

**Winooski Main Street Revitalization Project Alternatives Presentation
Joint Winooski Planning and Public Works Commission Meeting**

DATE: Wednesday, January 10, 2018
TIME: 6:00PM Open House, 6:30PM Meeting
PLACE: O'Brien Community Center, 32 Malletts Bay Avenue, Winooski
PRESENT: See Final Page

The meeting was called to order at 6:30PM by Michael O'Brien, Chair of the Winooski Planning Commission. Members of the Planning and Public Works Commissions were introduced. Mike explained that the commissions will jointly deliberate and discuss the Main Street project. If the project is to move forward, the Public Works Commission will make a recommendation to the Planning Commission who in turn will make a recommendation to the City Council.

1) Presentation

Mayor Seth Leonard and City Manager Jesse Baker welcomed everyone. Ryan Lambert, DPW Project Manager, introduced Evan Detrick and Michael Willard of VHB. The presentation and meeting video are available at: <https://www.ccrpcvt.org/winooski-main-street-revitalization-project/>

Evan discussed the project schedule and noted that this is the second meeting for the project.

Project Schedule

Kick-Off Meeting	Completed – November 2017
Local Concerns Meeting	December 2017
Topographic Survey	November – Early January 2018
Environmental Resource Review	November – February 2018
Alternatives Development	November – February 2018
Presentation of Alternatives	Tonight
Draft Plans	Early March 2018
Preliminary Engineering Report	Late March 2018
Environmental Report	Late March 2018

The project area is Main Street (US2/7) from the NECR railroad bridge to the Colchester Town line and Weaver Street. Main Street is a Class 1 Town Highway, approximately 4,000 feet in length and 15,000 vehicles travel the roadway each day. The Revitalization Project looks to fully reconstruct Main Street both above and below ground. At the public meeting in November 2017, the following concerns were raised: the corridor lacks visible pedestrian crossings; there is no consistent and attractive streetscape; high traffic speeds; lack of a vibrant bike network; and need for a healthy urban forest. The group answered a variety of questions via electronic polling, followed by a brief discussion of the bike network improvement map.

Michael Willard offered elements that could be incorporated into the new streetscape, including: outdoor dining, public art, ornamental and street lighting, street furniture, bike accommodations, paving materials, street trees, and urban stormwater treatments.

Michael discussed the two alternatives under consideration. Alternative 1 includes a bike sharrow on Main Street heading south in addition to completing the Weaver Street bike improvements. A mini roundabout is shown at Spring Street; however, either the roundabout or a signalized intersection will be selected through the design process. The corridor includes

both urban storefront and urban general areas. Design elements would be carried throughout the entire streetscape. Alternative 2 has similar elements but the cross section is different. There are narrower sidewalks and greenbelts with on-street parking on the west side only, two travel lanes for cars, a buffer zone on the east side, and a two-way bike lane. There is no mini roundabout at Spring Street.

Evan described the evaluation matrix (below).

