

Town of Canton
Informational Meeting
Miner Street Drainage and Safety Improvement Project
Monday, November 14, 2022
Minutes

Attendance: See attached sign in sheet.

Toby Irven, Chair of the Complete Street Task Force, explained that the Complete Streets Task Force is a group of volunteer citizens from the Town and Village. The task force was officially recognized in 2016 by resolution from both boards. In January 2022, the Village passed a Complete Streets Law which recognizes the kind of activities this group tries to promote. The task force is an advisory group that tries to develop ideas and concepts that will improve the roads for all users.

In 2016 or 2017 a group of people came together to work with the Town and Village board to develop the Canton Master Trail Plan. The Master Trail Plan involves conceptual diagrams and ideas about how the roads and trails can be improved in Canton.

Bob Washo added when the Miner Street Project was listed as one of the priority projects through the Master Trail Plan. The Town, through the Economic Development Office, applied for a grant through New York State to get funding to address the long-standing drainage issue and was awarded \$276,000 to contribute towards the miles of road to address pedestrian issues. The Town Board decided, along with the pedestrian issue, the underlining drainage issues needed to be addressed as well. The \$276,00 will go toward fixing the drainage issues.

Brooks Washburn, Architect from Potsdam, presented to the community that the assignment was to look at Miner Street Road from the bridge to Taylor Park to make the road wider. There is a lot happening on this road for the way the road was constructed. Other things that are brought into the picture in this type of project are things such as power poles, lighting, drainage, curves, and bumps. The focus this evening is the details of the drainage. 19' of road is not enough for everything that happens on it.

The original request was to make the road wider. The center line of the road stays where it is, and the road widens. There are travel lanes for cars. Shoulders for things that are not driving such as biking and walking. Activities that are encouraged.

Making sure the drainage is in perspective. Drainage is important for the safety of the roads. The water needs to be off the pavement while taking into consideration the climate changes.

The stretch of road was put into segments and studied on how to make the road wider.

1st Step – Power Poles

- National Grid was helpful with this. This was done last year.

2nd Step – Width of the Road

- The step that we are in now.
- Trees that were too close to the road or too big were cut down.
- Worked with the cemetery on embankment, drainage, and trees.
- Old ditches and culverts and making sure the water is running correctly in the ditches
- Pavement structure is not what it should be

Toby added that everything Brooks is discussing is in the existing right of way. Working while trying to adjust and modify things that were done over time to move into a better alignment in the existing right of way. Brooks also added as things change, we have to keep up with it, move with them.

A community member asked: What is the lane width and shoulder width?
Brooks responded 20 feet asphalt and 5 feet for shoulder

Toby Irven added these are not final drawings

Aaron Jarvis, Tisdale Associates with 27 years of civil engineering experience.
Aaron worked on the drainage, culvert, and catch basins issues for this project.

Aaron explained that the first section from the bridge to Taylor Park will be shaping of the ditches on both sides of the road. In front of the cemetery there will be shaping and grading. A little bit of fill on edge of the road. Most of the water naturally flows into the woods.

Around 242-244 Miner Street Road- ditches need grading around existing culverts, adding new structures to collect water. Most of the grading work is on the West side of the road. Cleaning up ditches to create a flow.

Around 258 Miner Street Road – new catch basin, new culvert across the road, shaping and grading to allow things to go to catch basin and fill. All work is in the right of way.

There is a deep ditch near 258 Miner Street Rd where they will be filling in and reshaping the ditch, putting in culverts, catch basin.

Most of the work is on the West side of the road and a little bit of work on the East side. With a few exceptions where the work is in the Town right of way. Homeowners were notified.

A Canton resident asked: Ditches, are they 3-on-1 side slope as well as grading on the side?

Aaron responded that most of them are. The only place that they needed to deviate from that was at the cemetery that was already steeper than 3-on-1.

Jon Rosales. – stated that he thinks the presentation has missed the point. John does not think that any trees should be cut down to make this project go through. John supports the project to

provide a safe avenue for kids to get to Taylor Park and promotes biking.

Jon read a letter that is 13-year-old wrote. The letter was submitted to the clerk. The letter suggested changing the speed limit, widening the road and painting distinguished lines for bike lanes, and signs to yield for bikers and walkers over hills.

Toby added that this is not an "as built" meeting. There is a long way to go to get to the final one. Signage and stripping on the road still need to be considered.

