



CITY OF WATERTOWN
ENGINEERING DEPARTMENT
MEMORANDUM

DATE: 26 May 2015

TO: Planning Board Members

FROM: Justin Wood, City Engineer

SUBJECT: Proposed Marshall Place and Jackson Street Decommissioning

At the direction of City Council at the April 6, 2015 meeting, the Engineering Department evaluated two traffic concerns on Marshall Place, expressed by the Northern Regional Center for Independent Living (NRCIL), via letter dated March 30, 2015.

The traffic concerns relate to:

1. Vehicle speed on Marshall Place, at the rear of 302 and 210 Court Street.
(The recommended course of action requires Planning Board referral)
2. The lack of passable sidewalk along Marshall Place, between 210 and 170 Court Street, allowing patrons to access the rear of the building from Court Street.
(The recommended course of action is in development, but does not necessitate Planning Board referral)

For Concern #1 – Vehicle Speed:

Marshall Place currently functions as a street, but is truly a parking lot drive lane similar to the big box retail storefronts. The proximity of the travel way, relative to the building's exit, is only five feet, which provides little reaction time for pedestrians, and increases the perception of speeding. Although it is not uncommon to have sidewalk abutting the travel way, it is less common to have a major entrance/exit of a commercial building directing pedestrians across a parking lot with vehicles traveling at higher speeds. The Police Department conducted speed counts for 6 days, between March 26th and March 31st of 2015, and confirmed an average speed slightly under 20 mph, but peak speeds as high as 26 mph. By decommissioning Marshall Place as an official City Street, we can post a 10 mph speed limit (below the minimum statutory speed limit of 30 mph for a street), and employ traffic calming measures, such as speed bumps, to reduce the speed of vehicles traveling along Marshall Place. The remaining portion of Jackson Street, which was not restricted to pedestrian only traffic by Council Resolution on June 7, 1971, should also be decommissioned along with Marshall Place.

The recommended course of action will help reduce vehicle speeds, and alleviate concerns expressed by NRCIL without undertaking significant infrastructure improvements and cost. City Council concurred with this approach, and at the May 18, 2015 Council meeting, directed staff to take formal action to decommission both Marshall Place and Jackson Street.

The process to decommission a City street follows General City Law (GCL) Section 29, and requires the proposed change to be referred to the Planning Board for a report, and that a public hearing be held. The purpose of this memorandum is to explain the context of the proposed decommissioning so the Planning Board can make an informed recommendation to City Council. The City Council will then evaluate the Board's recommendation, hold the Public Hearing, tentatively set for June 15, 2015, and take formal action to change the status of Marshall Place and Jackson Street.

Cc:

Ken Mix, Planning & Community Development Coordinator

Brian Drake, Civil Engineer II

File

At the call of the chair, a vote was taken on the foregoing ordinance and carried with all voting yea.

OLD BUSINESS

The Ordinance “Changing the Approved Zoning Classification of 535 Olive Street, Parcel 6-04-103, from Residence B to Commercial”. *(Introduced on April 20, 2015; appears in its entirety in the 2015 Minutes Book on page 10 of the 4/20/2015 minutes).*

At the call of the chair, a vote was taken on the foregoing ordinance and defeated with all voting nay.

STAFF REPORTS

Marshall Place – Traffic Concerns

Mayor Graham said staff is recommending this street be decommissioned.

Mr. Wood replied this is the most straightforward option at this point in order to address the concerns. He explained that speeding is not necessarily the issue because it is more the speed of the vehicle in relation to the proximity of the sidewalk. He said the Police Department recorded the average speed as below 20 miles per hour but since the entrance to the building is five feet from the street it appears much faster. Once the street is decommissioned, he indicated a speed limit can be set and speed bumps installed.

Council concurred to decommission Marshall Place as well as Jackson Street.

NEW BUSINESS

Steve Weed Productions

Council Member Butler said he voted no to the above Resolution No 2 so staff can reexamine the need for live streaming.

Council Member Macaluso agreed this is not a rejection of Mr. Weed because he has done a good job.