**Main Street Revitalization Project
Evaluation Matrix for No Build, Alternative 1, and Alternative 2**

		No Build	Alternative 1		Alternative 2	
Costs	Material Costs	\$0	\$10,884,500		\$12,534,500	
	Mobilization and Traffic Control	\$0	\$1,587,675		\$1,835,175	
	Engineering and Design	\$0	\$1,632,675		\$1,880,175	
	Resident (Construction) Engineering	\$0	\$1,088,450		\$1,253,450	
	Total*	\$0	\$18,000,000		\$21,000,000	
Engineering	Typical Section	14' Travel Lanes 8' Parking Lanes 3' Green Belt 5' Sidewalks	11.5' Travel Lanes 7.5' Parking Lanes 13.5'-21' Sidewalks		11.5' Travel Lanes 7.5' Parking (One Side) 10' Protected Bike Lanes 11-18' Sidewalks	
	Traffic - 2040 PM Peak Levels of Service		Mini - Roundabout	Signalized Intersections	Mini - Roundabout	Signalized Intersections
	Main Street & E/W Spring Street	B	C	B	C	B
	Main Street & Tigan Street/Normand Street	C	N/A	C	N/A	C
	Traffic - 2040 PM Peak Volume to Capacity Ratio					
	Main Street & E/W Spring Street	0.74	0.97	0.74	0.97	0.74
	Main Street & Tigan Street/Normand Street	0.89	N/A	0.89	N/A	0.89
	Bicycle Access	No Change	Weaver Street		Protected Bike Lanes	
	Bicycle Safety	No Change	Improved		Improved	
	Pedestrian Safety	No Change	Highly Improved		Slightly Improved	
	Vehicle Safety	No Change	No Change		No Change	
	Number of Parking Spaces**	239	174		159	
	Satisfies Purpose & Need	No	Yes		Yes	
	Conforms to Previous Planning Efforts	No	Yes		No	

*Includes 25% contingency

**Includes one block to the east and west on all side streets that allow public parking

2) Comments from the Planning & Public Works Commissions (began at 7:20PM)

Q: What about the bus stops and public transportation? Will you do water and sewer upgrades while the roadway is dug up? Will you separate sewer and stormwater?

A: In Alternative 1, the bus stops do not change. For Alternative 2, bus stops can only be accommodated for southbound routes. New water and sewer lines make sense, but we don't have that level of detail yet. If new sewer and stormwater facilities become part of the project, they would be separate facilities.

Q: Under Alt2, we may have to redirect northbound buses due to lack of stops.

A: Maybe not redirect, but there can't be bus stops on Main Street northbound.

Q: Bumpouts are reduced in Alt2? A: Yes.

Q: Would reduced sidewalk and green space impact the types of trees that can be planted?

A: In Alt2, the pedestrian zone would be 11 feet versus 14 feet in Alt1. For urban street trees, a wide greenbelt provides more soil and grows healthier trees. In the long term, large trees help to intercept stormwater.

Q: What is the current parking utilization along Main Street? I think some parking is necessary along Spring and Lafountain. For the Alt2 buffered cycle track, I'm concerned about the conflict between left turning traffic and downhill bike traffic. I like the roundabout – but there needs to be more than one traffic calming feature along this stretch.

A: We didn't look at an uphill bike lane with a shared lane downhill lane. It would be unconventional. The parking utilization studies show that parking is underutilized. From the City's point of view, the community voiced a preference for the two-way cycle track, so the consultants were directed to study the two-way only.

Q: The evaluation matrix for Alt2 show the mini roundabout with a score of C, but no roundabout is shown in the plans for Alt2.

A: For Alt2, the roundabout doesn't fit in the existing right-of-way. Since the City's goal is to keep the improvements within the right-of-way, this roundabout was not shown. However, if it were to be built, the analysis shows it would operate at a level of service C.

Q: Did you look at addressing the offsetting of the intersections, such as at Stevens/Lafountain? Is there a way to improve traffic crossing Main at those intersections?

A: The City's goal at this stage is to keep all the improvements within the existing right-of-way (ROW) and the City prefers to stay within the ROW whenever possible. Realigning intersections will require work outside of the existing ROW, so correcting the offsets were not addressed for the Conceptual Plans. However, this may be something that is explored during design.

3) Comments from the Public (began at 7:35PM)

Q: Nate Burns: I'm an advocate for bicycling in the final plan. Do your cost estimates include improvements to Weaver? A: No.

Q: In the Alt1 southbound sharrow, state law allows bicyclists to ride in the travel lane and I will do that. Pay attention to loss of parking; there's not a huge difference in the parking spaces between Alt1 and Alt2 (from 175 to 150). If you improve Weaver, make it the best bicycling facility in Vermont; celebrate it with a protected bike lane.

Q: Mark McCormick: I'm concerned about trees. The trees on Riverside and Main in Burlington don't look good.

