

**TOWN OF SPRINGFIELD
SELECTBOARD HALL – 96 MAIN STREET – THIRD FLOOR
PUBLIC HEARING – CLINTON STREET ROAD DIET
MONDAY, 9/11/2023**

APPROVED MINUTES

A. CALL MEETING TO ORDER

Chair, Kristi Morris, called the meeting to order at 6:00 pm.

Selectboard Members: Chair, Kristi Morris, Vice Chair Michael Martin, Walter Martone, and Everett Hammond were present in-person. Crissy Webster was not in attendance.

Administration: Town Manager Jeff Mobus and Town Clerk Barbara Courchesne were present in-person. Library Director Sue Dowdell and Fire Chief Paul Stagner were present via Zoom.

School Board Liaison: Steve Karaffa was not in attendance.

This Public Hearing was for the purpose of receiving public input on a possible Clinton Street Road Diet.

Chair Kristi Morris discussed that this is regarding the area from the end of the bridge below the Community Center down to Bridge Street approximately. Town Manager Jeff Mobus discussed that there will be no decisions made at this meeting. Town Manager Jeff Mobus continued that the purpose of this meeting is to receive local feedback and to assist in the development of options for the project. Town Manager Jeff Mobus further added that when the options are developed, they will be presented along with traffic data and cost estimates at a future meeting. Town Manager Jeff Mobus introduced Israel Maynard, Project Engineer Stantec.

Israel Maynard, Project Engineer Stantec via Zoom presented a PowerPoint to discuss the concept of the Clinton Street Road Diet. This presentation was shared with attendees that were present and attending via Zoom. Israel Maynard Project Engineer Stantec discussed that the presentation is for the Springfield Clinton Street scoping study and the purpose of this presentation is to introduce the project team that's going to be working on the scoping study, review the project development process, and to outline the steps that are going to take to get to the final conclusion of this study. Israel Maynard, Project Engineer Stantec added that the key to this discussion is that they want to gather feedback from the community on any issues or concerns.

Israel Maynard, Project Engineer Stantec discussed the team members being Springfield Town Manager Jeff Mobus is heading up the study, Mount Ascutney Regional Commission (MARC) Martha Harrison is serving as the municipal project manager, and himself for Stantec Consulting is leading the actual technical aspects of the study. Israel Maynard, Project Engineer Stantec added that the project area is Clinton Street at the intersection of Main Street all the way down to Bridge Street. Israel Maynard, Project Engineer Stantec described the typical project process as having a project definition which is the current step we are in with the scoping study, then after the project definition process, it goes to funding, then the full engineering, and then the construction. Israel Maynard, Project Engineer Stantec further added that the

project definition process is where they define the concern that they are trying to solve, come up with some alternatives to solve it, evaluate those alternatives to determine what the best path forward is, and then gain concurrence from Municipal leaders on the path forward.

Israel Maynard, Project Engineer Stantec discussed that task one for the project was the data gathering and the existing conditions analysis, and that was largely done at this point. Israel Maynard, Project Engineer Stantec added that task two is the local concerns meeting which we're currently doing now. Israel Maynard, Project Engineer Stantec further added that task three is the alternatives development and they are going to try to do that in the next couple of months. Israel Maynard, Project Engineer Stantec continued that rolling to task five will be the alternatives presentation which will hopefully be in November that they will have a couple of alternatives determined and they will have evaluated them fully, sketched them out, determined some impacts, and they will be able to get feedback on those specific alternatives. Israel Maynard, Project Engineer Stantec further discussed that task six after the alternatives, they will draft the full report and go for Selectboard for endorsement in December, and then hopefully finalizing this process around January. Israel Maynard, Project Engineer Stantec noted that this project was already looked at once through the Master Plan, so they are hoping just to update some stuff in the Master Plan analysis and to take a little deeper dive into it and get that better analysis.

Discussion ensued to clarify that the public review and scoping report are not the construction period, this is just the project definition process. Israel Maynard, Project Engineer Stantec added that after they have the scoping report developed, then the town will proceed into funding usually this would be applying for grants and things of that nature to get the project funded for engineering and final construction.

