



The following is a list of questions that were posed during the public informational meeting on the Pleasant Street Revitalization project held on July 8, 2020 via Zoom. A link to a recording of the meeting can be found at www.rethinkpleasantstreet.com. Following each question is a response from City staff where appropriate.

Meeting Q&A

Question #1: Is Pleasant Street a state highway?

Response: Pleasant Street is a State numbered route and will remain so. However, part of this project will include designating a truck route around Pleasant Street. Pleasant Street is located within the Urban Compact of Claremont. Being within an Urban Compact requires the City to maintain the road and any changes to the road must be coordinated with the New Hampshire Department of Transportation.

Comment #2: Love option 2!

Comment #3: Option 2 seems to have the best balance making the downtown attractive

Question #4: Will it require a legislative involvement or change in a law?

Response: No, it will not require any change in law, but it will need the approval of the New Hampshire Department of Transportation (NHDOT). Coordination with NHDOT is already underway.

Comment #5: Alternative 2 is best. Alternative 3 means the driver side door will open into the snow bank after plowing.

Comment #6: I think option 2 is great! I love the idea of utilizing it as a pedestrian zone for short periods of time and bringing business outside.

Question #7: Can you explain how this is tied into the need for new water & sewer lines?

Response: These utilities are beyond their intended useful lifespan and the roadway reconstruction creates the perfect opportunity to replace them. Also, the realignment of the roadway will require new drainage structures that may conflict with some of the existing utilities.

Question #8: Weren't there potential parking spaces on Glidden and School Streets

Response: There is the potential for additional parking spaces on Glidden and School Street, but portions of these parking spaces would be located on private property and additional rights would need to be acquired. The City will continue to coordinate with the parcel owners to look for opportunities to increase the parking supply in the area.

Question #9: Will these improvements be partnered with incentives to attract new eateries/other businesses to occupy vacant spaces?

Response: The Claremont Development Authority is currently discussing a multi-façade grant with NHCDFR that would be timed to coordinate with infrastructure improvements.

Question #10: There parallel efforts to support the businesses that would benefit from this effort?

Response: City will work with the NH Small Business Development Center and the Center for Women & Enterprise to bring one on one services and programming to City Center businesses. Business visitation program will continue as well as Shop Local initiatives.

Question #11: Was any thought given to parking on the right to coincide with typical orientation with the direction of one way traffic, especially with parallel parking option. People being more accustomed to parking on their right. Just for time and safety.?

Response: Providing the parking on the left side of the road provides more parking spaces since there are more driveway openings on the right side of the road. This also allows the bicycles to be on the opposite side from the parking, which is safer.

Question #12: When we get 2 feet of snow how are you going to remove it?

Response: With a wider sidewalk, there will be more area to temporarily store the snow until it can be removed, similar to how snow removal operations are completed now.

Question #13: Will there be lights at the Glidden/Pleasant intersection?

Response: The current concept does not include a traffic signal at the Glidden and Pleasant Street intersection as it will not be needed.

Question #14: Are the spaces for the Goddard apts included in this

Response: The count of existing spaces was done based off the current layout before the Goddard construction began. The proposed parking layout for the Goddard Block was not part of this count.

Question #15: What other communities have made changes using this model of increasing pedestrian area? Has it been positive?

Response: Main Street in Concord, NH undertook a project very similar to this, but on a much larger scale. They reduced the road down from 4 lanes to 2. This design team worked on that project also. The Concord project was very successful for the local community and was a catalyst for future development and economic growth in downtown. There were less empty retail spaces upon the completion of the project.

Comment #16: As long as there is plenty of signage to indicate public parking.

Response: The project will include new signage to direct people to public off-street parking locations.

Comment #17: Yes! Off-street parking if well lit with adequate directional signage would work.

Response: The project will include new lighting for municipally owned off-street parking areas to make them more inviting.

Comment #18: I would think incentive for building owners to improve the facades on the back of their buildings

Comment #19: Agree this is a good idea

Comment #20: The parking improvements are excellent especially reconfiguring the parking behind the buildings....A must do!