Palmer Street

Mayor Graham asked the City Attorney to proceed with obtaining the properties needed for this project.

Council Member Butler said he received a call from a constituent regarding the potholes on that street and asked if they could be repaired.

Petitions from Moulton Street Residents against the Dog Park

Mayor Graham mentioned he is happy to visit these people and listen to their concerns. He said this can be arranged through the Confidential Secretary to the City Manager.



CITY OF WATERTOWN
ENGINEERING DEPARTMENT
MEMORANDUM

DATE: 12 May 2015

TO: Sharon Addison, City Manager

FROM: Justin Wood, City Engineer

SUBJECT: Marshall Place – Traffic Concerns

At the direction of City Council at the April 6, 2015 meeting, the Engineering Department evaluated two traffic concerns on Marshall Place, expressed by the Northern Regional Center for Independent Living (NRCIL), via letter dated March 30, 2015.

The traffic concerns relate to:

1. Vehicle speed on Marshall Place, at the rear of 302 and 210 Court Street.
2. The lack of passable sidewalk along Marshall Place, between 210 and 170 Court Street, allowing patrons to access the rear of the building from Court Street.

The attached memo provided by Civil Engineer II, Brian Drake, details the concerns and recommended course of action to resolve them.

For Concern #1 – Vehicle Speed:

Marshall Place currently functions as a street, but is truly a parking lot drive lane similar to retail store fronts. The proximity of the travel way, relative to the building's exit, is only five feet, which provides little reaction time for pedestrians, and increases the perception of speeding. Although it is not uncommon to have sidewalk abutting the travel way, it is less common to have a major entrance/exit of a commercial building directing pedestrians across a parking lot with vehicles traveling at higher speeds. The Police Department conducted speed counts for 6 days, between March 26th and March 31st of 2015, and confirmed an average speed slightly under 20 mph, but peak speeds as high as 26 mph. By decommissioning Marshall Place as an official City Street, we can post a 10 mph speed limit (below the minimum statutory speed limit of 30 mph for a street), and employ traffic calming measures, such as speed bumps, to reduce the speed of vehicles traveling along Marshall Place. The remaining portion of Jackson Street, which was not restricted to pedestrian only traffic by Council Resolution on June 7, 1971, should also be decommissioned along with Marshall Place.

The recommended change will help reduce vehicle speeds, and alleviate concerns expressed by NRCIL without undertaking significant infrastructure improvements and cost. It should be noted, however, that decommissioning Marshall Place will remove it from our street inventory and therefore no longer allow CHIPS funding to be used when making improvements to it.

Concern #2 – Sidewalk Access:

The existing sidewalk along the south east end of 210 Court St (the Liberty Building), is only four feet wide and contains lightpoles and other obstructions which restrict its use. Pedestrians entering the Marshall Place entrance closest to Public Square, must walk in the street to access the rear of 210 Court St. Since the corridor is constrained by two buildings on either side, the sidewalk would have to be widened by four to five feet in order to be functional, which would reduce the pavement width, and require storm sewer modifications. If Council desires to pursue this solution, further design would have to be performed in order to determine the true impact and cost, but it would certainly remedy the concerns expressed by NRCIL.

In summary; long range needs and improvements to Marshall Place and the associated City parking lot should be identified and planned. The parking lot layout, traffic patterns, pedestrian paths, and other deficiencies which may be identified, could be addressed in future capital plans. There are options to mitigate the two concerns currently presented by NRCIL, and should City Council decide to pursue them, the Engineering Department will take the appropriate steps to do so.

Cc:

Eugene Hayes, Superintendent of Public Works

Charles Donoghue, Police Chief

Ken Mix, Planning & Community Development Coordinator

Brian Drake, Civil Engineer II

File



CITY OF WATERTOWN
ENGINEERING DEPARTMENT
MEMORANDUM

DATE: May 4, 2015

TO: Justin Wood, P.E., City Engineer

FROM: Brian Drake, P.E., Civil Engineer II

SUBJECT: Marshall Place – Traffic Calming

Marshall Place is a City Street with a 30 mph speed limit. On April 22nd, I visited the site to investigate a reported traffic concern at Marshall Place, on the north side of the building that currently houses the Northern Regional Center for Independent Living (NRCIL). Also on April 22nd, I attended a meeting with DPW and the Planning Department to discuss potential upgrades to the area.