A: We've learned a lot in the last 10 years about keeping urban trees alive. Things like silva cells that increase the amount of soil available to the trees is crucial.

Q: I live on Maple Street – how many people walk along Main Street every day? Winooski is unique in that we have a walkable K-12 school and don't have much busing. We have an extremely narrow time for drop-offs. Lots of children walk down Main twice a day. I like that Alt1 prioritizes walking.

Q: Ralph Bernadine: I live at 170 Main - this impacts me directly. I watch children walk daily and an increase in pedestrian traffic is wise. However, there isn't enough room – they walk across my yard. Bike lanes – would like to see Weaver with a two-way cycle track but we also need parking and walking space.

Q: Nancy Keller: I'm a teacher at the middle school. Have you counted pedestrians? A: No.

Q: Jason VanDriesche (Local Motion): For the two-way cycle track on one side of street, I have safety concerns. You have people coming downhill going the opposite direction of traffic – motorists don't expect bikes to be coming downhill especially at that speed. The other side of the street makes more sense. It's worth considering a hybrid solution with a climbing bike lane

and a downhill shared lane marking on Main. That would work for the confident on-street bike rider. Uphill is different because you're not going that fast. Then you need the Weaver Street bike lane for those who are not as confident with on-street biking. Maybe a variant on Alt1 for 7.5' of parking on climbing side would work for a bike lane and buffer. It's also important to look at end-to-end travel time as well as congestion, v/c ratio, etc. People want to know how long it will take to travel through. They want slow speeds with minimum delays. Roundabouts make sense and might reduce travel time.

Q: Jessica Bridge: I live on St. Peter Street. Can we study the volume of pedestrian traffic and the vehicle traffic patterns on Weaver? The goal has been to make this as all encompassing and safe as possible.

A: There may be counts for Weaver. How would we use pedestrian volumes? Jessica Bridges: It speaks to need for wider sidewalks and more room for pedestrians/bikes at least on one side of street.

Q: Muhammad: Alt2 will benefit whole area. This will be very good to start project like this.

Q: Joe Perron: How do the bumpouts impact snow removal?

A: It's difficult, but Public Works is prepared to address it.

Q: A lot of assumptions about parking are based on earlier studies. We have the Strand and the hotel coming – they will be more demand for on-street parking.

Q: I love this small city. Alt2 with a two-way bike lane on eastern side. Every bus goes south to north currently. It's difficult for people to cross Main Street and it's dangerous. Western side has less residential. I don't support having bus stops on just the western side.

Q: Robert Millar: I want to push back on no parking in urban storefront area – this area will develop more. We haven't talked much about accessibility for those who can't walk or bike. It's a big issue for our city; there are people who need to drive. Good comments about the bus – I think the bus needs more consideration and we need to work more closely GMT.

Q: Meg Burns: I'm an advocate for Alt2, but with the bike lanes on the western side of Main. I would be against a hybrid lane because I've almost been hit going down on the south side due to traffic crossing over and vehicles not seeing me.

Q: Nate Burns: Is there a law about bike lane widths? A: There are guidelines from VTrans; no less than 4 feet wide in each direction.

Q: Don't forget, if we had protected bike lanes the kids could bike to school. For Weaver Street, there aren't that many connections to Main. And those connections are tight for additional lanes.

Mike O'Brien asked how many of those present think it's a good idea to reconstruct Main Street. A show of hands included the vast majority of those present. Everyone likes the idea but the fine details need to be worked out.

4) Commissions' Recommendation

The Public Works Commissioners

Alt1: Some support this alternative, but would like more flexibility for protected bike lanes and bus stops on both sides of the street. This alternative preserves pedestrian and green space. More refinements are needed for this alternative, especially for bike traffic. There were concerns about how to transition from the downhill cycle track to the correct side of the road.