Comment #21: Paint alley walls white

Question #22: Are the panelists able to see questions we submit through the Q&A feature?

Response: Yes, We can see them.

Comment #23: Allowing for murals on the walls of the alleys would help make it more inviting along with lighting and monitoring,

Comment #24: Love that idea!

Question #25: Why can't truck traffic skip downtown entirely (no noise, no exhaust, no risk to students) -- and be routed via Main St to access 11 & 12?

Response: Deliveries to local businesses will still be allowed, all other trucks will be diverted to the new truck route.

Comment #26: I thought he meant bigger vehicles like a private large truck. But I could be wrong. Like an F350.

Question #27: Can't the truck traffic be diverted on to Summer street?

Response: The City of Claremont currently prohibits truck traffic on Summer Street. Also, the turns onto and out of Summer Street could prove to be difficult for large trucks especially during school hours when cars are parked along both sides of the road.

Question #28: Will through trucks be permitted on the Pleasant street one-way section, or just delivery trucks? Will there be an alternate truck route for through trucks going south on 12 or diverted to Route 12A?

Response: Deliveries to local businesses will still be allowed, all other trucks will be diverted to the new truck route.

Comment #29: A truck with a 53' trailer will not fit down Glidden st.

Response: The design team uses a computer program that simulates truck turns. A full sleeper cab truck with a 53-foot trailer (WB-67) was tested at both ends of Glidden Street. This model showed that the truck needed significant space to turn right onto Glidden Street from Pleasant Street, which is what prompted the need to convert Glidden to one-way traffic. The proposed alignment on Pleasant Street would need to shift slightly as well to accommodate this turning movement.

Question #30: Could there be signage to clearly identify which lane would be for what? To avoid last minute traffic lane switches

Response: Appropriate traffic signage will be included as part of this project.

Comment #31: This project is going to be absolutely wonderful for our community

Question #32: Can you advise attendees to change the chat option to "All Panelists and Attendees" so we can all see it?

Question #33: Again -- there are other ways to access route 11 & 12 south bound -- why must trucks go through downtown at all?

Response: Other truck routes were investigated in a previous study and the current proposed truck routes were determined to be the best options.

Question #34: So would big truck traffic still be allowed to travel down Pleasant until they reach Glidden? Or would big truck traffic have to detour before ever reaching Pleasant?

Response: Deliveries to local businesses will still be allowed, all other trucks will be diverted to the new truck route.

Question #35: Will it be easier for truckers as well to make turns safely etc

Response: Necessary turning radii will be provided to allow northbound trucks to make a safe right hand turn onto Glidden Street. The proposed truck route was looked at to ensure that trucks could make all the turning movements along the route. There a few locations that would require minor alterations to accommodate the turning trucks. The specific locations were noted in the presentation.

Question #36: Could Glidden & Broad intersection be a roundabout instead of a traffic signal?

Response: A roundabout was investigated in this location, but to reduce queuing and delay the roundabout would have to be a double lane roundabout. This size roundabout would not fit here without significant impacts

Comment #37: Oh yes, fix that Mulberry/Sullivan intersection

Comment #38: Please!

Question #39: Could SB truck traffic go all the way to Coy Paper and pick up on Plains Road to River Road?

Response: Diverting traffic to Route 12A was investigated but was found to add to much additional time and distance to truck trips.

Question #40: How will business on Pleasant St get deliveries with this rt

Response: Deliveries to local businesses will still be allowed.

Question #41: Why not utilize the Grissom Lane "Bypass" for the truck route south?

Response: Diverting traffic to Route 12A was investigated but was found to add to much additional time and distance to truck trips.

Comment #42: I think the routes look great & actually SOLVE existing problems, like the Mulberry St intersection.

Question #43: Could the south route be used for both directions?

Response: The south route could be used for both directions, but since many trucks use the northern route already, it was decided to continue with that approach to minimize the amount of additional traffic on Mulberry Street.

Comment #44: Grissom Lane and River Road

Response: Diverting traffic to Route 12A was investigated but was found to add to much additional time and distance to truck trips.