Israel Maynard, Project Engineer Stantec discussed the current existing conditions for this project area. Israel Maynard, Project Engineer Stantec described that the typical section out there is about 66-foot right-of-way width being a 52-foot curb to curb width which includes four 11-foot lanes and 4-foot shoulders, and then a vertical curve with 5-foot sidewalk on both sides. Israel Maynard, Project Engineer Stantec added that the Zoning district for this area is General Business. Israel Maynard, Project Engineer Stantec further added that the Springfield downtown is to the west of this study area and the Toonerville trail is to the east of this study area when that connection is complete. Israel Maynard, Project Engineer Stantec continued that the speed limit in this area is approximately 35 mph, and this was identified as a high crash segment in the last VTrans high crash analysis which was the 2012 to 2016 period. Israel Maynard, Project Engineer Stantec further discussed that there are limited environmental resources on this corridor due to it being fully built up and then there are underground sewer, water, and gas which are underground. Israel Maynard, Project Engineer Stantec continued that the electric and communications are aerial utilities and for the West portion of the project they are on the south side and then they cross over to the north side on the other portion of the corridor.

Israel Maynard, Project Engineer Stantec discussed that in the previous Master Plan the recommendation was a road diet. Israel Maynard, Project Engineer Stantec shared a crash diagram and added that the main reasoning for that and these FHWA factoids is that there's a significant reduction in crashes when you go to a road diet from a four lane to a two lane with a two-way left turn lane. Israel Maynard, Project Engineer Stantec added that the main reason for reducing crashes is that there is a significant reduction in the number of conflict points and when making movements onto the roadway, you're crossing one lane of moving traffic instead of two lanes of traffic. Israel Maynard, Project Engineer Stantec noted this would be a significant safety improvement to reduce those lanes.

Israel Maynard, Project Engineer Stantec shared the graphic from the Master Plan. Israel Maynard, Project Engineer Stantec discussed that there were a couple alternatives from the Master Plan, both with 11-foot lanes and an 11-foot two-way left lane. Israel Maynard, Project Engineer Stantec continued that on one envisioned a shared use path and then the other envisioned five-foot bike lanes on the outside and maintaining those five-foot sidewalks where they currently exist.

Israel Maynard, Project Engineer Stantec reiterated that this public hearing is to seek public input on what the primary concerns, issues, and even potential solutions if anybody has them, noting that generally the main concerns on projects that are transportation related are safety, pedestrian accessibility, and bicycle travel.

Mike Schmitt Springfield Planning Commission commented that the Planning Commission is in the process of rewriting the Town Plan and inquired if the Planning Commission had been engaged in this process as part of the planning for this change because it's very significant to what they are doing. Michael Martin commented that they had not. Further discussion ensued regarding whether the Planning Commission should have been engaged and the Planning Commission would be engaged at some point in the process. Walter Martone added that when the Main Street Master Plan was developed, the Planning Commission was engaged of which this was one of the projects in there. Walter Martone continued that it shouldn't be new, aside from being new to the new members of the Planning Commission who haven't seen this Main Street Master Plan yet. Walter Martone continued that all of the projects ultimately are going to have to have some kind of a public hearing before we do any kind of further engineering or determining the feasibility of actually building. Walter Martone further added that most of the Planning Commission members that have been around since 2017 know about the Master Plan and it continues to be talked about during the Selectboard Strategic Planning Process.

Scott Darrell Resident noted concerns about traffic getting backed up during the busy part of the day around four or five o'clock. Scott Darrell inquired if this potential traffic issue had been investigated. Israel Maynard Project Engineer Stantec responded that would be something they analyze through this process and would likely come in the next month or two. Israel Maynard Project Engineer Stantec added that as a rule of thumb for a road diet project if you have average annual daily traffic of less than 20,000 vehicles per day, they generally work very well, and the latest counts were that this segment is right around 10,000 vehicles a day. Israel Maynard Project Engineer Stantec continued that based on that there should not be a significant delay due to a road diet. Israel Maynard Project Engineer Stantec noted that the delay may be more related to the intersection than the two lanes versus four lanes.

Israel Maynard Project Engineer Stantec commented that if anyone has any evidence that it backs up to a certain location to let them know as they can model the traffic but if it doesn't match what the community is experiencing it's good to know that so the models can be calibrated so that they're working properly. Scott Darrell Resident commented that due to deliveries that Lovejoy gets on Main Street the road tends to get blocked up and he has concerns of traffic being backed up more during those deliveries. Chair Kristi Morris added that at Dunkin Donuts (in the gas station along Clinton) it can sometimes go out into the road.

