



# Meeting Notes

Place: CCRPC Conference Room

Date: July 31, 2019

Notes Taken by: ELQ

Project #: 58145.00

Re: East Allen St Scoping Study  
Advisory Committee Meeting #3

## ATTENDEES

CCRPC	Eleni Churchill Jason Charest Sai Sarapelli	VTrans	Amy Bell Ashley Bishop Taylor Sisson
City of Winooski	Jon Rauscher Eric Vorwald Ryan Lambert	Downtown Winooski	Meredith Bay-Tyack
VHB	Dave Saladino Erica Quallen	Winooski Planning Commission	Abby Bleything

### E Allen St Scoping Study Advisory Committee Meeting #3

#### Review of Focus Areas and Selection of Preferred Alternatives

- Focus Area #1 – E Allen St / Barlow St/Cascade Way
  - Alternative 1 – Intersection Yield Control with Parking Protected EB Bike Lane
    - The south side of the road is mainly residential with off-street parking provided so parking was deemed not critical in this area and should be removed.
    - Other alternatives show no parking so if parking were to be installed, it would be difficult to remove for future construction.
    - The committee asked that the parking be removed, and a buffered bike lane be shown in the EB direction with a striped area south of the bike lane with planters or other streetscape features.
    - **Recommend updated Alternative 1 to City Council as short-term municipally preferred alternative.**
  - Alternative #2 – Two-Way Stop Controlled with Bike Lanes and Landscape Buffer
    - The landscaped buffer aligns with the City’s Master Plan vision for the downtown.
    - The community has been pushing for more street trees as well.
    - The landscaped buffer provides space to move current trees and lighting out of the sidewalk, providing more functional sidewalk space.

40 IDX Drive  
Building 100, Suite 200  
South Burlington, VT 05403-7771  
P 802.497.6100

- A narrowed roadway was ideal to the committee as it provides additional traffic calming for vehicles.
- RRFBs may be recommended at the E Allen Street crossings but may not be necessary with slow vehicle speeds and generally polite driver behavior in the area.
- **Recommend Alternative 2 to City Council as long-term municipally preferred alternative.**
- Alternative 3 – Two-Way Stop Controlled Intersection with Bike Lanes and On-Street Parking
  - As previously noted, parking does not seem warranted in this area.
  - The City and community have expressed a want for more, healthier street trees in downtown which are not present in this alternative.
  - Not recommended as preferred alternative.
- Focus Area #2 – E Allen St / E Spring St / Hood St
  - Alternative 1 – Signalized Intersection
    - The committee sees value in this alternative but does not see as much of a safety improvement as the community may want.
    - The Technical Committee had recommended Alternative 2 as preferred so the signal would be too expensive to be an interim solution.
    - The committee would be willing to pursue this option if Alternative 2 ended up not being feasible due to a number of risks.
  - Alternative 2 – Realignment of E Spring St
    - The disclaimer on this alternative should be changed to requiring “approval” rather than “coordination” with property owners and the railroad.
    - The project team has inquired about the crossing with the railroad and a study would be required by the railroad which has a \$10,000 fee associated with this.
      - The submission to the railroad would first require preliminary design which would likely cost between \$5,000 - \$10,000.
    - Numerous risks are associated with this Alternative due to the many unknowns at the current state of design.
      - Historic, Archaeologic, Environmental, Property Acquisition, Railroad Crossing, etc.
    - The Advisory Committee would like more information about the feasibility of this alternative before determining that it is not worth pursuing final design.
    - The Committee recognized the additional safety benefits for all users if the intersection were to become perpendicular and located on flatter ground rather than on a steep grade.
    - It was requested that a sidewalk be shown on the east side of the proposed roadway to connect to the current sidewalk on E Spring St, beginning west of Russel St.
    - **Recommend further study of Alternative 2 (including, but not limited to, discussions with property owners, preliminary design, railroad study application, and additional**

**investigations). Should City Council agree, the study team will follow up with the results of further study at a later date with the intent of coming to a decision on a municipally preferred alternative.**

- Focus Area #3 – 4-Lane Roadway Section
  - A new lane configuration is being proposed by a developer along E Allen Street in coordination with the construction of the housing development at 268 E Allen St. (See slide 24 of presentation for a visual representation)
    - A crosswalk with an RRFB will be located on the west side of the intersection with Manseau St.
    - There will be 2 EB travel lanes and 1 WB travel lane with 6 on-street parking spaces provided on the south side of the roadway in front of the new development.
    - Curbed bumpouts will be present on the south end of the crosswalk and on either end of the parking spaces.
    - The proposed reconfiguration will match the existing roadway configuration at the driveway of the Hillside Park Office and Industrial Complex.
  - Alternative 1 – Road Diet with Bike Lanes and No Curb Shifts
    - This alternative is an ideal short-term solution since it is relatively cheap and does not require any relocation of curb.
    - VTrans has a planned repaving project of this corridor in 3 years and this segment could be restriped in conjunction with that effort so long as E Spring St is signalized.
    - It was requested that this design be examined at the western end to make this feasible without requiring the signalization of E Spring St.
      - Restripe such that there can be 2 EB receiving lanes for E Spring St traffic and merge to 1 lane before Manseau St.
    - It would be preferable to have the crosswalk on the east side of Manseau St to improve visibility travelling WB up the hill, as well as provide more distance between the WB vehicle merge and the crosswalk.
    - **Recommend updated Alternative 1 to City Council as short-term municipally preferred alternative.**
  - Alternative 2 – Road Diet with Shifted Curbs (Widened sidewalk, shared use path, and landscape buffer)
    - It was requested that the northern sidewalk be widened to 6' with a 6' landscape buffer.
    - Although the shared use path is wide enough to accommodate cyclists in both directions, it is expected that there will still be WB cyclists on the roadway.
      - It was requested that sharrows be added on the WB travel lane.
    - The area currently shown as parking should be shown as a landscape buffer with a callout stating it could be a bus stop, parking, or remain landscape.

- If parking is shown, like Focus Area #1, it is more difficult to remove parking than add it.
- The I-89 on-ramp should be evaluated as a perpendicular approach without the EB slip lane.
  - Adding an additional lane to the merge will likely decrease safety in this area.
- **Recommend updated Alternative 2 to City Council as long-term municipally preferred alternative.**

#### Other Improvement Areas

- Casavant Natural Area
  - Add callout to lawn space for potential additional parking and smaller green space
  - Do not show on-street parallel parking
    - Show associated roadway preferred alternative.
- I-89 Interchange
  - The I-89 on-ramp should be evaluated as a perpendicular approach without the EB slip lane.
  - The removal of the slip lane may provide room for a small right turn lane to give storage space for right turning vehicles.
    - This will be evaluated by the project team.

#### Next Steps

- The project team will make design updates and compile preferred alternatives into short-term and long-term corridor concept plans.
- The project team will develop the Draft Scoping Report.
- The Draft Scoping Report and Preferred Concept Plans will be presented to the City Council at their **September 16<sup>th</sup>** meeting with motions to approve the recommended alternatives.
- Based on Council response, the Final Concept Plan and Scoping Study will be completed.