Comment #45: Both options are very good and are a great improvement of the present conditions.

Question #46: Would big trucks still be able to deliver to Pleasant St businesses? Would they have to deliver from the backs of buildings?

Response: Deliveries to local businesses will still be allowed and delivery logistics would be worked out on a case to case basis. If there is not practical access to the rear of a specific building than rear deliveries would not be possible, but if there is rear access this would likely be the best option.

Question #47: How would this effect trash pickup etc. for businesses and housing on Pleasant St

Response: Trash pickup should be unaffected.

Question #48: Many truckers use GPS which does not always align with city signage. How to ensure they do not ignore signage?

Response: Appropriate traffic signage will be included as part of this project. Compliance with the signage will have to be addressed through enforcement. The design team will be working with the trucking industry to spread awareness of the new routes and get GPS routes adjusted as well.

Comment #49: It's a good idea to have 2 routes so all the trucks do not impact the same route going in both directions.

Question #50: Why can't we make hours and penalties for them entering downtown areas

Response: This type of ordinance could be put in place but could be difficult to enforce. Businesses will likely coordinate their delivery schedules to occur when traffic is low to make it easier for them.

Question #51: Will school busses still be able to take Pleasant St?

Response: Yes.

Question #52: Will there be a limit on the size of trucks delivering to the Pleasant Street Area?

Response: No.

Question #53: How are deliveries going to be made to business on Pleasant St

Response: Deliveries to local businesses will still be allowed and delivery logistics would be worked out on a case to case basis. If there is not practical access to the rear of a specific building than rear deliveries would not be possible, but if there is rear access this would likely be the best option.

Question #54: How much longer do we have to wait for the truck routes to be put into action?

Response: The process includes approval of the truck route by both the City and NHDOT. This process is expected to take several months.

Comment #55: He just said local deliveries would still be allowed.

Comment #56: looks incredible

Question #57: Is there a path for bikes?

Response: The lane widths are 15' which allow for both cars and bicycles to pass each other. Bicycles would travel on the right side of the roadway on the opposite side from the parking.

Comment #58: New Concord street scape is safe, roomy and welcoming! Very nice and a boon to local business on Main Street and lateral streets as well there! Very nice job!

Comment #59: That looks great! What an improvement!

Comment #60: I am excited

Question #61: How long are the angled parking spots. Can a 22' long pickup truck easily park?

Response: Angled parking spaces are 9' wide x 17' deep. These are sized to accommodate 95% of the vehicle fleet and can accommodate pickup trucks with crew cabs and standard beds. A 22' long pickup, with front tire pulled up to the curb line, may extend into the 15' travel lane slightly, but vehicles will still be able to pass.

Comment #62: Looks wonderful!

Comment #63: Love the PRIDE crosswalk, just have to say!

Question #64: Can you just point out the information center?

Response: Wayfinding signage is number 7 on page 25 and number 3 on page 31 of the presentation pdf. The location of the wayfinding signage has not been finalized and these images are just showing one of the possible locations.

Comment #65: I would love that to be what it actually looks like!

Question #66: Is it possible to make the whole area non smoking?

Response: This is possible, but not currently proposed as part of this project.

Question #67: I think #7 in the previous slide. Describe what it is for folks?

Response: This question appears to be in response to the question about the information center. The wayfinding signage will direct customers to businesses along and adjacent to Pleasant Street. It would be similar to the directories found in shopping malls and plazas, but the details have not been finalized for this signage.

Question #68: Often city trees do not do well because of lack of water due to streets and sidewalks, are you taking this into consideration and how are you directing runoff away from storm drains

Response: Yes. We will select trees that are good for an urban environment. They will be salt tolerant. Canopies will not be too dense.

Comment #69: Very appealing! Makes a space where people want to be and congregate. Like it!

Question #70: How will this effect some of the historical buildings here

Response: There are no anticipated impacts to any adjacent buildings and sidewalk finishes, lights, and street furniture will be selected with the historic context of the area in mind.

Question #71: Will the project pay for the refurbishment of building facades in the presentation.