Dominic LaBonte Resident inquired if with the limit on the efficacy of the road diet of 10,000 to 20,000 cars per day range is this a change that we should be making as a Town, if we do happen to grow is this a change that we want to make going forward or should we just revamp what is there and make it nicer.

Israel Maynard Project Engineer Stantec responded that it was a good point about future growth and when they analyze the data, they figure out what the traffic is that we're experiencing now and then they will typically go with a 20-year analysis period and that'll be our design year. Israel Maynard Project Engineer Stantec continued that for example 2023 is the existing condition and 2043 is the design year and that's what they would analyze for, noting that they would have to make some assumptions for growth. Israel Maynard Project Engineer Stantec added that a lot of these roads that you see around Vermont that are four lane roads that communities are talking about road diets for is because when they were originally envisioned there were some pretty ambitious targets for growth in vehicle demand that have not really been seen.

Jessica Martin Resident via Zoom commented that she loves the idea of having a turning lane in the middle but prefers the bicycle lane not being the shared use path with pedestrians. Jessica Martin noted concerns about the intersection with South Street and Main Street and making it a safer intersection as based on the crash diagram there seem to be quite a few crashes there. Jessica Martin noted that there used to be a light at that intersection and that traffic backs up there particularly during school the school start and end times. Israel Maynard Project Engineer Stantec responded that there was a recommendation in the Master Plan for that intersection and he believes it would be a separate scoping report. Town Manager Jeff Mobus confirmed and added that this scoping project is only from Bridge Street to that intersection, and it does not include that intersection because the way it was seen in the Main Street Master Plan is that those are two separate projects. Town Manager Jeff Mobus continued that he has told Israel Maynard that they do have to consider the transition from a road diet to that intersection and what might be done at the intersection in the future, but they have to be careful because this is a grant funded project, and we can't go outside of the scope. Chair Kristi Morris commented that from his participation with the Mount Ascutney Regional Commission as a Transportation Advisory Committee member representing Springfield, there are 11 other towns that are involved with that, and they all have the same data that was provided for the meeting for the crash sites and that is one of the intersections that they are looking at with another project. Chair Kristi Morris continued that there used to be a rotary there previously back in the day. Chair Kristi Morris added that as the Town Manager mentioned a roundabout it allows traffic to flow around and they don't have the vertical curves that you would see on the old rotaries so that trucks can traverse or make the turns so that is another project that is being looked at, or at least addressed.

Scott Richardson Resident commented that he had concerns about where the funding is going to come from as we need to catch up on other projects such as the bridge by McDonald's and the plywood covering a retaining wall near Eaton Avenue, noting that there are very little funds being set aside for these other projects.

Chair Kristi Morris responded that the McDonald's bridge is another project that the State is looking through Mount Ascutney Regional Commission and the Transportation Advisory Committee and it has been on the books for several years. Chair Kristi Morris continued that he was not sure if it would go to scoping or whether it's going to be what they call on the books, which is the next level of funding and we have been setting some money aside for bridges and retaining walls. Town Manager Jeff Mobus noted that Mr. Richardson had served on the Budget Advisory Committee, so he is aware of that piece. Town Manager Jeff Mobus added that last he heard is it was going to scoping, but maybe not for two more years and the Town's portion is 10% of what we expect to be a \$4 million project.

Sue Dowdell Resident via Zoom inquired if they had studies of what the actual speed was in this area and noted that she is hoping that the road diet will reduce the speeds that people drive. Israel Maynard Project Engineer Stantec responded that there has not been a speed study that he was aware of done in this area, but based on the crash history he would not be surprised if there were some speeding concerns. Israel Maynard Project Engineer Stantec added that one of the good things about a road diet when you have those two-way left turn lanes, they provide some opportunity to have some islands in some areas where you don't have left turns you can put in an island for either pedestrian crossing or traffic calming, so that should really help calm things down in this area.

Kevin Ondre Resident inquired if anyone had looked at what the percentages are for daily traffic and for crash sites were in this area and if anybody had thought about the fact that it might actually just take crash sites and move them to be before the road diet happens if it would really improve traffic or if there may be a better way to do this such as better marking of the road or more patrolling of the road. Israel Maynard Project Engineer Stantec responded that the percentages would be done as part of the scoping process as they evaluate alternatives and that typically with a road diet one of the benefits is when leaving a business in these sections there are decreased points of conflict and he doesn't believe that with this area the crashes would be pushed further away because it's more related to the people getting in and off the road for these businesses.