Concern #1: The initial concern appears to be the speed of the traffic in the vicinity of the entrance to NRCIL. Because the sidewalk on the north side of the NRCIL building is against the building, there is only approximately 5 feet of sidewalk existing between the building and the City Street. In addition, once the JB Wise Connector Road was constructed, vehicles appear to be using Marshall Place as a shortcut to JB Wise, Black River Parkway, and onto Factory Street. The NYS Vehicle and Traffic Law states that the City cannot designate a City Street for a speed of less than 30 MPH.

Proposed Solution: After discussion with staff, it was decided that decommissioning Marshall Place as a City Street, making Marshall Place an entrance to the City owned parking would allow the City to post a lower speed limit, and the City Police Department to issue citations for speeding in the area. Once Marshall Place is abandoned, additional traffic calming measures could be utilized, including raised speed tables, seasonal installation of speed bumps, and/or additional crosswalk installations and signage. The City would lose the ability to use CHIPS funding for future improvements to Marshall Place.

Alternate Solution: An alternative to abandoning the City Street would include installing a curbed island “bumpout” at the main entrance to NRCIL. The bumpout would serve as a traffic calming device along the building front, as well as provide a means to improve the safety of pedestrians exiting the NRCIL building. CHIPS funding could be used to install upgrades to the sidewalk and curbing along the City Street. The ±28 feet wide City Street would be necked down to ±20 feet at the entrance to NRCIL. ADA requirements would be reviewed and curb ramps would be added/upgraded if required. A crosswalk could be installed to direct pedestrians from the NRCIL building to the accessible parking spaces to the north. Stormwater infrastructure in the vicinity may need to be relocated.

