

Public Meeting

Colchester/Riverside/Barrett/ Mill Intersection Study / 195311163

Date/Time: May 23, 2016 / 7:00 PM
Place: UVM Medical Center Conference Room
Next Meeting: October-September
Attendees: See Attachment 1

Public meeting:

Introductions/ Agenda



Introductions

- CCRPC – Jason Charest
- Stantec – Greg Edwards, Rick Bryant, Nora Varhue
- GPI – Carolyn Radisch
- Third Sector – Diane Meyerhof



Project Advisory Committee

- Burlington City Staff – Nicole Losch, Meagan Tuttle
- Burlington City Council – Sharon Bushor
- Ward 1 NPA – Wayne Senville, Richard Hillyard
- CCTA – David Armstrong
- CATMA & Hill Institutions – Sandy Thibault
- AARP – Kelly Stoddard-Poor
- Winooski City Staff – Alex Sampson
- Local Motion – Jason Van Driesche
- Redstone – Linda Letourneau
- CCRPC – Eleni Churchill



Tonight's Agenda

- Review project area and status
- Review Project Purpose and Need
- Describe potential short term and long improvements
- Breakout in tables for input and discussion.
- Regroup and summarize input.



Jason Charest of the CRPC welcomes everyone to the second Mill St/Colchester Avenue/ Barrett Street Riverside Avenue Intersection Public workshop. He introduces everyone leading the Public Workshop from the CCRPC, Stantec, GPI and Third Sector Associates as well as the members of the Project Advisory Committee (PAC).

Jason briefly outlines the agenda for the night and thanks everyone for coming and participating in the project process.

Design with community in mind

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Public meeting:

Project Area



Greg Edwards of Stantec begins the presentation. Greg states the goals for the meeting asking for comments and inquiries to be held until the end. He introduces the project area as a gateway intersection between Winooski and Burlington. It is located in Burlington just south of the Winooski Bridge.

Study Tasks and Timeline

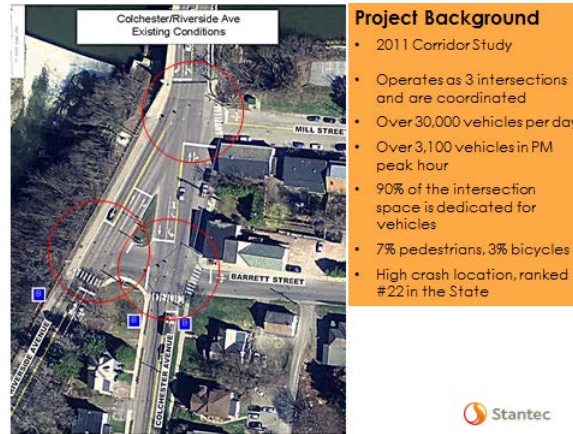
Study Tasks and Timeline

- Task 1: Data gathering ,existing conditions analysis;
January-February
- Task 2: Local concerns public workshop; **March**
- Task 3: Alternatives development, PAC meeting,
public workshop; **March – June**
- Task 4: Alternative evaluation, draft scoping report,
PAC meeting ; **July- September**
- Task 5: Alternative presentation, final report;
October - December



Greg explains what stage the project is at by introducing the project's timeline. Tonight marks the completion of Task 3: " Alternatives development, PAC Meeting, public workshop". Following tonight's public workshop Stantec will further develop the proposed alternatives and draft a scoping report. With feedback from the PAC, a final report of the preferred alternative will be developed and presented to the community.

Public meeting: Project Background



Greg discusses the previous intersection's studies. He specifically references the 2011 Corridor study. He emphasizes that Stantec used these as well as other studies and existing data to develop the proposed draft alternatives.

Project Purpose and Need

Project Purpose and Need

Purpose: The purpose of the Colchester/Riverside Ave project is to create a safer and more efficiently operating intersection that enhances the safety, mobility, and access for all users, while contributing to a livable and vibrant community.

