



PUBLIC WORKS COMMITTEE MEETING

SEPTEMBER 6 - 9:00 A.M.

BRIGHTON TOWN HALL AUDITORIUM

DRAFT AGENDA

MEETING CALLED TO ORDER:

APPROVE MINUTES:

PUBLIC REVIEW OPEN FORUM:

OLD BUSINESS

- MATTER RE: EV Charging Stations, Grant Application
- MATTER RE: Update – Elmwood Ave. Road Diet Request
- MATTER RE: Elmwood Ave. Sidewalk – Update
- MATTER RE: Farmers Market Bid Advertisement
- MATTER RE: Trailer Mounted Bucket Truck Bid

NEW BUSINESS

- MATTER RE: 59 Hampshire
- MATTER RE: Schilling Lane Cul-de-sac “No Parking”
- MATTER RE: Currewood Circle “No Parking”
- MATTER RE: Westfall Road Sidewalk between Edgewood and Roosevelt Rd.
- MATTER RE: Lane restrictions and controlled left turn signals on Allens Creek/Westfall onto Monroe Ave
- MATTER RE: Pedestrian Signals at all marked crossings at Allens Creek/Westfall and Monroe Ave
- MATTER RE: Pedestrian Signals at all marked crossings at Edgewood/Meadow Intersection and Monroe Ave.
- MATTER RE: Pedestrian signal at Brooklawn, Torrington at Monroe Ave

TREES None

MEETING ADJOURNED:

NEXT COMMITTEE MEETING:

October 4, 2022 at 9:00 A.M



Public Works Department

Mike Guyon, P.E.
Commissioner of Public
Works

August 29, 2022

Thomas Frys
Monroe County Department of Transportation
6100 City Place
50 W. Main Street
Rochester, NY 14614

Re: Elmwood Avenue Road Diet

Dear Mr. Frys:

The Town of Brighton is requesting that the MCDOT conduct a road diet along the entire 4 lane length of Elmwood Avenue in the Town of Brighton, from the western Town Line to just east of Monroe Avenue when this section of roadway is resurfaced in 2023. According to the Federal Highway Administration (FHWA), the benefits of road diets are numerous and include an average reduction in overall crash rates of 30%, safety improvements for pedestrians and shorter crossing distances, ability to add bicycle lanes, a reduction in speeding, and an improvement in emergency response times. Additionally, due to the configuration of Elmwood Avenue, portions of the sidewalks along the length of this roadway are directly adjacent to the outer motor vehicle travel lanes. A road diet would greatly improve the pedestrian environment by moving the main travel lanes six to seven feet away from the curb and sidewalk. The FHWA recommends that 4-5 lane roadways under 15,000 ADT, and even some roadways up to 25,000 ADT, are candidates for a road diet. According to the most recent traffic count calculation (2019) available through the NYSDOT Traffic Data Viewer, this section of Elmwood Avenue carried 9,437 ADT, well within the constraints of a feasible road diet. Certain other factors further enhance a roadway's suitability for a road diet, many of which are additionally met by Elmwood Avenue. These include status as a main street through the Town, importance to bicycle connectivity (namely 12 Corners/Central Brighton to the University of Rochester, URM, College Town, Lehigh Valley Trail and RIT), safety issues and crashes along the corridor, and the operation of public transit along the corridor. Elmwood Avenue is also a part of NYS Bicycle Route 5, making bicycle lanes a logical addition.

Monroe County is currently in the process of producing its active transportation plan, and bike lanes on Elmwood is one of the most common notes on the online public input map. Eleven comments have addressed the issue and these have received more than 80 'likes' on the platform. Additionally, the Town of Brighton is conducting a similar public input process for the Town's Climate Action Plan and has received a number of comments concerning making Elmwood Avenue more bicycle and pedestrian friendly by reducing automobile travel lanes and adding bicycle lanes. Local organizations such as



Reconnect Rochester have also approached the Town to voice their constituents' support for a road diet.

Elmwood Avenue has a typical cross section of 44 feet curb-to-curb and 55 feet at major intersections, which provides ample space for two motor vehicle travel lanes with a center turn lane, plus bicycle lanes on each side that carry through intersections. According to National Association of City Transportation Officials (NACTO) guidance, 44 feet is also wide enough to provide buffered or protected bicycle lanes in both directions with a two-foot-wide buffer strip. Compared with non-separated conventional bicycle lanes, these lane types provide greater separation between motor vehicles and bicycles, appeal to a wider cross-section of bicycle users, and may reduce bicycle-motor vehicle conflicts and crashes. They also provide pedestrian refuge to further decrease crossing distances.




















The Town of Brighton strongly supports the improvement of roadway safety and Complete Streets design that improves the accessibility of public rights-of-way to all roadway users including bicyclists, pedestrians, motor vehicles, and transit users. The Town feels that a 4-to-3 lane conversion with bicycle lanes is the best way to achieve these goals on Elmwood Avenue and requests that this alignment be considered for the resurfacing.

Sincerely,

Michael E. Guyon
Town of Brighton

Elmwood Avenue Sidewalk Improvements
Town of Brighton
Monroe County

[illegible]

Project: Schedule 8-29-22 Date: Mon 8/29/22	Task		Inactive Summary		External Tasks	
	Split		Manual Task		External Milestone	
	Milestone		Duration-only		Deadline	
	Summary		Manual Summary Rollup		Progress	
	Project Summary		Manual Summary		Manual Progress	
	Inactive Task		Start-only			
	Inactive Milestone		Finish-only			



Building and Planning Department

Commissioner of Public Works – Michael Guyon, P.E.