Shawntae Webb Resident via Zoom commented that she prefers the two lanes in each direction for traffic flow and inquired if there was a traffic/accident report available to show why we need to try to reduce those accidents. Israel Maynard Project Engineer Stantec responded that would all be addressed as they move through this and VTrans has a public crash query data tool that is publicly available to anybody on their website, and you can look up crash history for a given timeframe and get details on each individual crash regarding what happened. Israel Maynard Project Engineer Stantec added that they will dive deep into these statistics of these crashes and make sure that a road diet addresses some of the causes of the crashes that happen. Israel Maynard Project Engineer Stantec further added that FHWA the Federal Highway Administration does a lot of research on these things and they're finding that when road diets are implemented in the correct situation, they're seeing anywhere from a 17% to 47% reduction in crashes after that road diet and the severity of the crashes is being reduced because you're not getting a lot of those broadside crashes it's more sideswipe and some rearend crashes.

Shawntae Webb Resident commented that people don't like change and referenced the recent error in road painting of the lanes at the bottom of Summer Street and the potential that had to cause more accidents. Shawntae Webb continued that the lanes should get well labeled and it should be noted that people get familiar with how things are and may not transition well to that change. Israel Maynard Project Engineer Stantec responded that is a big concern when you're making changes to traffic patterns that first few months as residents get used to it. Israel Maynard Project Engineer Stantec added that with a road diet it is easy to do pilot projects or so if this was a solution that the Town wanted to push forward it can be done with temporary paint and be tried out for six months or a year without moving any curbs and if it doesn't work you can put the paint back the way it was before.

Chair Kristi Morris inquired if they (Stantec) have access to any data where other towns or other areas have a two-lane traffic with a center turning lane that could be made available. Israel Maynard Project Engineer Stantec responded that they would dig up some case studies for their analysis and would make those available.

Susan White Resident commented that she assumed the intersection they were speaking of was the one at the bottom of South Street and Main Street and noted that she recently had a friend visiting from out of Town who commented on all the confusing intersections we have in Town. Susan White added that she is a biker and walker around Town and would like to see more safe bike routes and walking patterns around Town. Susan White continued that she did not know the Master Plan and inquired how this proposed bike lane/shared use path fits into a larger picture if the bike route would go out to North Springfield or if it was connecting to something larger. Susan White additionally inquired how this will connect to the Toonerville Trail if it is headed in that direction and if you would still have to cross the streets. Chair Kristi Morris noted this was a good question and added that there are a lot of questions and concerns about bicycle traffic accessing the Toonerville Trail. Chair Kristi Morris continued that they do have in process and hopefully it will be constructed soon that the trail will come from where the trail head is now below the Jones Center and that it will come up to Bridge Street and with the plans for this would be bicycles having access to the trail from both directions from that Bridge Street area, so the transition for bicycle access needs to be considered in that location. Israel Maynard Project Engineer Stantec responded that the Master Plan had the entire shared use path along Clinton Street on the North side so you don't need to cross Clinton Street at any time to access to the Toonerville Trail, but this could potentially be the opportunity to add additional pedestrian crossings along the street if that was something that the community wanted.

Doug Johnston Resident via Zoom noted concerns about the properties to the south or east of the project that are not yet fully developed and mentioned the potential project of Dunkin Donuts buying the vacant parking lot across from the old J and L and that consideration should be made as to what types of industry may come into these locations and how this would affect the traffic. Chair Kristi Morris clarified that below Bridge Street they are not proposing to change that from two lanes in each direction. Israel Maynard Project Engineer Stantec responded that they would be looking at zoning in the area and potential for development and any parcels that are currently in development, and they will be looking at those land uses to try to get an accurate picture of what traffic would look like with some of these vacant parcels built out.

Taylor Drinker Resident commented that as a person that walks and bikes, she would love to see a protected multiuse trail, mostly because of the speed that people come from the direction of the highway, noting that they are going to easily 45 mph by the Edgar May. Taylor Drinker continued that she doesn't feel like there is enough foot traffic at least as is to really worry about pedestrian bike collisions. Taylor Drinker added that on the commerce side (Chamber of Commerce) it would be great to be able to have people be able to walk between businesses there and not be concerned about the speed of vehicles going by them or getting sprayed by water or any of those things that happen with an unprotected smaller sidewalk. Israel Maynard Project Engineer Stantec responded that was a good comment about a shared use path or separated versus on street bike lanes as there are less experienced or less competent riders and they typically don't want to use bike lanes because they're directly adjacent to traffic especially high-speed areas.