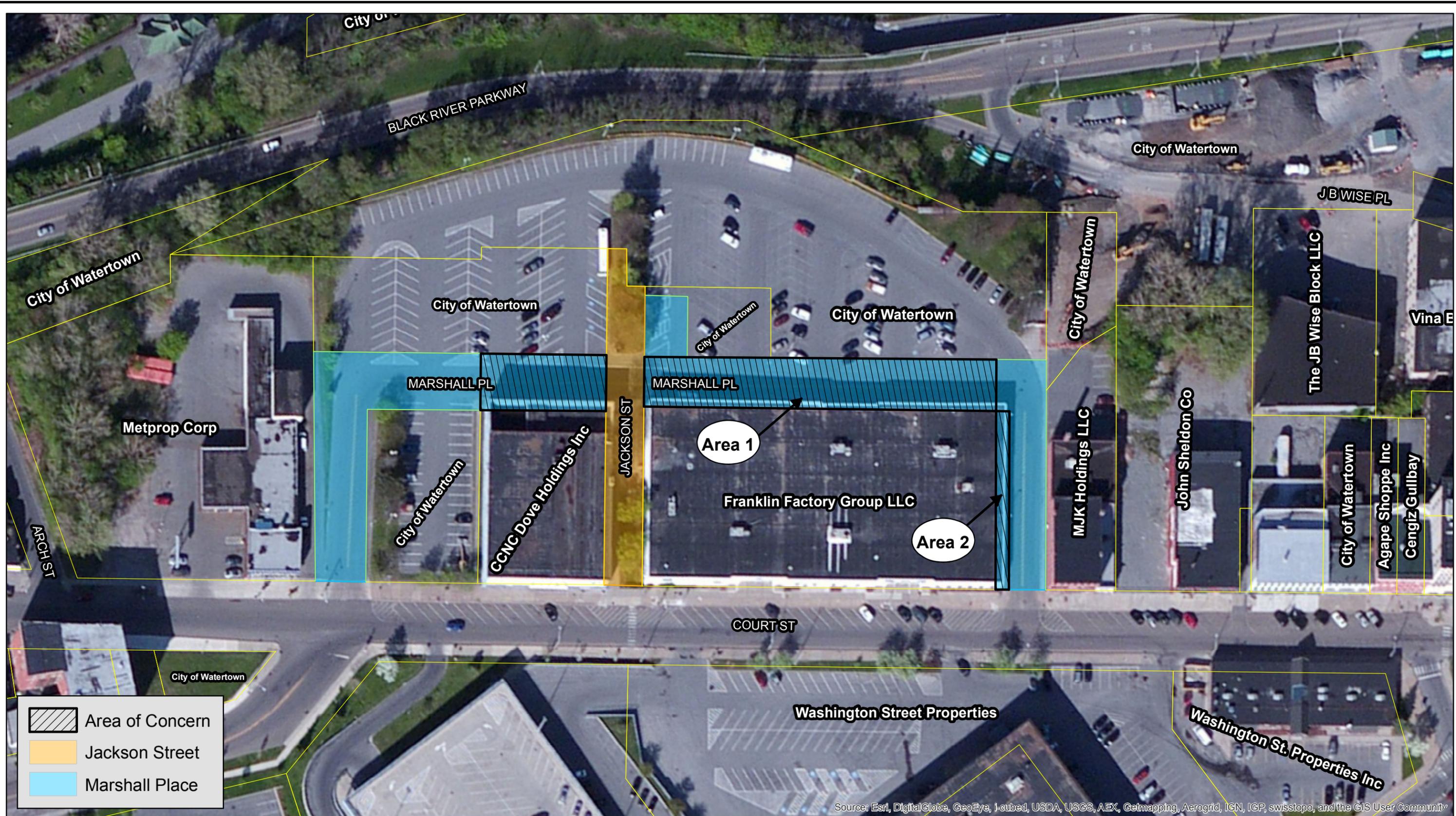
Concern #2: A second concern that was presented involved improving pedestrian access along the east side of the building. There is currently sidewalk on either side of the street on the east side of the building; however lightpoles and signage are installed within the sidewalks, forcing pedestrians to walk in the street on this side of the building.

Potential Solution: As part of a master planning project, the west sidewalk could be widened approximately four feet to allow for the sidewalk to meet accessibility guidelines. There is drainage infrastructure that would need to be relocated to widen the sidewalk. The 30-foot wide street would become approximately 26 feet wide. The typical City Street is 28 feet wide. Stormwater infrastructure in the vicinity may need to be relocated. Consideration to making this section of Marshall Place a one-way street exiting to Court Street will be given due to the reduced street width.

Future Upgrades: In addition to the above proposed projects, the site should be looked at for the possibility of developing a master redevelopment plan for the Marshall Place parking lot. The design of the intersections would be upgraded and the entire layout of the parking lot would be reviewed and upgraded if required.

Next steps would include the Engineering Department gathering site survey data of the area, developing a design and preparing cost estimates for the first phase of the project.

Enc.



Revision:	Description of Revision:	Date:	By:

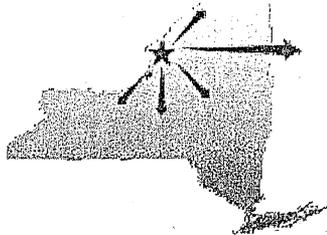
Project:	
Title:	Marshall Place

CITY OF WATERTOWN, NEW YORK
GIS DEPARTMENT
 ROOM 305B, MUNICIPAL BUILDING
 245 WASHINGTON STREET
 WATERTOWN, NEW YORK 13601
 TEL: (315) 785-7793



Project:	
Requested By:	Engineering
Drawn By:	
Date:	5/8/2015
Scale:	1 inch = 80 feet
Title:	Marshall Place

