

Meeting Notes 2-19-02
Winooski West Phase II

Tom McArdle, City of Montpelier Public Works; Steve Syz, City of Montpelier Bike and Ped Committee; Jon Kaplan, VTrans; Steve Gladczuk, CVRPC; Jim Donovan, WSA

The meeting was held to discuss the options for addressing the City Council's request to find a pedestrian/bicycle connection between the end of the bike path at Taylor Street, continuing to Main Street, and terminating at the existing path along Stone Cutters Way.

The alternate routes prepared by WSA served as the basis for the discussion. There appeared to be only one option for most of the route, as depicted on the plan: This route requires the removal of at least six parking spaces from the Pomerleau property. At the eastern end of the route, two optional routes were presented – one going to the south of the Charter One Bank and one going to the north, crossing the tracks and reaching Barre Street through the Angelino parking lot.

After initial discussion, the southerly route, calling for a reduction in the size of the entrance to Stone Cutters Way from Main Street was eliminated. The current traffic levels and parking demand makes narrowing this section of Stone Cutters Way infeasible.

The need to go through the Angelino Parking lot made the northern route questionable, especially since it brought users to Barre Street about 60 feet east of the intersection with Main Street, requiring bicyclists heading west to stay on the sidewalk, or cross Barre Street before the intersection. There is insufficient room to bring a shared use path between the bank building and the dry cleaner's building due to the angling of the railroad track. It would be necessary to remove one of the buildings to bring the shared use path west to Main Street.

After revisiting the other options, including bicycle lanes and a bicycle route on Barre Street, discussion led to the conclusion that it was necessary to remove the dry cleaner building to create the shared use path along Stone Cutters Way. The building could be removed and rebuilt in a different orientation, to allow the shared use path to cross the railroad track and be brought along the north side of the railroad to the intersection. Alternatively, the property, with the building removed could be used to replace the parking lost on Stone Cutters Way, while also adding a small landscaped area at the intersection of Barre and Main Streets. If this lot is used for parking, the design could be integrated with a redesign of the Angelino's parking to create a more efficient layout on both properties, and to allow room for the shared use path along the southern edge of the Angelino parcel, after the path crosses the railroad track. The path could also be used as a convenient access to Sarducci's. The group agreed that this would create the safest route for path users.

The railroad crossing itself will need special design, due to the Angelino property parking layout on the north side of the railroad and the presence of the bank drive through lanes and storm drain inlet on the south side. Jon said that VTrans could accept a 70° crossing, which may make it easier to provide a reasonable railroad crossing.

There was also discussion of the proposed roundabout at the intersection of Barre Street and Main Street, the type of bridge to be added over the North Branch and the location of the route on the Carr Property. It was emphasized that the natural environment along the North Branch should be conserved to the maximum degree as footings or pads are constructed for a pedestrian/bike bridge. The concept of a pedestrian walkway that linked Main Street to Taylor is a possible

alternative to the roadway illustrated on the City-State Master Plan. This could be mentioned in the report.

WSA will update the CAA report to reflect the modification and describe the route through the dry cleaner's property as the preferred route. WSA will distribute the updated report to the Bike/Ped Committee for review and discussion. The chair of the committee will prepare a cover letter asking the Committee whether or not it wishes to meet to endorse the plan. WSA and the Bike Path Committee will jointly present the report to City Council and to the Planning Commission.