

Town of Huntington
Lower Village Bicycle & Pedestrian Scoping Study Public Meeting

Monday, March 14, 2016—7 pm
 Union Meeting House / Huntington Public Library – Lower Village

Attendees:	<p><u>Presenter:</u> Lucy Gibson (DuBois & King)</p> <p><u>Ad Hoc Committee Members:</u> Jeanine Carr, Helen Keith (Co-Chair / Former Selectboard Member), Debbie Worthley</p> <p><u>General Public:</u> Lucinda Hill, Spencer Hill</p> <p><u>Planning Commission Members:</u> Shayne Jaquith, Everett Marshall, Terry Ryan, Joe Segale, Mark Smith</p> <p><u>Selectboard Members:</u> Andrew Hendrickson, Roman Livak</p> <p><u>Staff:</u> Clinton ‘Yogi’ Alger (Road Foreman), Barbara Elliott (Town Administrator)</p>
Welcome & Purpose	<ul style="list-style-type: none"> • Helen Keith thanked Gibson for completion of the Scoping Study Final Report (copies available at the meeting, on the Town website, and available from the Town Administrator) which helps bring together the research that has been done to address the needs of pedestrians, bicyclists and motorists for the Lower Village and concerns of the community regarding traffic calming and safety. These findings will enable the Town to move forward with pilot projects for testing alternatives and to establish plans for the Lower Village prior to initiating engineering studies for pavement and other infrastructure work. The current Capital Plan calls for Lower Village pavement work to begin in FY 17-18 and FY 18-19 timeframe. • The purpose of the meeting was for Lucy Gibson to present the final report to the community and to hear any additional comments from the community. • The presentation by Lucy Gibson will be uploaded to the Town website.
Report Overview	<ul style="list-style-type: none"> • Existing Conditions (including concerns and constraints) • Public Involvement (including the work of the Ad-Hoc Lower Village Traffic Calming Committee) • Alternatives <ul style="list-style-type: none"> ○ Traffic calming ○ Village streetscape ○ Intersection reconfiguration & Access Management • Recommendations for moving from Planning to Action • Report Highlights <ul style="list-style-type: none"> ○ The report outlines and addresses community concerns including traffic speed, safety (parking and intersections), pedestrian travel, intersections, dust control. ○ The report outlines data collected on traffic speed. ○ The report outlines traffic calming alternatives including speed feedback signs, speed humps, pavement markings, advisory bike/pedestrian lanes, and other options. ○ The report outlines a number of options for consideration by the community including gateways; pedestrian sidewalks, shoulders and crosswalks; on-street parking; defined and narrow intersections; intersection reconfiguration options for Bridge Street, Brooklyn Street,

	<p>Main Road and East Street (redirecting traffic, roundabouts, one-way traffic, and other alternatives); and whether or not to pave the gravel portion of Bridge Street.</p>
<p>Highlights & Comments</p>	<ul style="list-style-type: none"> • Guiding Principles: <ul style="list-style-type: none"> ○ Village areas need to be bicycle and pedestrian friendly. ○ Safe places to walk are important in village districts. ○ Green space should be maximized. • Sidewalk Network: <ul style="list-style-type: none"> ○ It would good to have sidewalks on at least one side of the road in the village area—from the Community Gardens to Raven Ridge. ○ It would be good to have the sidewalk on East Street extended at least until Roberts Park, if not the full length of East Street. • Main Road: <ul style="list-style-type: none"> ○ The travel lanes have already been narrowed to 9’ as part of the Traffic Calming efforts this past summer. Exploring additional modifications, including parking, door zone buffers and adding sidewalks should be considered. • Village Green Intersections: <ul style="list-style-type: none"> ○ Site distances need to be improved near the Village Green <ul style="list-style-type: none"> ▪ Cut back vegetation along East Street and Main Road where possible ○ Traffic redirection/reconfiguration is needed <ul style="list-style-type: none"> ▪ Conduct a pilot this spring/summer for reconfiguring the East Street intersection utilizing Jersey barriers, construction barrels, or other temporary devices.
<p>Next Steps</p>	<p>SHORT-TERM / “IMMEDIATE” NEXT STEPS</p> <ul style="list-style-type: none"> • <u>PURCHASE OF TRAFFIC CALMING DEVICES:</u> The Highway Department will purchase and install traffic calming devices this spring/summer. The Selectboard has earmarked a total off \$11,000 for these efforts (\$5,000 available between now and 6/30; \$6,000 available after July 1). These devices may include: <ul style="list-style-type: none"> ○ Pavement markings (Reference Section 4.1.1 of the Final Report) ○ Permanent or moveable radar feedback signs (Reference Section 4.1.2 of the Final Report) ○ Speed tables (Reference Section 4.1.3 of the Final Report) • <u>PILOT TESTING TRAFFIC RE-DIRECTION ALTERNATIVES:</u> The Highway Department will conduct a test or tests this spring and summer for traffic reconfiguration and re-direction at the Village Green area. <ul style="list-style-type: none"> ○ Reference Section 5.3 of the Final Report <p>MEDIUM -TERM NEXT STEPS</p> <ul style="list-style-type: none"> • <u>DETERMINE PERMANENT CONSTRUCTION PLANS:</u> The Selectboard will determine the final reconfiguration and construction plans for the Lower Village so that the Engineering Studies can be conducted beginning July 1, 2017. (The plan calls for this to be funded in the FY17-18 budget.) • <u>EXPLORE FUNDING ALTERNATIVES:</u> The Selectboard & staff will seek grant opportunities to assist with Lower Village projects (which may include infrastructure improvements and modifications such as traffic calming devices, sidewalks, paving, and improved green space).