Project Needs:

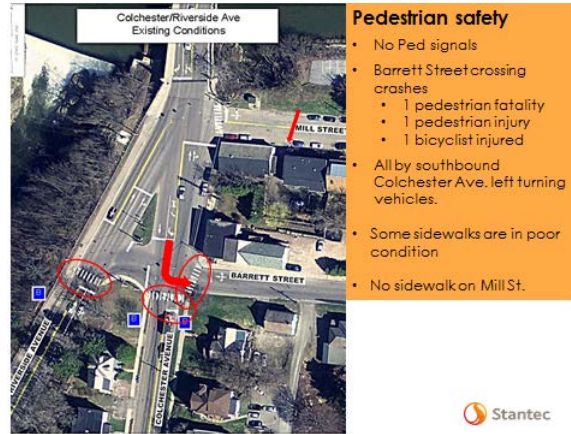
1. Improve safety and mobility for all users
 - Address pedestrian safety
 - Address safer bicycle connection, Winooski to Burlington
 - Address high crash rate at intersection
2. Simplify the intersection – reduce complexity
3. Reduce traffic congestion – manage peak hour



Greg outlines the draft purpose and needs statement for the intersection. He continues on further explaining and defining the community's needs for the intersection.

Public meeting:

Project Needs: 1. Pedestrian Safety



Greg first highlights the community's need for safety improvements through the intersection. Greg goes through the list on the slide to summarize features that currently limit pedestrian access and safety. He references pedestrian injuries and fatalities specifically at the Barrett Street Crosswalk. These have been caused by cars taking the unprotected left turn off of Colchester Avenue onto Barrett Street.

Project Needs: 2. Bicycle Connection



Greg transitions from pedestrian facilities to bike facilities. There is a need for bicycle connection through the intersection. The Winooski bridge currently acts as a barrier for connection into Winooski due to the abrupt end of the shared use path to a deteriorating sidewalk on the west side of the bridge. This junction is a gateway and vital connection for people traveling between Winooski and Burlington. The BTV WalkBike Plan calls for improvements to the area including a protected bike lane on Colchester Avenue.

Public meeting:

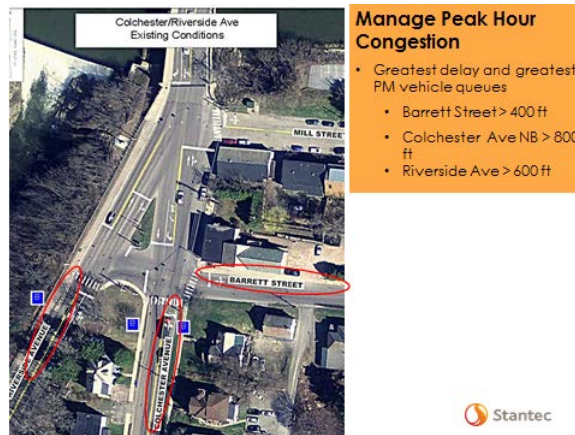
Project Needs: 3. Manage Peak Hour Congestion



The existing conditions of this intersection classify it as a high crash location. Greg explains the bullets on the slide summarizing that 55 crashes occurred at this intersection over a 5 year period. The majority of the accidents were rear ends, often associated with stopping traffic and signals, with no detectable pattern. Possible contributing factors include: limited visibility of the signal, unprotected left turns, and risky maneuvers caused by impatient drivers discouraged by traffic queues.

Greg addresses features of the intersection that add to its complexity. He notes the lack of a yellow phase for Northbound traffic from Riverside Avenue to Colchester Avenue as well as its tight transition for travelers in both directions. The parking in front of Dominos further complicates traffic flow. The overall complexity and confusion of drivers through the intersection hinder the area as a welcoming gateway to commuters.

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Greg transitions to the congestion experienced through the intersection. Congestion peaks during the PM resulting in the greatest queues seen on Colchester Avenue extending back about 800 feet.