Response: There are currently no plans to have the project include any work to the buildings along Pleasant Street.

Comment #72: YES bike lane!

Question #73: This may not be your area, but is plowing in winter easier with one way traffic and/or angled parking?

Response: It is anticipated that plowing will be easier as the operator will not have to avoid oncoming traffic. Also, we would not expect the change in parking configuration to impact the difficulty of plowing.

Question #74: Will there be small sculptures or water features

Response: Public art would not be paid for by this project. Space has been allocated for the installation of public art. The idea of water features has not been discussed up to this point, but it is possible.

Question #75: What sort of anti-vehicle barrier options would you recommend? Curbing? Bollards?

Response: The current proposed design does include curbing along the length of the reconstruction of Pleasant Street. Bollards are an option that could be considered during final design.

Comment #76: A bike lane would be awesome!

Comment #77: What ya did in Concord was amazing this makes me so excited knowing you're doing this project for our community. Thank you so much

Comment #78: Agree strongly that more foot traffic past storefronts would be great - if off street parking encourages it, hooray!

Question #79: Will there be parking meters?

Response: The City does not currently plan to meter the parking along Pleasant Street.

Comment #80: Parking on the left and bike lane on the right curbside safer for the bikes from backing parked auto's.

Question #81: What are anticipated maintenance costs based on similar geographic areas? Maintenance schedules for upkeep of this project. Cost of ownership so to speak.

Response: Maintenance costs are being developed and will be presented at a future City Council meeting.

Comment #82: Happy to see the info/directory signage. I would like to see it all the way around the project including the parking garage, etc.

Comment #83: The large permanent planters will somewhat interfere with how the merchants use the sidewalks...Lets leave as much space and options as possible.

Question #84: Would radiant sidewalks be a budgetable item?

Response: Radiant sidewalk has not been evaluated for this project to date. There is a substantial initial cost for installation and operation and maintenance are costly as well.

Question #85: How Green is this project?

Response: Rain gardens and infiltration planter boxes are planned and will be detailed during final design.

Question #86: What are the current upkeep costs that would go away

Response: Since the underground utilities on Pleasant Street are beyond their useful life, DPW is required to perform routine maintenance along this area more often than they would if the systems were updated. Also, the current storm water and sanitary sewer systems have some interconnection that DPW is aware of and possibly some they are unaware of i.e. there are some building roof drains that connect to the sanitary sewer system. This adds flow to the sewer system and ultimately brings excess water to the sewer treatment plant for treatment. This project will ensure that these systems are fully separated which will reduce the amount of water the treatment plant will need to treat.

Question #87: Can project be bonded? Are matching \$ available from state/feds?

Response: The City is currently looking to bond the entire project. The City is currently not intending to apply for matching funds from the State or Federal Government.

Comment #88: Radiant would help long term investment

Question #89: Ian Gates that would be interesting. I wonder if it's been done in other municipal projects?

Response: Radiant sidewalk heating was done in select locations in the Concord Main Street project with private funds from private businesses.

Question #90: Councilors, is any of this available for state grants? Or CDBG?

Response: The City is currently looking to bond the entire project. The City is currently not intending to apply for matching funds from the State or Federal Government.

Comment #91: Japanese Coral Maple... :)

Comment #92: So impressed by this work...lots of analysis went into this. It would be a game changer for our city in my opinion. Endless possibilities for people-centric activities with retail activity that is Amazon-proof (restaurants, etc.) with live music and other cultural/artistic events. It would be awesome.

Question #93: I would like to move the current public bus stop from the busy opera house square area, to another area. Has this been discussed at all?

Response: The City will work with the SCS Transportation Program to include relocating the bus stop as part of the project.

Question #94: Has anyone thought about a flowering tree? Magnolia?

Response: Specific types of trees will be considered during the final design process.

Comment #95: Its worth looking into if we can get some grants for that.

Question #96: How about vertical plantings on buildings?

Response: Plantings placed on buildings will not be included as part of this project. If building owners would like these plantings, they would be required to pay for and install them on their own.

Comment #97: Great concept, worth exploring. Thank you for the presentation and visuals.