Lori Davis, 286 Miner Street, is not opposed to the project. Lori understands the safety features to Taylor Park. Someone needs to address the traffic on that road. People drive 60-70 mph, especially in the summer. There are a lot of houses that are close to the road. Lori's also concerned that her buffer from the road will be removed. Lori does not want to see the trees cut.

Toby asked the community to work with the group as we move forward as the designs are being made.

Bill Russell, Miner Street Rd, concern is the speed on the road. The road has become a main route. What is the answer to enforce the speed?

Bob Washo added that he would like to see the drainage work get done. Once that is done then we can discuss traffic calming features.

Phil LaMarche, Town of Canton, does support improved pedestrian access to Taylor Park. Agreed speed needs to be addressed.

Toby Irven added that raised crossed walks have modified the speed on Judson Street.

Lori Davis also added that it would be nice to see raised crosswalks like on Judson Steet. Lori would like to see turtle crossing signs.

Tom Woodside, 258 Miner Street Rd, commented that speed is an issue and the last time the road was fixed it increased the speed on the road. There needs to be enforcement out there to enforce the speed limit. Tom stated that the road is not centered, it is offset to the West. Tom suggested one of the ways to address some of the concerns is to delineate the right of way. Tom's biggest concern is the drainage issues, 75% of the water comes to his home.

Jon added that he thinks it is not an enforcement problem. He believes the road design is going to be too big and asked them to think about it differently.

Mark McKenna is in favor of improvement for kids to ride their bikes to Taylor Park and feels it is an under used facility. Mark's concern is drainage. Mark asked the engineers are the drainage calculations accounting for enough offsite from the drainage coming in from the West? Is the culvert design after a 25-year rainstorm event or 50 years? Did you account for any spillage or

overflow in your culvert in a flood situation?

Aaron responded it is doubling in flood capacity. Adding another culvert next to the existing culvert.

Matilda Larson, 25 Judson Street, likes the idea of traffic calming. She would like to see speed limit signs that show how fast you are going and see signage by Taylor Park.

Matilda asked what the anticipated timeline is for this project.

Toby responded that they are hoping to see drainage work done next year and have it sit for a winter. Paving in 2024.

Discussion was had on raised crosswalks and the cost.

Bob Santamoor suggested enforcement cameras.

Mary Ann Ashley asked Highway Superintendent Steven Smith how wide the snowplows are? Steven responded it covers 14 feet straight path.

Mary Ann also asked has there been concerns plowing that road?

Steven said you can't meet a car on that road. You would have to stop.

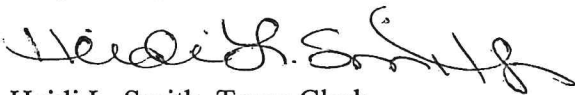
When is the next meeting?

Toby stated there is no meeting scheduled at this time, but it will be announced.

Bob Washo added that there would be an RFP sent out hopefully sometime in January. This will allow for comments and ideas to come in.

No further comments.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Heidi L. Smith". The signature is fluid and cursive, with the first name "Heidi" being more prominent.

Heidi L. Smith, Town Clerk

Sign In

11/14/22

Informational Meeting Miner Street Drainage and Safety Improvement Project

Jen Henry

Tom Graser

Jill & Sandy Russell

Tom Woodside

MARK MUKUNDA

Susan Kirby

Phil LaMarche

John Doren

Leigh Rodriguez

Martina Leiser

Jon Rossles

Aaron Jarvis

John Laillon

Anna Sorensen

Mary Ann Ashley

KARA McLuckie

Bob Wasno

Tim Smith

Leigh

Mike McQuade

Bob Santamar

Steven Smith

Miner Street Improvements write-up

Aaron Rosales <027arosales@ccsdk12.org>
To: Matilda Larson <matilda.larson@gmail.com>

Mon, Nov 14, 2022 at 2:20 PM

Hello. My name is Aaron Rosales, and I have worked at Little Grasse Food Works for two summers. I usually bike from my house out to the farm in the morning at around 8:45 and leave around 1:00 in the afternoon. For the most part, biking to Little Grasse is safe and comfortable; on occasion, a car will pass by me a little too close and too fast for my liking. If I were to change the road for the better I would start by lowering the speed limit closer to the village. Then I would widen the shoulder and paint distinguished lines for bike lanes. Lastly, It would be great if there were signs to yield for bikers and walkers over hills.

Aaron R. B, 25 Judson S.T.

