

Steering Committee Meeting Minutes

Date:	December 9, 2014	Time:	7:00 PM
Project Name:	Village of Perry Streetscaping	Project No.:	
Location:	Village Hall, Village of Perry	Scribe:	Paul Presutti
Subject:	Steering Committee Meeting #3		

Attendees:

Rick Hauser
Anita Billings
Terry Murphy
Steve Beauvais
Sarah Billings
Sam Gullo
Sandy Schneible
John Wheeler
Dana Grover
Todd Gadd
Annette Marchesseault
Paul Presutti

Representing:

Village of Perry
Village of Perry Board
Village of Perry Administrator
NYSDOT Region 4
Business Owner
Business Owner
Perry Main Street Association
Business Owner
Village Planning Board
Wyoming County
Trowbridge Wolf Michaels
Erdman Anthony

Phone/Fax Number:

rick@insitearch.com
anita@thehitw.com
tmurphy@villageofperry.com
Steve.beauvais@dot.ny.gov
sarah@slbsalonboutique.com
sgullo@familyfurnitureperry.com
sandy@littlehive.com
johnwheeler@bankofcastile.com
Dana@groverbates.com
tgadd@wyomingco.net
arm@twm.la
presuttipj@erdmananthony.com

Steering committee meeting #3 was held to discuss the streetscape project. The following issues were discussed:

1. Overall, the public information meeting was a success. The community was given the opportunity to ask questions about the project and see and hear alternatives that are being proposed. They were also given the opportunity to identify preferences on lighting fixtures and sidewalk alternatives.
2. The public generally liked the planted islands, bump outs, and sidewalk layout. There wasn't significant opposition to the ideas presented.
3. It was initially anticipated that the Draft Design Report would be submitted soon after the public information meeting. Based on preliminary comments from the NYSDOT and the State Historic Preservation Office (SHPO), the design team needs to resolve some issues with SHPO before proceeding with submission of the Design Report.
4. The Design Team conducted a conference call with the SHPO to discuss the project. Ultimately, they will make the determination whether or not the project will have a significant impact. They made the following observations:
 - a. The SHPO reviewer observed that vertical elements (trees) in the center of the street would substantially impact the historic spatial relationships of the street. She feels it is important to maintain the open spatial character in the middle of the village. However, she did indicate that trees in medians at either end of the downtown district could be appropriate. She also indicated that medians with low plantings could be appropriate in the center of the downtown area.

- b. SHPO likes the idea of reinstalling the historic watering troughs as gateway elements at either end of the downtown.
 - c. The SHPO reviewer indicated that she would find several styles of light fixtures acceptable. She is concerned that the poles not be too tall, and not deviate too far from the height and density of light fixtures shown in a 1929 image of Downtown Perry. She asked the design team to compare 15' high lights with 20' high lights, to better understand how each scenario affects the spatial character of the street.
 - d. They also would like to maintain a 100' spacing between the lights. (NOTE: Paul, my take was that Elizabeth Martin actually wanted the lights spaced more closely to recapture the "stubby" dense spacing in that 1929 image.
5. Based on SHPO's recommendation, an alternative was presented to the group showing the north and south islands with trees and the other islands having lower level plantings. The idea of pavers instead of low level plantings was discussed, but that is not preferred by the committee. Landscaping in the islands should be as low maintenance as possible, as accessing the islands may be difficult.
 6. The Design Team looked at several lighting options to achieve appropriate lighting levels for the roadway using decorative lights. While the lower lights are preferred from an aesthetic perspective, taller lights are much more effective in lighting the road. It does appear however, that there is a design using lower fixtures that will work.
 7. A 1929 photo of downtown Perry shows an acorn style light spaced approximately 100' apart and 15' tall. Based on this photo, the design team will present this option as well as two other styles to the steering committee for their consideration. The team will use this recommendation to present the project, including the lighting, to SHPO. Hopefully, SHPO will give their preliminary approval and we can submit the design report.
 8. The Village would prefer LED lights based on the energy savings. LED lights do not produce as much light and are more expensive. However, the long term energy savings may be worth the extra cost now. In addition, there may be incentive programs available. A detailed analysis for LED vs. other lighting options will be studied during final design, as it doesn't make too much sense to go too far until we gain approval from SHPO.
 9. Even though there has been a slight delay because of the SHPO coordination, we do not expect any issues with the schedule. We should still be able to meet the required dates without an issue.
 10. After completing some bicycle lane research, the design team found there shouldn't be a safety concern having bicyclists going from shared use lanes outside the project limits to a 5' wide bike lane from Gardeau to Dolbeer Streets. Based on comments from the steering committee, community and bicycle lane research, the island and lane widths at the north end of the project were modified to provide a 14' wide shared use lane. This will also help with the large vehicles that use Main Street.
 11. The design team should coordinate with the Village DPW regarding the potential relocation of existing fire hydrants in the sidewalk.

12. There are no significant changes to the construction cost estimate at this time. Currently, the estimate is approximately 10% over the funding available, however there is a 30% contingency. As the design evolves, estimates will be presented to the steering committee and priorities will be discussed as necessary.
13. The design team should submit the environmental checklist to the NYSDOT as soon as possible. Of particular concern is the number of 3" or larger diameter trees that will be removed as part of the project. At this point, no tree removals are anticipated.
14. There may be an issue with the proposed islands and the way the snow plows need to maneuver around Page Circle. Typically, a 10 wheeled garbage truck or 6 wheel plow truck are used. The island should be modified to account for this.
15. A curb ramp should be shown on the south side of Dolbeer Street.
16. In the past, the Village looked into a mid-block crossing in the vicinity of the Farmer's Market. This may be difficult due to the loss in parking. The design team will develop a preliminary alternative for consideration.
17. The committee is concerned about how the pavement cuts would look once the project is done. There are already some locations where there are patches. At this point, the earliest time for a pavement resurfacing is 2018, which wouldn't be too long after the project is done in Fall 2016.
18. The design team will coordinate with the DPW to determine water shut-off locations as well as other utility conflicts that may occur with the proposed drainage, sidewalk and curb work.



Paul Presutti
Erdman Anthony