Question #98: Alumni parade route!!! Has Dick Girard seen this?

Response: At the alternative workshop held last year, Police Chief Chase indicated that he saw no issues with the proposed layout and the parade route.

Question #99: Could I get Jonathan's last name again for The Eagle Times?

Response: Johnathan Law from IBI Placemaking

Question #100: How long will it take to get approval from the state for the truck route

Response: The process includes approval of the truck route by both the City and NHDOT. This process is expected to take several months.

Comment #101: This was well worth the time -- thank you.

Comment #102: Thank you so much for this meeting as well as for bringing this project to our area

Comment #103: Please don't give up it will be worth it

Comment #104: Lit bollards would be an excellent anti-vehicle barrier. You can still walk between them and you can have solar-LED light caps on top for add'l low-level lighting.

Comment #105: Murals would be cool--need to get Wall Dogs in here.

Comment #106: Consider looking into artists from the art place on Pleasant St. to paint murals

Comment #107: This is true - right now you will not find a better time for bond percentages for any projects.

Comment #108: I hope everyone will express their approval for the funding for this project to the city council

Question #109: What will be done to support property owners to upgrade the properties to code?

Response: The Claremont Development Authority is currently discussing a multi-façade grant with NHCDA that would be timed to coordinate with infrastructure improvements.

Comment #110: Hanover is losing restaurants left & right....would be great to snag some of them like the Indian place; Skinny Pancake, etc.

Comment #111: Critically important to the community. With the bonds retiring , low interest rates etc., timing is right. Thank you.

Comment #112: City Council: Please support this.

Question #113: Can the lighting system support a downtown Wireless Mesh Network for public and public safety?

Response: This can be investigated during final design.

Question #114: What will be the plan to make sure that sidewalks are safe for all as well as lightning in the area on at all times? Will parking lots that have dumpsters in back alleys be required to repair their driveway and make sure that proper lighting is available for winter? For example the lighting and dumpster along with driveway located behind the Union Block apartments for example

Response: Lighting improvements will be made on Pleasant Street, along pedestrian routes from adjacent parking areas and the parking areas slated for improvements as part of the project.

Question #115: Will a light be put in or something to make it safer for crossing from the middle of the traffic circle over to the sidewalk in front of the Union Block apartment? People come around the circle or up Sullivan or the Main St. and they don't stop. I have pointed it out many times when trying to personally cross to police and they just laugh it off and don't want to bother with it

Response: That location is outside of the study area for this project. No light is proposed at this location.

Question #116: The Union Block is located on Pleasant St and Sullivan St. So if it's not in the location for this project then what actually is?

Response: Opera House square is the northern limit of the project. Improvements will be made along the Pleasant Street side of the Union Block. There are currently no plans to extend the work onto Sullivan Street.

Comment #117: Awesome I am one who witnesses people especially truck drivers try to come around the traffic circle and drive up on the middle of the flower section or sidewalks or jackhammer which is extremely dangerous with winter etc as you know so I look forward to seeing how you plan to make it safer I also hope that affordable housing stays in this area

Comment #118: Sorry if I was supposed to wait until we started to ask anything or comment.

Question #119: Who is speaking? Sorry -question referred to unidentified female voice-over at outset -- one can see who's presenting now

Response: Nancy Merrill was on at the beginning and "City of Claremont" is me - Rebecca Vinduska.

Question #120: Will you please post the layout as it's hard to see

Response: The layout as well as the entire presentation will be posted to the project website.

Comment #121: Looks like a wonderful plan what is the time frame?

Response: project is currently slated for construction in 2021.

Question #122: Are the curbs between sidewalk area and the road? If not do the sidewalks get dropped to road level or is the street raised to the current sidewalk level? If the sidewalk is dropped to the road level will businesses need ramps from the doorway to be handicap accessible? Does it look like there would be a need for lights at the Glidden/Pleasant intersection or the School/Pleasant intersection? What other communities have made changes like this? Made areas more pedestrian friendly, rather than traffic dominated. Have they seen positive outcome after?