Short Term Improvements

Short Term Improvements

Intersection safety

- Pedestrian signals
- Left turn phase for SB Colchester
- ADA sidewalks
- Signal backplates
- Yellow interval for SB right turns on Riverside



Short Term Improvements

Bicycle Safety/Connection

- Considered 3 lane bridge
- Colchester Ave bike lanes
- Connection to shared use path



Public meeting:

Short Term Improvements

Intersection complexity/Congestion

- Advanced signs
- New markings
- Delineated parking
- Relocate bus stop



After defining the purpose and needs of the intersection, Greg begins to discuss the potential steps that can be taken to address these needs. The improvements have been broken up into both long term alternatives and short term improvements. He first discusses the short term improvements. The short term improvements do not address all the needs of the intersection but are less expensive and can be implemented on a shorter timeline.

He lists off short term features that could be added to the intersection to address pedestrian safety, bicycle connectivity, intersection complexity and intersection congestion.

When discussing bike connectivity, Greg explains that a 3 lane bridge with one lane being repurposed as a two way shared use path was discussed. This feature with the current geometry of the intersection would result in queues backing up into the Winooski circulator. This idea was eliminated as a consideration in the short term improvements but remains in the long term alternatives design.

Bicycle connectivity is improved by widening sidewalks and pedestrian crossings over Riverside Avenue and Colchester Avenue to allow bicyclists traveling down Colchester Avenue to cross over to the Shared Use path.

Long Term Alternatives

Greg introduces the three long term Alternatives that will be outlined in the presentation. These alternatives include: A 4-Way Intersection, A 4-Way Intersection with a Separate Right Lane and a Roundabout. The long term alternatives are more expensive but have more significant changes to better address the needs of the intersection.

Public meeting:

4-Way Intersection

4-Way Intersection

- Reconfigures to one signal
- Pedestrian signals
- Colchester Ave - 2 lane approach w/bike lanes
- Bicycle connections
- 3 lane bridge with shared use path
- Advanced signs
- New markings
- Delineate parking
- Relocate bus stop
- Protected crossing phase



This alternative was modified from an alternative developed in the previous corridor study. This alternative requires simplifying the geometry to one signalized intersection with Riverside Avenue intersecting Colchester Avenue at a more of an angle. In addition to the discussed short term improvements this alternative would remove the Mill Street Signal the signal, add an additional northbound approach lane on Colchester Avenue and provide bike connection over to the shared use path. It would feature a three lane bridge with a shared use facility. The stop bar on the southbound approach of Colchester Avenue would move forward 200 feet to allow an additional lane after the bridge. One challenging feature to this alternative is the protected crossing phase over Riverside Avenue. This turn has a high volume of approx. 700 vehicles per hour. The necessary signalized pedestrian crossing at this location would significantly cut down on the capacity of the intersection. To address this challenge Greg introduces a feature in the next alternative: a separate right lane.

4-Way Intersection with Separate Right Lane

4-Way Intersection with Separate Right Lane

- Same improvements as 4 way
- Pedestrian signals at 4 way
- Right lane geometry promotes yield to pedestrians and improves traffic capacity.



The additional lane slows traffic and provides additional warning for a crosswalk. This configuration requires vehicles to yield for pedestrians. Additional markings and crossing

Public meeting:

features are provided to encourage vehicles to slow down.

Roundabout

Roundabout

- Known for efficiency, safety, and gateway
- 2 lane roundabout
- Provides for 3 lane bridge
- Has 5 to 7% slope
- Requires retaining walls
- Impacts property
- Accommodates SB left turn onto Mill St

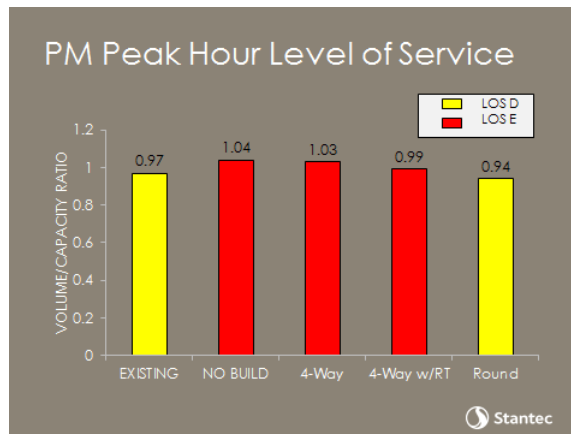


Greg introduces that a roundabout is being considered because of its reputation as an efficient and safe intersection design. It is considered a potential alternative to provide a more efficient gateway into Burlington. Traffic volumes in this area require a two lane roundabout design. A few movements allow one lane. This alternative includes a three lane bridge.

