



Jeffersonville STP BP13(15) Kick-off Meeting

June 20, 2015
Jeffersonville, VT

Dufresne Group
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I. Introduction:

Village of Jeffersonville

- Jay Allen, Trustee
- Linda Comstock, Sidewalk committee
- Jean Jenkauskas, Planning Commission, Hazard Advisory Committee
- Jay is going to solicit members of the business community and school to join the Sidewalk committee.

Local Project Manager, LCPC, Rob Moore

Dufresne Group, Andrea Day, PE

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II. Line of Communications

The Local Project Manager, Rob Moore will provide the line of communication between the Village and Dufresne Group.

III. Meeting Summary

- Project Cost Savings
 - There may be potential project cost savings that can be realized by holding meetings either concurrently or on the same day.
 - These cost savings cannot be quantified now but as the costs will be billed based on the actual amount of time required to complete the project up to the budget provided, the total cost of the project may come in under budget as a result of these efficiencies.
- Public Meetings
 - Getting the public to come to meetings and provide their input is one of the most challenging aspects of these types of projects. We will need to work together to provide notices in the community to try and get the public to provide their input. This includes posting paper notices around town, posting on Front Porch Forum and in the paper.
 - Local Concerns meeting – preliminary dates July 14 or 21. Jay to verify availability of committee members and Rob to verify all VTrans timing requirements are being met.

- General Project Areas Discussion
 - Bicycle lanes and street lights to be incorporated into the projects.
 - Upper Pleasant Valley Road pedestrian and bicycle facilities to extend up to Jeffersonville Heights Road or potentially Williamson Road.
 - Along VT15
 - The path or sidewalk needs to be able to withstand flood conditions.
 - The idea of pervious pavement or reinforced grass was brought up.
 - As part of the flood resiliency plan there will be plantings installed along VT15 that will need to be coordinated with any sidewalks or paths.
 - A separated path or sidewalk along VT15 may be easier for snow removal and better for pedestrian comfort.
 - The intersection of Church Street/Mill Street/Main Street near the liquor store and Hanley's is a problem.
 - The study will include review of the historic features of the Village.
- Parking
 - Parking is generally uncontrolled in the Village. Conflicts between parking and bicycle and pedestrian traffic will be reviewed as part of the study.
 - The Union Bank will be moving to the end of Maple Street. Since parking is an issue, the idea to tear down the existing Union Bank at the corner Carlton Ave and Main Street was brought up.
 - A parking lot at the Jolly parcel should be looked at as a way to alleviate parking along Main Street.
- Other items of discussion
 - Overhead utilities
 - It can be costly to re-locate overhead utilities underground.
 - Areas where utilities and pedestrian or bicycle facilities conflict with existing utilities will be identified as part of the study.
 - Americans with Disabilities Act (ADA)
 - All federally funded projects must comply with ADA.
 - If the Town or Village complete a project without federal funds they may not have to comply with ADA.
 - Energy Savings
 - Quantifying the amount of energy savings by providing improved and additional bicycle and pedestrian facilities is difficult but a discussion of energy savings may be helpful in future grant applications.
 - The CCTA commuter bus currently stops at Green Mountain Joinery and the Post Office.
 - Other data may be available from work done at the Jolley Property and the Greenway/Brewster Pathway work. Rob will try and track down additional information from these projects.

- A member of the Brewster River Pathway committee should be encouraged to participate to provide a more comprehensive picture of the recreational facilities around and in Jeffersonville.
- A repaving project for VT15 is scheduled to occur in the next couple of years. Rob will begin discussions with Jim Cota from the Maintenance District to see if there is any way to tie some of the Village bicycle, pedestrian or flood resiliency plan improvements in with that project.
- Site Walk
 - Existing sidewalks that do not currently meet ADA standards are an eligible expense.
 - VT15
 - There are currently not a lot of pedestrian crossings of VT15 so it may be difficult to meet the VTrans requirements for a crossing.
 - The scoping study will identify the bicycle and pedestrian needs for crossing VT15 and outline options. LCPC will continue to work with the Village and Town to explore options with VTrans and provide information about those options for inclusion in the study.
 - Church Street
 - The existing crossing to the post office does not match current pedestrian travel.
 - Most pedestrians cross closer to Upper Pleasant Valley Road and Maple Street.
 - During the site visit we witnessed walkers coming down Upper Pleasant Valley Road, cross Church Street at Maple Street and continue down Maple Street.
 - The existing sidewalks are approximately 4 feet wide which does not meet the ADA minimum of 5 feet.
 - Upper Pleasant Valley Road
 - Existing width 24 feet
 - On the East Side – existing utility poles, water main, storm drain and swale
 - Extend improvements up to Jeffersonville Heights to serve approximately 30-35 houses and multi-unit apartments across from Jeffersonville Heights Road.
 - Mihean Drive off of Upper Pleasant Valley Road may provide a connection to Church Street if permission across private property can be obtained.
 - Access to the back of the post office parking lot may be possible from the Fairpoint property.
 - A large student population lives up Upper Pleasant Valley and improvements need to accommodate students traveling to school.

- Mill Street Intersection
 - Discussions have occurred in the past about reconfiguring the intersection into a “Tee” intersection which would alleviate the parking and traffic conflicts at Hanley’s and the Liquor store.
 - A close review of the right-of-way adjacent to the liquor store needs to occur due to the parking, pedestrian and traffic conflicts there.
 - Communication with the business owners in this area from the start of the project is important.
- Mill Street
 - Extend improvements up to Cambridge Rescue building at a minimum.
 - Potential connection along soccer field from Mill Street to the school.
- School Street, Carlton Avenue Loop
 - Intersection of Carlton Avenue and Main Street has turning radius and sight distance issues for buses
 - Parking and dumpsters at the end of Carlton Avenue reduce pedestrian and bicycle safety
 - The School Street and Carlton Avenue loop has been one way in the past but has been met by objections.
 - A sidewalk used to be located on the southern side of School Street on the street side of the poles but it has since been paved over.
- Main Street
 - Parking in front of Hanley’s, 158 Main and the Mary Elizabeth Center and Preschool are challenges to bicycle and pedestrian improvements.
 - Existing sidewalks are approximately 4.5 feet wide which does not meet ADA width requirements and in very poor condition in some areas.
- Old Main Street
 - A farmer’s market is held on Wednesdays at the end of Old Main Street and parking is difficult during the market
 - A connection to the Greenway planned to go under the bridge has been delayed and it is currently just a footpath.
 - The senior center access will be off Old Main Street and pedestrian and bicycle improvements should extend to that driveway at a minimum.
 - No existing bicycle or pedestrian facilities.
- Preliminary Project Priorities
 - 1. School Street/Carlton Avenue Loop
 - 2. Upper Pleasant Valley Road to Jeffersonville Heights with multiple alternatives for tying in to Church Street (Mihean Drive, Fairpoint Property, etc.)

- 3. Main Street
- Mill Street intersection is a high priority in relation to safety