Response: There will be curbs dividing the road/parking and the sidewalks. The need for a traffic signal at Glidden Street/School Street and Pleasant Street is not required. Main Street in Concord, NH undertook a project very similar to this, but on a much larger scale. They reduced the road diet from 4 lanes to 2. This design team worked on that project also. The Concord project was very successful for the local community and was a catalyst for future development and economic growth in downtown. There were less empty retail spaces upon the completion of the project.

Question #123: How we gotten as far as what kind of lights and the brightness? While lighting is important for safety, I also want to be sure we are protecting our dark skies

Response: This analysis will be performed during final design, but dark sky approved LED lighting can be integrated into the design to reduce light pollution.

Question #124: when we get 2 feet of snow where are you going to put it or how are you going to remove it?

Response: Snow could be placed in the planters, but the main idea is the snow would be removed at night.

Question #125: What would the city do to promote business growth?

Response: Infrastructure improvements projects such as this have been shown to promote business growth.

Question #126: What are the plans for truck traffic?

Response: Deliveries to local businesses will still be allowed, all other trucks will be diverted to the new truck route.

Question #127: Will different options of sidewalks less slippery be considered

Response: The sidewalks will be concrete with a broom finish which meets all the criteria for slip resistance. The furniture zone will be a combination of granite and brick which will be slip resistant as well.

Question #128: Do you have any experience with similar projects and can you comment on the results of what happened afterwards in terms of subsequent development or expansion of businesses to take advantage of the enhanced pedestrian spaces?

Response: This design team worked together on the Concord Main Street project which was a catalyst for a significant drop in empty retail spaces. It also helped to bring in new money and development into the city.

Question #129: What are you hoping will be the major benefits of this project as far as businesses filling the empty places etc.

Response: The goal for this project is to spur revitalization of the Downtown area for both businesses and residential use.

Question #130: How much parking is intended for overnight tenant parking?

Response: The amount of municipally owned off-street parking that will be designated for overnight tenant use will be determined on a case by case basis.

Question #131: Does the project scope include refreshing these parking areas?

Response: The scope of the project includes making parking improvements between Franklin and Broad Streets, which includes private and City owned parking areas. This aspect of the project will require coordination between the City and the parcel owners to make these improvements. It is anticipated that reconfigured parking areas will receive new pavement, lighting, and signage.

Question #132: Have any owners shown interest to allow additional parking

Response: Talks between the parcel owners and the City have begun but no final decisions have been made.

Question #133: What is the distance from center of Pleasant Street to the off Broad Street parking and how does it compare to the average Big Box retail parking lot and how far people have to walk?

Response: Walking distance from the angled parking on Broad Street southbound to Daddy's Pizza is approximately 400 feet. Walking distance from the end of the parking lot at the Claremont Wal-Mart to the front door is approximately 500 feet.

Question #134: Brian, I am the transit director for Sullivan County Transportation, the public bus system. Is there an option to move the current bus stop in the Opera House Square to another downtown area?

Response: The City can work with the SCS Transportation Program to include relocating the bus stop as part of the project.

Question #135: Can the Glidden & Broad Street intersection be a roundabout instead of a traffic signal?

Response: A roundabout was investigated in this location, but to reduce queuing and delay the roundabout would have to be a double lane roundabout. This size roundabout would not fit here without significant impacts.

Question #136: Please can you address questions in chat?

Response: Questions were not being intentionally ignored. Due to the length of the presentation and the time allotted for the meeting the presenters were not able to address all questions. All questions not answered live are being addressed in this document.

Question #137: Thanks Johnathan, if you can comment on the Concord project it would be good for folks to know. One of the themes I've heard is that people don't think this will attract any new businesses or economic development.

Response: This design team completed a similar project on Main Street in Concord, NH. That project turned out to be a catalyst for even more redevelopment of downtown Concord. There was less empty retail space after the completion of the project.

Question #138: What's the plan for large tractor trailer through trucks from East and West going south on Route 12, as an alternate to traveling on the one-way Pleasant Street section?

Response: Trucks will be diverted to the new truck route that was shown in the presentation.

