

## Alternatives Analysis Public Meeting Notes

Thursday, June 13, 2019, 6:30 PM – 8:30 PM

*In conjunction with the Winooski Planning Commission & Public Works Commission*

**Winooski City Hall, 27 W. Allen Street, Winooski, VT 05404**

The presentation is available online at: <http://bit.ly/east-allen-scoping>

### 1) Call to Order, Changes to the Agenda, Public Comments

The meeting was called to order at 6:30PM by Mike O'Brien, Chair of the Planning Commission and Laura Dlugolecki, Chair of the Public Works Commission. There were no changes to the agenda or public comments. Jason Charest from the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone and introduced the consultant team. The consultant Project Manager, David Saladino of VHB, described the project area as East Allen Street (VT Route 15) from the Circulator travelling east to the Exit 15 Interstate 89 Interchange. He reviewed the agenda and schedule.

The purpose of the East Allen Street Scoping Study is to **identify and prioritize improvements** along East Allen Street from the Circulator to Roland Court which will foster a **vibrant and welcoming gateway** to downtown Winooski by **enhancing mobility** and **improving safety** for all modes of transportation. These improvements are intended to **maximize gateway development and redevelopment opportunities** as prescribed by the Winooski Gateway Corridors Form Based Code, and enhance aesthetics, parking, and pedestrian scale accommodations along the corridor. Issues include: 1) limited pedestrian and bicycle accommodations; 2) poor balance of accommodations for all modes of travel; 3) safety issues; 4) limited transit accommodations; and 5) operational issues.

Dave introduced Erica Quallen of VHB who described the focus areas and intersections.

### 2) Possible Alternatives: Focus Areas & Intersections

Erica described two areas for baseline improvements: 1) the Casavant Natural Area and, 2) the Exit 15 Interstate 89 Interchange and three focus areas with alternatives to be analyzed: 1) the 4-lane Section between approx. Hood and Dion Streets; 2) the East Spring Street/East Allen Street Intersection; and 3) the Barlow/Cascade/East Allen Street Intersection.

In the Casavant Natural Area, a concept sketch shows new signage, improved amenities and landscaping, and reconfigured parking. For the Interstate interchange, it was recommended to convert one of the two westbound VT 15 through lanes to a second westbound left turn lane onto the on-ramp to improve overall traffic operations. There was discussion of the bicycle accommodations and concern for bicyclist safety at the interchange. The traffic signals are also partially obscured for eastbound motorists when passing under the I-89 overpass.

For the Focus Area alternatives, the City requested a low-cost option along with a more long-term option. The City is looking to serve future development with road infrastructure; there will be significant changes along this corridor. The group discussed the need for street trees; a 5-6-foot greenbelt is required to keep trees healthy. This width cannot be accommodated in all the alternatives. For all alternatives, a detailed evaluation matrix is available on the website.

## FOCUS AREA #1: 4-Lane Roadway Section (detailed maps: <http://bit.ly/east-allen-scoping>)



### **ALTERNATIVE 1: Road Diet with Bike Lane and Parking (Existing Curb Line)**

This alternative, a road diet, tries to balance on-street parking and bike facilities.

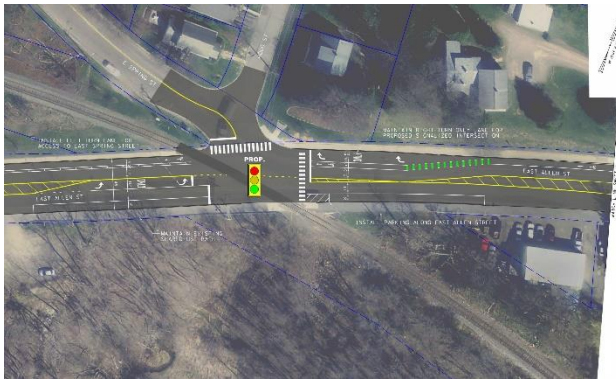


### **ALTERNATIVE 2: Road Diet with Shifted Southern Curb Line**

This alternative includes a road diet and provides additional multi-use path width.

