

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 2nd – 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