

MEETING NOTES

November 6, 2021

Re: Notes from Steering Committee meeting #10

Attendees

- Lydia Hausle
- Darin Ramsay
- Brandt Smith
- Dan Kenyon
- Bob Williams
- Kevin Kelley
- William Collins
- Bret Garwood
- Bleu Cease
- Yona Chung
- Bret Garwood
- Luticha Doucette
- André Primus
- Deborah Hughes
- Anne Marie Brogan
- Shawn Burr
- Mike Bulger
- John DeMott
- S Hamil
- Ronalyn Pollack
- Down Noto
- Rick Rynski

Meeting Summary

- At Madison Street, want to ensure tour buses will be able to turn onto Madison Street.
- Can a metric for the before/after comparison table be added that accounts for new trees?
- There is some concern about unsignalized crossing locations, including for disabled folks and for finding gaps in traffic to be able to cross.
 - Signals would be better for people with disabilities. Cars have a hard time seeing people in wheelchairs, and for blind folks, a signal can really help raise awareness of their presence

- Curious if there can be an analysis of gaps in traffic to help understand pedestrian access at unsignalized locations. Given the new traffic lanes proposed, want to make sure people will be able to cross.
 - With fewer lanes of traffic, slower speeds, and better visibility, people should be better able to see a person trying to cross, stop, and wait for them
 - Additional strategies (without full signalization) can be explored, including RRFBs
- Can we show what happens with snow? Where will it be stored?
 - Prevised snow removal operations are still being discussed. The City has equipment that will fit on the proposed bike lanes and sidewalks, but priorities for snow removal are yet to be determined.
- Will there be an increase or decrease in street lighting?
 - Existing lighting are period-style lighting that are not that old. Not proposing to do away with those, but the new design will offer space for additional lights if desired. This is a detail to be sorted out in the next phase of design.
- How much accessible parking will be provided?
 - Exact numbers not included, but details on how to include it are shown. PROWAG suggests 4% of all parking within an area be accessible.
 - On Plymouth Street, accessible parking is flush with the sidewalk in front of Hochstein, eliminating the need for dedicated accessible spaces.
- How will delineation of lanes be handled? Will it be just paint or hardscape?
 - In the short term, likely a mix of paint and durable but quicker to install materials like bollards. In the long-term, full reconstruction is envisioned though it could be many years or decades off in the future. With reconstruction, full relocation of curbs would be possible.
- Regarding building a coalition for West Main, the Neighbors Building Neighborhoods program from several decades ago really worked. Would like to see that come back.
- How far away is implementation on this plan?
 - Resurfacing money is in hand now – that will move forward immediately after this project concludes
 - Full reconstruction may be anywhere from 10-50 years