



Enosburg Falls Streetscape Scoping Alternatives Management Committee Meeting Minutes

07.20.2021

11am-12pm via Zoom

In attendance:

- Jon Elwell - Village of Enosburg Falls
- Sean Kio - Village of Enosburg Falls
- Gary Denton - Village of Enosburg Falls
- Greta Brunswick - NRPC
- Pete Pochop - VTrans
- Ellen Stanley - Resident, Enosburg Falls
- Shawna Lovelette
- Julia Ursaki, D&K
- Dayton Crites, D&K
- Chris Sargent, D&K

Public Input Review

- With 95 responses to the alternatives online survey, there is clear public opposition to the changes proposed in this scoping study
- On the other hand, the Local Concerns online survey (43 responses) showed excitement over more street trees, traffic calming, outdoor seating for businesses, etc.
- Alternatives online survey open ended responses word cloud (parking is the #1 concern):



- **2: Access Alternative, Main St Only with parking utilization study.** A recommendation to move forward with Main Street Access alternative, which gains parking spaces on Main Street. No recommendation for changes to Depot Street until a parking utilization study has been undertaken.
 - Chris Sargent - offers a good opportunity for phasing.
 - Dayton Crites - illustrates a reduction of scope in response to concerns heard during alternatives review.
- **3: A refined “light” preferred alternative, no changes to road configuration or parking.** Also in response to the public input, a more minimal streetscape improvement is developed for Main Street only, that does not have impacts to parking or change the alignment of the street
 - This is in response to public concerns, and right sizing the approach based on public input.
- Quick build - mixed results on whether or not Enosburg Falls should pursue changes here, but limited public support for any one quick build option

Discussion After reviewing options 1,2,3 listed above:

- JE: Better to find out about this opposition now, rather than in the construction phase. Public survey was very clear opposition of changes. We need a compromise or to cancel this project. I like option 2: Main Street only, with moderate changes. It adds parking on main street.
- GB: I was surprised at the opposition at this stage in the process, given the multi-year background of the project. I think public input at Local Concerns phase was low. Based on the survey, I think #2 isn't responding to the concerns. Could there be more common ground and support around #3? Just improvements around rail trail intersection, to be responsive.
- Shawna Lovelett (via chat) : Joining in as an EBA member, village resident and business owner in the village. I was disappointed by the opposition. I agree with maybe looking at just Main street and also that parking is so important. There seems that infrastructure could be updated, maybe doing something with the poles on main street. However, slowing traffic down seems to be a HUGE issue, at least for me. Walking and crossing Main street at the cross walks can be extremely interesting. Especially the Peoples Trust company crossing where the pole is on the corner. Recommendation to not move forward and do nothing seems like it would be throwing money opportunities in the bike ped grant away.
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- GD: I'd modify the bump outs on Main Street, to gain more support for that option.
- SL: I agree that the bump outs are a concern for businesses. But slowing traffic down is crucial, aside from beautifying.
- SK: I don't think doing nothing is an option. A refined plan around main street is likely. I think negativity regarding the project was trending. If you look at the whole scope and timeline of the project, there is a lot of early on positive feedback and support. Looking at the big picture means that not doing anything is the wrong choice.

JU: Recommendation Decision: Move forward on a light option - main street only.

JE: Move forward on a main street option, perhaps without bumpouts. We need to listen to the negative opinions we heard. It is worth this management team discussing more. Pedestrian crossing upgrades we might discuss more - I could support a recommendation for one of these variations.

GB: Move forward with #3, and rail trail intersection improvements. Rail trail is key. Minimal improvements with rail trail improvement.

DC: Clarifies direction for committee / presentation to village trustees

- Overview of project history & goals
- Overview of project public feedback
- Illustrate options
 - Main Street Access (only)
 - Reduced Main Street (need to illustrate for Village board)

JE / GB: Bump out discussion: JE no. GB yes. JE = the people have spoken, and we need to listen. GB = I didn't read comments specific to bump outs, rather than anti project in general.

GD = Depot to Main is a regular corridor for trucks, and

PP: Consider Depot Street improvements that support parking access

DC: Wayfinding and access improvements to Opera house included on Depot.

GB: Who is presenting to the Trustees? Is this in D&K's scope? Is it the Management Team? The management team needs to identify where this could be scaled back.

DC: We can develop a plan to:

- Right size improvements on main, minimize bulb outs and chicanes, but keep key ones around Rail Trail.
 - JE: Yes, and include improvements on Depot linking public parking & wayfinding.



- GB: I like linking to Depot St parking.

JE: D&K should go forward and develop a revised access alternative as preferred alternative.

- Minimize bulb outs
- Link to public parking

CS / JE: Consultants will gather together to establish refined alternative and get back to committee.