Everett Hammond commented that he would like to see if any other town in Vermont or New Hampshire has had a similar situation that has done this type of road diet to see what the before and after crashes were. Everett Hammond noted concerns about two people wanting to turn at the same time in this turning lane and the potential for more head on collisions. Everett Hammond added that he felt the speed data should be completed so we know where we are now and can be prepared for what it's going to be in the

future and noted that speed devices such as what are used near the schools can be done. Kevin Ondre Resident commented that the bike lane was noted as being 4' currently and he can say that it is not currently 4'. Kevin Ondre noted that he rides a lot through town and has been hit at the intersection before. Everett Hammond commented that he does agree with the temporary pilot project of this before the finalized project, so we are not committing a lot of dollars to a decision.

Further discussion ensued regarding the proposed widths and how they are achieved by elimination of lanes.

Carol Cole Resident commented that from having an office at the foot of South Street Hill she can speak to the amount of traffic and the speed of the traffic that goes through that intersection, noting that it is amazing there are not more accidents there. Carol Cole continued that she believes something like this would be a benefit to slows things down as you're approaching our downtown area where you do have a lot more pedestrians and bikers. Carol Cole noted that change is very difficult, but it would be an improvement than what we are doing right now.

Town Manager Jeff Mobus commented that he was speaking for Mike Jasinski who could not attend, and he wanted them to try to find the old plans where we went from two lanes each way to four lanes each way and see what the rationale was behind that and why it might be different. Chair Kristi Morris commented that back then we used to compete with the train, we had two lanes each way with a train crossing the middle side to side.

Michael Martin commented that regarding the concerns about speed and safety of pedestrians and bicyclists that one of the purposes of a road diet is to force traffic calming. Michael Martin continued that even without the original plan for a roundabout he is sure that we could clean that intersection up a great deal by cutting those four lanes out and just having one lane going south and one lane going north, noting it should ease the confusion of the intersection. Michael Martin continued that with doing this it would also help the Wayfinding project by making it easier to put out signs that help people find their way.

Walter Martone discussed that regarding the bicycle lane and what it might connect to, there would be a connection to the Toonerville Trail all the way to the boat landing and at the other end as you are approaching the downtown, the Town has made improvements to Mineral Street to make that improved so bikes could bypass the downtown. Walter Martone continued that we have another project that is also going to be scoped out that will look at a mixed-use path that will take the other end of Town all the way down to the plaza.

Town Manager Jeff Mobus commented that we have already done this step for the Northern Gateway and we're about to have the alternatives meeting very soon for the alternatives for that project.

Bettina McCrady Resident/on behalf of the Springfield Trails and Rural Economy commented that they support this plan to pursue and explore all the different opportunities for the design. Bettina McCrady continued that it was part of that plan back in the 1990s to create a walking and pedestrian path that would connect the different communities for commercial, businesses, and residential, and try to get more people riding bicycles, both for leisure, as well as for transportation. Bettina McCrady further added that it is important for Springfield to do this, noting that a lot of communities in Vermont have already done this.

Scott Darrell Resident inquired if there was an estimated cost for the project. Israel Maynard Project Engineer Stantec responded that would be developed as part of the alternatives analysis. Scott Darrell Resident inquired how much of the money would be taxpayer dollars. Israel Maynard Project Engineer Stantec responded that after the scoping report is done that sets you up for putting together grant applications such as a Transportation Alternatives Grant Program and there's several other State grants and federal grants that can be used. Israel Maynard Project Engineer Stantec added that he believes most of those have a match that is usually 80% Federal and then 20% Municipal. Town Manager Jeff Mobus added that the grants vary but typically are a match of 80/20 as Israel Maynard said.

Further discussion ensued that the federal aid grants money comes from federal tax dollars.

Jessica Martin Springfield on the Move Director commented that the temporary pilot option was valuable to them as they did that for the traffic calming curb bump out at the bus station and they received a lot of valuable feedback.

Further discussion ensued that these temporary pilot options are valuable for road diets as they can help you really understand any problem areas and have those issues resolved before making curb cuts.