Marshall Place

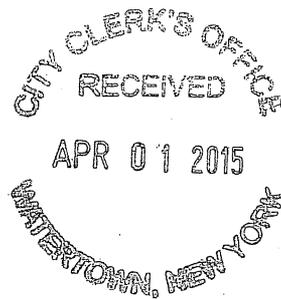


Northern Regional Center for Independent Living

210 Court Street · Suite 107
Watertown, New York 13601
315-785-8703 (V) * 315-785-8704 (TTY) * 315-785-8612 (Fax)

7632 North State Street
Lowville, New York 13367
315-376-8696 (V/TTY)
315-376-3404 (Fax)

3979 Cherry Street
PO Box 515
Lyons Falls, NY 13368
315-513-4017 (Voice)
315-513-4021 (Fax)



March 30, 2015

To: Ann Saunders, Clerk
City of Watertown
245 Washington St.
Watertown, NY 13601

For: Watertown City Council
Mayor Graham and Council Members: Burns, Butler, Jennings and Macaluso.

RE: The safety of pedestrians and the need for vehicles to go much slower along Marshall Place (or be diverted) in the City of Watertown, New York.

This is an urgent request for the City's leadership to address a safety concern on Marshall Place. This city street's route is located just a few feet from entrances/exits where numerous pedestrians travel in and out of the rear of 210 Court Street.

Among the pedestrians are children, veterans and people with disabilities. Some are blind or visually impaired and some people use wheelchairs or other devices to go in and out of the building.

The reaction (to traffic) time is short for a person exiting the building here at 210 Court Street. This is because the exit doors are just a few feet from Marshall Place. Many of the people who have signed the petition we are enclosing have said they think that 10mph is the appropriate speed limit – not the current 30mph.

A related hazard is that some vehicles will weave around other vehicles that park in the street (Marshall Place) for business loading and unloading.

An additional concern is that the sidewalk along the east end of 210 Court Street is not accessible, because it has sign posts and light posts embedded in it. This can have the effect of leading people who use mobility devices to use the city street segment located between 210 and

170 Court Street. As a result, people may face traffic as they approach the rear (north) of 210 Court Street.

On behalf of all those who have signed the attached petition, I thank you for your thoughtful and expedient attention to this matter.

Please feel free to call me at (315) 785-8703.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Curtis', with a long horizontal flourish extending to the right.

Mark Curtis

Americans with Disabilities Act Advocate

PETITION

Parking Lot Safety behind 210 Court Street

PETITION SUMMARY: We have been experiencing problems in the city parking lot behind 210 Court Street Watertown N.Y. 13601. There is a general concern for the safety of the people who come in and out of the building as well as the workers.

ACTION PETITIONED FOR: We the concerned citizens urge our leaders to act now and lower the speed limit along Marshall Place for the safety of the public.

DATE	NAME	SIGNATURE	ADDRESS	COMMENTS
3/13/15	Kathy Goma	Kathy Goma	210 Court St. #107 Watertown, NY 13601	A cross walk + speed limit would help.
3/13/15	Mark Curtis	Mark Curtis	210 Court St. #107 Watertown, NY 13601	Please Consider Signage For 10-15 MPH. speed bumps w/ be excellent
3/13/15	Aileen Martin	Aileen Martin	WORK ADDRESS 210 COURT ST WATERTOWN, NY 13601	sign to slow cars down would be helpful!
3/13/15	Nicole Gaines	Nicole Gaines	210 Court St #107 Watertown, NY 13601	speed bumps!
3/13/15	Charmaire Gaines	Charmaire Gaines	210 Ct. St. Watertown, NY 13601	Speed is way too fast.
3/13/15	Marianne Dicob	Marianne Dicob	210 Court St. Watertown, NY 13601	Very dangerous crossing. Cars travelling fast.
3/13/15	Ruth Church	Ruth Church	210 Court St Suite 107 Watertown, NY 13601	always too fast-
3/13/15	Lorraine Hre	Lorraine Hre	210 Court St Suite 107 Watertown, NY	Speed Bumps
3/13/15	Ethelma Smith	Ethelma Smith	3024 D Root Rd. Charmont, N.Y.	Speed Bumps
3/13/15	Lucy Smith	Lucy Smith	3024 Root Rd Charmont	Speed Bumps.
3/13/15	Kara Smith	Kara Smith	210 Court St Watertown	Speed Bumps

PETITION

Parking Lot Safety behind 210 Court Street

PETITION SUMMARY: We have been experiencing problems in the city parking lot behind 210 Court Street Watertown N.Y. 13601. There is a general concern for the safety of the people who come in and out of the building as well as the workers.

