

## I. Call to Order

Attendance:

- In person: Jon, Noah, Adam, Michelle, Bryn, Kevin, Micayla
- Zoom: Erik M. (WSP), Kevin M. (WSP), Susan G. (Local Motion), Peter

## II. Public Comment

None

## III. Approve Previous Meeting Minutes

August minutes cannot be approved without the attendance of Emily.

## IV. Appoint Secretary

Micayla Schambura was appointed as Secretary.

## V. Lafountain/Dion Street Scoping Study – Draft Alternatives Review

- Recapped lower cost, immediate alternatives (1 and 2) to be implemented prior to utility work
- Discussed long-term alternatives (3 and 4) to be implemented post-utility work
  - Timeline: likely ~ 8-10 years
- Priorities: Traffic calming aspects (safety), public accessibility, and greenery
  - Variability in alternatives includes chokers, mini- roundabouts, tree strips
  - Unanimous favor across commission towards removing centerline in all alternatives for additional greenery/sidewalk space and slowing traffic.
  - Parking on first block for all the alternatives (backed by parking data)
  - Red/dark paint (if used) should only be cheaper alternative for the short-term to help get to the long-term goal. Curbing should replace paint to help squeeze the lanes. paint tends not to control traffic as much as intended.
- To do: Pass MIC proposal slides for review to show at next Public Meeting (date TBA; likely October or early November) for final look through
- *Recap from 8-17-2023*, short term alternatives (1-2):
  - **Alt 1:** 10.5' travel lanes & 5' green-painted shoulders (Lafountain), 11' shared travel lanes, 3' [brick]red-painted shoulders (Dion)
  - Red/darker paint: 'shrinks' the road visually – could slow down drivers (concern of public)
  - **Alt 2:** 11' shared travel lanes, 4.5' red-painted shoulders, chokers for traffic calming (Lafountain), 11' shared travel lanes, 3' red-painted shoulders (Dion)
  - Small traffic circle to replace 4-way stop signage?
- Questions:

- What does short/medium/long term mean in this context?
  - Alt 1 / 2 (pre-utility work) are low cost & to be put in before utility work
  - Alt 3 / 4 (post-utility work) implement after utility project complete
- Can we establish down conditions to Main St to have public get used to?
  - Yes. Parking on LeClair is a debate point, though. There is some use there based off parking inventory data.
- Comments:
  - Commission agrees for center line removal in either Alt 1 or Alt 2 à 10' lanes instead of 11'
    - Less paint
    - Traffic calming
    - Could do planters with extra space à trees might be too much pre-utility
- *New, longer-term alternatives (3-4):*
  - **Alt 3:** 5' sidewalks at existing gaps, 11' shared travel lanes, chokers for traffic calming (Lafountain), 5' sidewalk at existing gaps (west side only, 11' shared travel lanes, 3' red painted shoulders (Dion)
  - **Alt 4:** 6' sidewalk to be installed at existing gaps, 11' shared travel lanes, 4 ft tree/snow storage strip (LaFountain), 6' sidewalk on west side, 11' shared travel lanes, 3' red painted shoulders (Dion)
  - Questions:
    - Can project be extended to Florida Ave?
      - current scope is just class 2 section
    - Do we have an alternative for parking on Dion?
      - No, there's curb to curb 28'. There's currently no parking so alternatives did not include it. It would calm traffic, but may not be heavily utilized and then would not calm traffic.
    - Need to revisit alt 3/4 after Act 47 & zoning changes?
  - Comments:
    - prefer 5' tree strip
    - Key benefits these options: narrower pavement, reduces width of street & makes crossing shorter with perpendicular cross walks (diagonal in Alt 1/2)
    - Try to increase width of sidewalk side to 6' – easier for walkers to pass one another or walk side by side
    - Bring level of traffic down to level 1 or 2 to make more appealing to cyclists
    - Parking is good by Armory and the park, a lot of the parking is single family homes with off street parking, removal is anticipated not to have that big of an impact in accordance with Act 47 housing regulations
      - Prior to housing we'll have reduced parking: what will that mean for the neighborhoods?
      - Parking on south side from main street to LeClair Street
    - In Alt 4: why red paint on Dion? And not chokers?
      - Concern: it has been difficult getting line striping
      - Narrowing the road would be the best alternative to squeeze down

visually.

- Could be a good idea but maybe could only have 3'-4' chokers out of the sidewalk.. it's only 2 blocks

1. Redesignate money spent on red paint to moving curb (lots of maintenance on paint)

- If reconstructing that street, would push that curb in

- Changes: remove centerlines, add a foot to tree strip depending on alt

## VI. City Council Liaison Updates

Bryn:

- First public hearing for Winooski Bridge took place on Tues 9/10.
  - high public interest; most concerns in pedestrian measures and timing of phases
  - sitting on bridge committee
  - Public Bridge Meeting: 45 folks online; over 1 hr of questions
  - recording of meeting is available
    - Questions:
      - Separating bicyclists from pedestrians
      - Electric bike speeds
      - Phase 1 v Phase 2 timeline
      - Incorporates intersection on Burlington Side
      - Most of funding is coming from Federal (~80%), 10% state, 10% split between Winooski and Burlington (still being finalized)
- LOT 7D hotel parking lot breaking soon
- Oct 2<sup>nd</sup> – Proposal Ordinance Changes related to parking and bike parking

## VII. City Staff Liaison Updates

Jon:

- Main St.
  - Bids received in late August – look higher than engineers' estimates (\$18m)
  - Low (\$22m). Still under threshold & working with USDA on loan documentation to wrap up financing work to take to Council for Award.
- Exit 16 work is being wrapped up.

## VIII. Adjourn

- Next two meetings to include budgeting with Finance Committee
- Motion to adjourn (7:58 pm): Michelle
- Moved: Peter
- Second: Adam