Chair Kristi Morris commented that he believed we would want to hear from our public safety officials including our Town Highway Department for snow removal to see what concerns they would have and inquired when we would contact them. Israel Maynard Project Engineer Stantec confirmed that they typically do that right after the alternatives are determined and they will send the plans out to the utility companies and emergency services to see if there's any comments.

Doug Johnston Resident commented that if we are looking to another project such as a rotary, we should be doing this construction so it could be done at the same time, so we are not taking something out that was just put in. Israel Maynard Project Engineer Stantec responded that was a good point and added that as the Town Manager mentioned earlier one of their tasks in this is to understand how that transition would need to happen to make sure that anything that was done as part of this project would be compatible with a roundabout or a signalized intersection at this end, to minimize any rework.

Walter Martone commented that he is interested in the transition to Bridge Street from the main part of Clinton Street and how that transition from the four lanes will go down to three lanes in that area. Israel Maynard Project Engineer Stantec responded that they will look at that transition and noted that it could be done a couple of ways either as a lane drop being the right lane becomes a right turn lane onto Bridge Street and then the left lane continues through or you can do it as a taper and there's a formula for calculating tapers to make sure you have adequate distance for those vehicles to merge together without hard braking which causes rear end collisions. Israel Maynard Project Engineer Stantec continued that they would make sure they apply appropriate merging tapers on those locations.

Kevin Ondre Resident commented that before the meeting he was against this idea, noting there are other perceived roads that should be worked on more immediately, but as the information and ideas have gone around, he agrees with the temporary pilot idea.

Kevin Ondre Resident noted concerns about the bike lane being painted as a solid color due to bike safety concerns. Further discussion ensued that painting the bike lanes a solid color is not cost effective and not a practice that's really done a lot anymore.

Everett Hammond commented that it would be good to tie the temporary pilot project in with the State painting project the next time that is done to save money. Chair Kristi Morris noted that the State no longer paints the roads through Town. Further discussion ensued regarding the State painting project being done every 12 years and the last State painting project was in 2017.

Town Manager Jeff Mobus commented that he wanted to remind everybody that we are doing the waterline work there next summer and there will be a lot of construction there, noting that the idea is this would be the sequence after because we want to do underneath the road before we do the road and we want to make sure we're sequencing projects, whatever we do, appropriately so not digging into new things to older things underneath.

Walter Martone commented that the benefit of this project is all about making a nice entrance to the downtown and that's equally important to our redevelopment and our revitalization approaches.

Further discussion ensued regarding the lights that were formerly there as an option to slow traffic down and issues with them being broken several times by truck traffic.

Chair Kristi Morris commented that this is an intersection that the State is looking at noting his mention of the Transportation Advisory Committee and they are committed to looking at what the best alternatives could be.

Further discussion ensued regarding the timeline and steps for this project for an attendee that arrived late.

Town Manager Jeff Mobus commented that regarding the waterline project on Clinton Street he would make sure to get the as built plans to Israel Maynard for their consideration as it may pertain to any tree plantings in the alternatives.

Fire Chief Paul Stagner via Zoom commented that regarding the drainage we already know that when we have any moderate water or rainstorm we get some severe flooding at the bottom of South Street, Loveland, and at the intersection of Bridge Street. Fire Chief Paul Stagner added that the drainage will become a bigger issue and more of a hazard with a narrower roadway, so these flooding issues need to be considered in the plans. Fire Chief Paul Stagner further added that we have emergency vehicles coming in from neighboring communities to go to the hospital and this should be kept in mind for this plan. Michael Martin responded that Item nine on their agenda tonight is to discuss a stormwater proposal that will help alleviate the flooding on Clinton Street.

Further discussion ensued regarding concerns for traffic during the wintertime.

Israel Maynard Project Engineer Stantec discussed that the next steps for this project will be that they are going to be developing the ideas and solutions and these will be reviewed with the team members and then there will be another public meeting to discuss what they came up with. Israel Maynard Project Engineer Stantec thanked the participants and noted that if they did not get to mention any concern tonight or didn't feel comfortable bringing it up in front of the whole crowd to feel free to email anybody on the project list. Chair Kristi Morris noted that any additional thoughts or comments could be submitted to the Town Manager's Office and the Main Street Master Plan was available on the Town's website. Chair Kristi Morris thanked the participants of the meeting.

No further discussion. The Public Hearing was closed at 7:20 pm.

Respectfully submitted,

Carrie M. Kellow, Recording Secretary