## FOCUS AREA #2 East Allen Street/East Spring Street Intersection

*A caveat to these alternatives is the need to work closely with the railroad and receive their cooperation with these improvements. The railroad has not yet agreed to any of these changes.*



### **ALTERNATIVE 1: Signalized Intersection**

A new traffic signal is added, the crosswalks are reconfigured and an eastbound left turn from E. Allen to E. Spring is allowed.



### **ALTERNATIVE 2: E. Spring Street Long-Term Realignment**

A second railroad crossing is added. An obstacle to implementation is the added railroad crossing and impacts to private property. This realignment works geometrically, but there are significant issues to be resolved should this alternative be advanced.

*DISCLAIMER: This alternative would involve significant coordination with the railroad and private property owners.*

### **FOCUS AREA #3: E. Allen Street/Barlow Street/Cascade Way Intersection**

The group discussed the need for a safer bicycle crossing from Barlow Street to Cascade Way and the desire for improved signage to the parking garage. The City has just hired a consultant to improve wayfinding throughout the downtown.



#### **ALTERNATIVE 1: Merge Lane Removal (Slip lane from Cascade Way to E. Allen Street)**

The removal of the merge lane frees 12 feet of pavement for parking and a protected eastbound bike lane.



#### **ALTERNATIVE 2: Two-Way Stop-Controlled Intersection with Bike Lanes & Landscaping**

A two-way stop-controlled intersection will allow for all turning movements to be made at this intersection and a landscaping buffer. This requires the removal the existing small splitter island and will allow for the stop bar and crosswalk on Cascade Way to be moved to the north.



#### **ALTERNATIVE 3: Two-Way Stop-Controlled Intersection with Bike Lanes & On-Street Parking**

A two-way stop-controlled intersection will allow for all turning movements to be made at this intersection. This option also includes the removal the existing small splitter island.

Dave asked the group to prioritize the various focus areas and alternatives. Mike O'Brien would like to see the E. Spring Street intersection prioritized due to safety issues. Three people supported improvements at the interchange due to high vehicle speeds and safety and the thought that improvements near the interchange will slow speeds down as cars head into Winooski. Mayor Lott asked about reaching out to those who couldn't attend the meeting. She's willing to share an update about this meeting with a link to the website. Jason asked that she do so and contact him or Erica if additional materials are needed.

### **3) Next Steps**

- Finalize Alternatives Evaluation (June-August)
- Selection of Preferred Suite of Improvements by City Council (September)
- Finalize Report (October)

The meeting was adjourned at 8:30PM.

**Participants**

Arnell	Bobby	
Arnold	Michael	
Berman*	Corey	DPW Commission
Burns	Nathaniel	
Burns	Meg	
Dlugolecki	Laura	DPW Commission
Goss	Caitlin	
Houghton	Amy	Planning Commission
Kennedy*	Rachel	GMT
Lambert	Ryan	City of Winooski
Lance	Judy	
Lott	Kristine	City of Winooski
Mack	Corey	DPW Commission
O'Brien	Mike	Planning Commission
Page	Chris	DPW Commission
Perron	Joe	Planning Commission
Rauscher	John	City of Winooski
vanRyckevorsel	Sarah	
Vorwald	Eric	City of Winooski
Zigmund	Terry	Planning Commission
Zyporyn	Pallas	Planning Commission

**Staff/Consultants**

Charest	Jason	CCRPC
Churchill	Eleni	CCRPC
Meyerhoff	Diane	TSA
Quallen	Erica	VHB
Saladino	David	VHB

\*Members of the Study Advisory Committee

**Study Contacts:**

Jason Charest, CCRPC, 802.861.0127, [jcharest@ccrpcvt.org](mailto:jcharest@ccrpcvt.org)

Erica Quallen, VHB (Consultant Team), 802.497.6188, [equallen@vhb.com](mailto:equallen@vhb.com)