Question #139: Why are questions on chat being ignored?

Response: Questions were not being intentionally ignored. Due to the length of the presentation and the time allotted for the meeting the presenters were not able to address all questions. All questions not answered live are being addresses in this document.

Question #140: Slightly off-topic but is there now or is there any plan to form some kind of revitalization committee that Claremont citizens can participate in?

Response: The public will have additional opportunities to provide input in the future. Check the website for meeting times and locations.

Question #141: How long does it take for traffic to actually adopt a new route? I have GPS and Google Maps and Wayz in mind....

Response: Upon implementation of the new truck route there could be some lag in the time before trucks begin using the new route. The plan is to have robust outreach to the trucking industry to pass along the information of the new route. This coupled with enforcement from the City's police department is expected to make the transition easier.

Question #142: I got on late... may have been answered, how many parking spaces are gained on Pleasant St over the existing parking

Response: The current design reduces the total number of on-street parking spaces on Pleasant Street by 7 spaces. Efficient restriping of adjacent parking areas may yield additional spaces in final design with the goal of having more off-street parking that currently exists which will offset the minor loss in parking of on-street spaces.

Question #143: Has thought been given to cycle lanes?

Response: The lane widths are 15' which allow for both cars and bicycles to pass each other.

Question #144: Are we going to be sure to get trees that appropriate sizes for the street. The trees we have now are far too big and clearly the future was not thought about with them. Their roots have torn up the sidewalks and sewers

Response: Yes. We will select trees that are good for an urban environment. They will be salt tolerant. Canopies will not be too dense.

Question #145: Will there be signage or street paint for cyclists?

Response: There will both signage and on-street paint.

Question #146: Who maintains the flower beds?

Response: Typically, the City. But we have found property owners have taken some ownership of planters outside of their building. We would also select plant material that does not require a lot of maintenance.

Question #147: how many handicapped parking spaces will be available?

Response: The number of spaces is determined by ADA guidelines. Once a final parking design has been completed, the appropriate number of parking spaces will be allotted. Currently, we are showing two accessible spaces.

Comment #148: Some years ago there was an issue about truck routes going by the schools. This increases this.

Response: Other truck routes were investigated in a previous study and the current proposed truck routes were determined to be the best options. This option puts trucks on Broad Street in the northbound direction only, which is on the opposite side of the road from the High School.

Comment #149: I feel grants should pay for this not the taxes.

Question #150: Sometimes I see informational kiosks with directories, historical info, public announcements, etc. Are any of those considered? Is public art included in the budget/scope?

Response: Public art would not be paid for by this project. Space has been allocated for the installation of public art. Information kiosks/ wayfinding signage will be included as part of the project. The content of these kiosks has not been finalized yet.

Question #151: What would the effect be on the city parade route?

Response: At the alternative workshop held last year Police Chief Chase indicated that he saw no issues with the proposed layout and the parade route.

Question #152: Is the bike parking on the right next to the bike lane -- keeping bikes and auto's out of conflict?

Response: Bike parking will be on both sides of the street.

Question #153: What is the effect on emergency response?

Response: Both Police Chief Mark Chase and Fire Chief Bryan Burr have seen the proposed design and have not indicated that there would be any negative impacts to emergency response times.

Question #154: Will there be tax incentives for businesses growth on pleasant st?

Response: The Community Tax Relief Incentive (79-E) program is available for building owners who make improvements to their buildings. The state statute requires that the proposed substantial rehabilitation must provide at least one of five public benefits that are defined as enhancing economic vitality of a downtown, enhancing and improving a culturally or historically important structure, promoting the preservation and reuse of existing building stock, promoting development of municipal centers, or increasing residential housing.

Question #155: Why parking to the left? I would think parking to the right would be more natural.

Response: We were able to provide more spaces by putting it on the left side. This also allows the bicycles to be on the opposite side from the parking, which is safer.

Question #156: How long will the project take to complete?

Response: It will likely take a full construction season to complete since access to all of the buildings needs to be maintained and the underground utilities are scheduled to be reconstructed as well.