ACTION PETITIONED FOR: We the concerned citizens urge our leaders to act now and lower the speed limit along Marshall Place for the safety of the public.

DATE	NAME	SIGNATURE	ADDRESS	COMMENTS
3/13/15	Angel Durham	Angelica Durham	210 COURT ST SUITE 107 WATER TOWN NY 13601	Speed Bumps! posted speed limit.
3-13-15	Joseph TK	Joseph Z...	210 Washington WATER TOWN NY	speed posted
3-13-15	DAVID Holman	David Holman	LeLeL FACTORY ST APT. 24 WATER TOWN 13601	SPEED UNREASONABLE LACK OF PEDESTRIAN SAFETY
3/13/15	Kristie Petrie	Kristie Petrie	651 S. Hamilton St. Watertown NY	Speed Bump
3/13/15	Jennifer Sibley	Jennifer Sibley	210 Court St. Ste 107 Watertown, NY 13601	Speed bump, pedestrian crosswalk, speed zone.
3/13/15	Melissa Dragicevich	Melissa Dragicevich	210 Court St. Watertown NY 13601	Lower speed, legal crosswalk to parking lot, median sign
3/13/15	Amanda Bradbury	Amanda Bradbury	210 Court St. Watertown, NY 13601	Crosswalk and lower speed
3/13	Ron Griffin	Ron Griffin	Fairway Dr Watertown	lower speed and slow signs
3/13	Pat Connor	Pat Connor	Box 6383 Watertown NY	lower speed limits, add signs to "Slow" traffic. People drive too fast since road down to wise lot
3/13	Susan Gonzalez	Susan Gonzalez	210 Court St Suite 107 Watertown NY 13601	Due to many 'curb side' parked cars I almost got hit 2 days ago
3/13	Cassie Freeman	Cassie Freeman	210 Court St Watertown NY 13601	traffic driving that speed limit

PETITION

Parking Lot Safety behind 210 Court Street

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ACTION PETITIONED FOR: We the concerned citizens urge our leaders to act now and lower the speed limit along Marshall Place for the safety of the public.

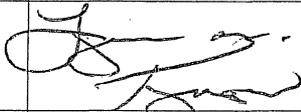
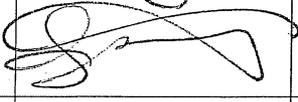
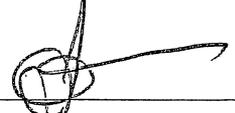
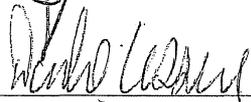
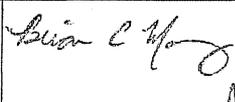
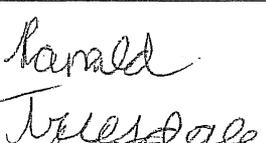
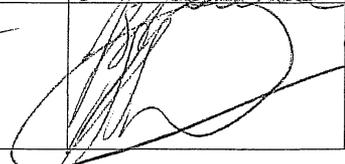
DATE	NAME	SIGNATURE	ADDRESS	COMMENTS
3/13/15	Benjamin Abramwood	<i>Benjamin Abramwood</i>	710 Washington St. Watertown, NY 13601	They need to slow down and reduce speed!
3/13/15	Barbara Arthur	<i>Barbara Arthur</i>	238 Arsenal St Watn 13601	Slow down / Parking in Winter Parking lot
"	Jan Gates	<i>Jan Gates</i>	138B Winslow St Wtn	No need for speed
"	Bryan Lyle	<i>Bryan Lyle</i>	138 Winslow St Wtn	
3/14/15	Wm H Nygard	<i>Wm H Nygard</i>	12528 Road 464 Oerth, NY 13634	mail / delivery trucks create a 'risky' situation when delivering boxes
3/13/15	Michelle Bent	<i>Michelle Bent</i>	27452 Perch Lake Road Watertown NY 13601	
3/13/15	Thomas Matthews	<i>Thomas Matthews</i>	210 Court St Suite 20 Watertown, NY	PASSED twice while driving here
3/13/15	ROBERT MARCELLUS	<i>Robert Marcellus</i>	210 Court St Watertown	YOU GUYS HAVE A GREAT ORGANIZATION
3/15/15	DOUG LEBASSO	<i>Doug Lebasso</i>	PO BOX 535 Alex Ba	"DITTO"
3/13/15	Elizabeth Warden	<i>Elizabeth Warden</i>	615 Graham St Watertown	
3/13/15	BANKS CYNTHIA	<i>Cynthia Banks</i>	210 Court St. Suite 20 WATERTOWN, NY 13602	They drive too fast almost get hit