Edward Shero
Building Inspector

July 27, 2022

Mr. Michael Guyon, Public Works Commissioner
Town of Brighton
2300 Elmwood Ave.
Rochester, New York 14618

Re: 59 Hampshire Dr.
Condition Assessment

Dear Commissioner Guyon,

I conducted a site visit of the home at the above referenced address on July 27th, 2022 to assess the condition of the structure. The home has been vacant and neglected for many years. Because of this neglect the home has been damaged by the weather and external elements. This assessment was limited to the exterior of the building.

The following report summarizes my observations:

The site visit revealed that the home has been vacant and unoccupied for a number of years. It was not possible to access the home and assess any interior damage. The home in its current dilapidated condition is unsafe to the general public and is unfit for the purpose for which it may lawfully be used. The following pictures document the condition of the home with attached garage at 59 Hampshire Dr.

Photo 1 rear of 59 Hampshire Dr.



Photo's 1 and 2 illustrates a deteriorated and dilapidated roof with rodent infestation. There is a hole near the plumbing vent letting rain and snow in. Rodents have gotten inside the attic and removed chunks of fiberglass insulation. You can see the insulation on the ground in photo 2.

Photo 2 rear of 59 Hampshire Dr.



Photo 3 inside of garage at 59 Hampshire Dr.



Photo 3 is taken thru the windows of the garage door. The garage is full of garbage and trash bags which appear to have been stored for years.

Photo 4 breezeway connecting house and garage at 59 Hampshire Dr.



Photo 4 show more trash and debris stored in the breezeway connecting the house to the garage. The picture is a bit unclear because it's taken thru a screen door.

Photo's 5 & 6 show large amounts of peeling and flaking paint. Bare wood can be seen in many locations.

Photo 5 is the rear of the attached garage at 59 Hampshire Dr.



Photo 6 shows the rear wall of the house at 59 Hampshire Dr.



Chapter 51 of the Code of the Town of Brighton states, “Unsafe buildings or structures pose a threat to life and property. Buildings and structures may become unsafe by reason of damage by fire, the elements, age or general deterioration. Vacant buildings or structures not properly secured also serve as an attractive nuisance for young children who may be injured therein, as well as a point of congregation by vagrants and transients.” The documentation presented previously demonstrates that the house and garage at 59 Hampshire Dr. are unsafe structures in accordance with Chapter 51 of the Code of the Town of Brighton.

After conducting this site investigation it is my opinion that the house and garage at 59 Hampshire Dr. are unsafe to the general public, have become rodent infested and are unfit for the purposes for which they may be lawfully used. The property is vacant and abandoned which presents the possibility of congregation by vagrants and transients. It is my recommendation as the Building Inspector that the house and garage at 59 Hampshire Dr. are unsafe buildings and should be demolished to insure the health, safety and welfare of the general public.

Sincerely,

Edward Shero, Building Inspector



Mike Guyon <mike.guyon@townofbrighton.org>

No Parking Sign Request

1 message

Michele Denber <mdenber@gmx.com>
To: mike.guyon@townofbrighton.org

Fri, Aug 19, 2022 at 1:05 PM

I am writing to request that the town install a "No Parking" sign on Currewood Circle. Over the years we have been seeing increasing problems caused by large vehicles parking on the circle. Because the roadway is narrower than the average residential street in Brighton and because of its narrow radius curve, parking on the circle often blocks off access to traffic there.

For example, one day last fall, contractors working on no. 11 Currewood Cir. had parked large trucks on the circle resulting in the inability of the garbage truck to get through. (This truck was not simply making a drop-off. It was parked there for over four hours.)



As a result, we got skipped for waste collection that day. Also, a UPS truck was unable to get through resulting in a late delivery. Two days ago, other contractors at the same address parked a large dump truck on the circle that prevented a town yard debris collection truck from getting through.

This also means that emergency vehicles would also be unable to get through. Here is an example from right now:



This truck (also working at [no. 11 Currewood](#)) is blocking half the roadway. It would be impossible for an ambulance or fire truck to get past it. It also makes it difficult for me to back out of my own driveway.

Constant parking on the circle also damages the grass there, leaving bare dirt and ruts behind which the town then has to come out and repair:



It is also hazardous to pedestrians when parked cars block the roadway. They don't leave enough room to cross safely.

There is plenty of space to park along the straight feeder section of Currewood Circle, or right around the corner on Hollyvale Dr. or right in the driveway of no 11. Repeated requests to these people not to park on the circle have gone nowhere. Repeated calls to 911 to get the Brighton Police to ask them to move have been ignored.

Because of the ongoing situation and the public safety hazards and environmental damage being caused, I respectfully request that the town put up a "No Parking" sign on the circle. There is precedent for special signage on the circle. Many years ago a sign reading "SLOW DOWN" was added to the speed limit sign on the circle after just one person complained.

Your attention to this important matter would be appreciated. Thank you.

- Michele Denber
[29 Currewood Cir.](#)
Rochester, NY 14618