the end of the berm to cross the creek rather than the wetlands. Either way, the trail will be within the 100' buffer of the NYS DEC wetlands for a substantial length.

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B. Intersection of Highland Ave and South Ave.

Doug M. pointed out the following:

1. Dave Tuttle of Lu Engineers is a traffic engineer looking at this intersection for the project in addition to the other road intersections and crossings discussed at previous meetings. He will be making recommendations for each intersection and crossing.
2. Parking on Highland Ave. at St. John's Home puts the trail between the parking and travel lane. This will be a shared travel lane, 13' wide and may mean moving the Highland Avenue centerline stripe over 2 to 3 ft.
3. The intersection might have to be widened, or striping changed to allow for bike traffic.

Kristin B. pointed out the bicycle traffic could become part of the vehicular traffic at a point to the north and east of the intersection or the lane widths could be adjusted to allow a bike trail (10' travel lane, 4' bike lane).

Next Meeting: A next meeting will be scheduled when the traffic information is available.

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.

Douglas C. McCord, ASLA

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MINUTES OF MEETING

PROJECT: **HIGHLAND PARK/CANALWAY CONNECTOR TRAIL
PLANNING AND CONCEPT DESIGN STUDY**

PROJECT NO: 478

DATE: February 9, 2004, Revised 3/16/04

PURPOSE: Trail Alignment

LOCATION: Brighton Town Hall.

PRESENT: Judy Schwartz, Briton Neighbors Association
Jessie Anne Werner, Brighton Conservation Board
John Thomas, City of Rochester
Jeff Mroczek, City of Rochester
Kristin Bennett, Genesee Transportation Council
Sue Schickler, Upper Mt. Hope Neighbors
David Viggiani, Finger Lakes DDSO
Dave Rinaldo Monroe County Parks
Doug McCord, McCord Landscape Architecture
Adam Woodburn, McCord Landscape Architecture

1. Monroe Developmental Center David Viggiani
MDC approved plan for the trail on MDC property (comments below)
 - Once on MDC property the trail would turn right until reaching the property line it would follow the property line North to the Northern property line.
 - The trail would follow the Northern property line west until off MDC property.
 - A landscape buffer would be put in between the trail and MDC's parking lot. Because MDC has some security concerns
 - A low maintenance design is crucial for MDC's approval.
 - MDC is willing to approve the trail, but will not be spending any money on building the trail.

2. Mansions Property
Jessie W.- why does the trail have to be 10' wide on this property?
Doug M.- We were hired to design a multi-use trail, and the minimum width for such a trail is 10'.

Jessie W.- can we have an alternative on the Mansions property with a smaller trail for pedestrians and separate out the bicyclists putting them on the proposed road for the Mansions project. (Doug- will talk to Tom Low about the possibility)

3. Trail Surface

The City of Rochester doesn't support the use of stone dust for this project because it will discriminate against user groups, and has a higher maintenance cost associated with it than asphalt or concrete pavement.

4. On Street Sections of the Trail

Sawgrass MLA's revised recommendation is to acquire a trail easement along the east side of Sawgrass between the existing trail and Westfall Road.

Goodman

We are proposing a separate, dedicated path through the park ten foot wide or possibly wider located on the east side of the road and separated from the road by a wide tree lawn. Goodman has poor shoulders and the parks department has problems during peak use times keeping people from parking on the ever-widening shoulder. MLA proposes that Goodman would be designed with new curbing and a narrower pavement section, shoulder width would be 5 ft. wide with 11 ft. wide lanes in each direction. Curbs would also help the parks department control parking along Goodman. Through the changes on Goodman, our goal is that the total amount of paved surface in this area would balance out.

Jeff M.- the city would like a connection along Goodman to the North to connect to the neighborhood to the north of Highland Park

Highland

At St. John's home the existing on-street parking might be removed through St. John's plans for a new parking configuration.

The intersection of Highland and Goodman should have the timing of the signal lights changed to accommodate bicycle traffic. Approaching the intersection from the south, route users should cross to the west first, then cross to the north.

Kristin B.- We should propose a sidewalk from the Highland Goodman intersection to the east and connect to recently constructed sidewalks in that direction. The sidewalk currently just ends at the intersection. The group present expressed agreement with showing the sidewalk connections on the plan.

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Robinson

In the traffic report, Dave Tuttle is suggesting changing Robinson from it's current twenty-four foot width with two direction traffic flow to a one way. The one-way traffic direction would be chosen later if we decide that it is a good idea. The trail would be on the street going with traffic on one side of the street and a contr-flow lane would accommodate bicycle traffic going the other direction.

The group did not express much support for the one-way traffic idea. The committee felt that any change to this road was probably unnecessary given the low traffic volumes and the setting. Dave R. said curb widening to accommodate parking in particular areas (similar to the Genesee Valley Park entrance road) would probably not be received well by the County Parks advisory people or the historic park preservationists.

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.

Douglas C. McCord, ASLA

Distribution: All Present, Charles Runyon, Sarada George, Jerry LaVigne (Town of Brighton), Mary Wells, Tom Low (Town of Brighton), Nancy Hilliard (City of Rochester, Division of Cemeteries), David Fader, Roger Janezic, Sara Rubin, Paul Tankel (University of Rochester), Steven Salatino, (Elwanger/Barry Neighborhood Assoc).

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