PETITION

Parking Lot Safety behind 210 Court Street

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ACTION PETITIONED FOR: We the concerned citizens urge our leaders to act now and lower the speed limit along Marshall Place for the safety of the public.

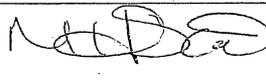
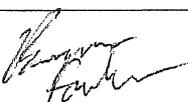
DATE	NAME	SIGNATURE	ADDRESS	COMMENTS
03/13/15	Jynn M. Tynon		241 Goodale St. Watertown NY 13601 Upper	Very Concerned! Speed limit should be lowered for safety!
3/13/15	Jayce Tirado		143 may wood Terr. Watertown NY. 13601	Please slow down! speed bumps should be put in place!
3/13/15	Elain Carr		24189 C.R.H 159 watertown	Speed limit should be reduced
3/13	J Wessner		126 Monroe Ave Watertown, NY	
3-13-15	Ranleve Wessner		126 Monroe Ave. Watertown NY	
3/13/15	MB CONNOR		PO Box 6383 WATER TOWN NY	Slow it down
3/16/15	Brian Morenz		1001 Harrison St Upper Watertown NY, 13601	
3-16-15	Fred WARRADER		11 Public Square Apt. 208 Watertown NY	
3/16/15	Mary Piche		1216 STATE ST Wat. NY 13601	Speed limit sign
3/16/15	Ronald Truesdale		24098 NYS RTE 12 Watertown, N.Y.	Speed limit sign
3/16/15	Joshua Staplin		857 Emerson St. APT 2. Watertown NY	speed Limit Sign more safety for Bikers and boards

PETITION

Parking Lot Safety behind 210 Court Street

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ACTION PETITIONED FOR: We the concerned citizens urge our leaders to act now and lower the speed limit along Marshall Place for the safety of the public.

DATE	NAME	SIGNATURE	ADDRESS	COMMENTS
3/16/15	Katrina	Katrina Watts	46 Public Sq 201 Water town N.Y. 13601	
3/16/15	Tammy	Sammy Hodgdon	1559 CR6 Hammond, NY 13646	
3/16/15	Andrew	Andrew Walsh	1559 CR6 Hammond, NY 13646	
3-16-15	Michelle Hobart		410 NRCIL 210 COURT ST. Watertown NY	Place of employment
3/16/15	Ken Fowler		410 NRCIL 210 COURT ST. Watertown, NY	
3/17	Sue Austin	Luan M. Austin	410 NRCIL 210 Court St. Watertown	
3/17	Lucrezia	Lucrezia Johnson	410 NRCIL 210 COURT ST Watertown	
3/17	Albina	Rennie	NRCIL	speed bumps may help
3/17	Karen	Karen Turner	NRCIL State Street Lowville	
3/17	Patricia O'Donnell	Patricia O'Donnell	NRCIL	
3/17	Scott Scott Dant Dant	Scott Dant	NRCIL	