Alt2: Support the cycle track; concern that Weaver doesn't have enough connectivity.

The Planning Commissioners

Alt1 serves three of four forms of transportation. It's safer for pedestrians, has bus stops, and offers parking. However, cyclists are not well served. There needs to be a more definitive plan for Weaver bike lanes including connections to Main Street. There is a need to accommodate cyclists but they can be better accommodated on Weaver. This also allows cyclists to avoid the circulator. We can't eliminate on-street parking and delivery space where storefronts are encouraged by the land use regulations.

Alt2 provides dedicated protected bike lanes on Main. We need more connections between Weaver and Main. We're only losing 15 additional parking spaces under Alt2 compared to Alt1. We need to be an innovative city that accommodates alternative forms of transportation. Concern was expressed about the bike lane being too separated from the roadway – a bike lane behind the parking is dangerous because turning motorists won't expect cyclists in their path. There are residents who rely on buses; we need stops on both sides of the street. Alt1 is still friendly to cyclists because it is a slower road – bikes are treated as co-owners of the road in Alt1. It's a more integrated approach to all modes of transportation.

Paul Dreher does not want to have different cross sections on each side of the street because it creates winners and losers. We can find other ways to slow traffic rather than having a chicane type lane configuration.

Public Works Commission Recommendation to Planning Commission

The DPW Commission supports Alt1 with an additional emphasis on workable alternatives for cyclists on both Main and Weaver and Streets as well as stronger connectivity between the two streets.

Planning Commission Recommendation to the City Council

Pallas Ziporyn made a motion, duly seconded by Ryan Smith, to recommend to the Winooski City Council that the City pursue the Main Street Revitalization Project Alternative 1 with the understanding that cyclists need to be accommodated on Weaver Street as well as on Main Street. In addition, stronger bicycle connectivity between Weaver and Main Streets must be explored. The motion passed unanimously.

The meeting was adjourned at 8:45PM.

PARTICIPANTS

Members of the Public

Kelsey	Adams
Ali	Aden
Bruce	Allis
Ralph	Bernadine
Phil	Bickel
Jessica	Bridge
Nate	Burns
Ray	Crete
Jason	Charest (CCRPC)
Brenda	Dysio
Paige	Feeser
Ian	Flateman
Seth	Gillin
Diane	Graziani
Katera	Hopkins
Nancy	Keller

Judy	Lance
Marion Villas	Libby
N	Lionbu
Lance	McK
Robert	Millar
Jane	Moran
Bryn	Oakleaf
Joe	Perron
Deborah	Ragione
Alex	Shevrin
Omar Abdi	Somow
Britta	Tonn
Jason	VanDriesche
Jason	Weinstein
Ed & Celine	Rathe
Maura	O'Neil

City of Winooski Officials

Jesse	Baker	City Manager	City of Winooski
Heather	Carrington	Community & Economic Dev.	City of Winooski
Ray	Coffey	Community Services	City of Winooski
Brian	Corrigan	Councilor	City Council
Eric	Covey	Councilor	City Council
Laura	Dlugolecki	Commissioner	Public Works
Paul	Dreher	Planning Director	City of Winooski
Greg	Hostetler	Commissioner	Public Works
Ryan	Lambert	Project Mgr.	Public Works
Seth	Leonard	Mayor	City of Winooski
Corey	Mack	Commissioner	Public Works
Mike	O'Brien	Commissioner	Planning
Paul	Sarne	Communications	City of Winooski
Brian	Sweeney	Councilor	City Council
Terry	Zimond	Commissioner	Planning
Ziporyn	Pallas	Commissioner	Planning
Smith	Ryan	Commissioner	Planning
	Jonathan	Commissioner	Planning
Jennings	Lance	Commissioner	Public Works

Consultant Team: (VHB) Evan Detrick, Caitlin King, Dan Peck, David Saladino, Erik Urch, Michael Willard. Diane Meyerhoff, Third Sector Associates