One challenge for this alternative is fitting the design into the project area. This design requires a 5-7% cross slope in some areas, increasing the existing retaining wall on the western side of the intersection and adding two additional retaining walls. The shaded property on the southern corner of the intersection would be significantly impacted requiring acquisition from the property owner. This property is considered historical which would further complicate and increase the cost of acquisition. The design would have to impede this property because the available area narrows as the intersection approaches the bridge.

Public meeting:

PM Peak Hour Level of Service



Greg introduces Rick Bryant from Stantec to the group. Rick Bryant is a Senior Project Manager at Stantec that specializes in traffic operations. He explains the amount of number crunching and analysis that goes into intersection design and simplifies it down to two values: The Intersection's Level of Service (LOS) and the volume capacity ratio (V/C). He explains the chart displayed on the screen. Yellow shows the alternatives that are graded at a LOS D and red shows the alternatives that are graded at a LOS E. He explains the volume capacity ratio as a value that represents how much volume is seen for the available capacity of the intersection. A V/C ratio of 1 means that the intersection is at capacity, serving as many cars as possible. As the V/C ratio creeps over 1, longer and longer queues are experienced.

Rick first discusses the intersections efficiency as it currently stands and explains that the analysis conducted on the draft alternatives are done with a projected growth of 5%. Using the 5% projected growth on the existing conditions to represent the 'No build alternative' shows a higher V/C ratio and a LOS E. The roundabout is the only alternative that improves the efficiency of the intersection. The other alternatives increase the safety of both pedestrians and bicycles through the intersection but these features also hinder the overall efficiency. Although the roundabout is the most efficient, northbound travelers on Colchester Avenue would still experience longer delays. Rick summarizes explaining that the efficiency would be close to existing with the first two alternatives and the roundabout would be the biggest improvement from a traffic perspective.

Public meeting: Evaluation Matrix

Evaluation Matrix

CRITERIA	No Build	Short Term Improvements	Alternative 1 4-Way Intersection	Alternative 2 4-Way Intersection w/ separable lane	Alternative 3 Roundabout
Construction Costs	\$0	\$100,000 to \$500,000	\$3,000,000	\$5,100,000	\$6,000,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Yes	Yes	Yes	Yes
Provides Safe Slope Connectivity Winoski to Burlington	No	No	Yes - 3 lane bridge	Yes - 3 lane bridge	Yes - 3 lane bridge
Reduces Potential for Crashes	No	Yes	Yes	Yes	Yes
Reduces Intersection Complexity	No	No	Yes	Yes	Yes
Manages Peak Hour Congestion	No	No	Similar to Existing	Similar to Existing	Yes
IMPACTS					
ROW Impacts	None	None	2000 sf	2000 sf	4000 sf + 1 house
Historic Resources	None	None	None	None	Removes resource



Greg shows the alternative matrix and outlines the pros and cons of each alternative. He adds that people can take a closer look at both the evaluation matrix and the purpose and need statement which are posted in the back of the room.

Open House- 40 Minutes

Open House- 40 Minutes

- Circulate among 4 tables:
 - Short Term Improvements
 - 4 Way Intersection
 - 4 way Intersection with Separate Right Lane
 - Roundabout
- Ask questions
- Offer comments
- Select Preferred Alternative



Greg turns it over to Carolyn Radish from GPI to introduce the next section of the workshop. Carolyn encourages everyone to circle the room to mingle, ask question at each alternative station and leave comments on the boards provided. She recommends taking about 10 minutes at each station so that by the end of the 40 minutes everyone has been able to think about and understand each alternative. At the end the group will reconvene and summarize the findings of each station.

Carolyn explains that she will hand out blue stickers which she asks everyone to place on their preferred alternative.

Before the group transitions to the open house a few questions arise from the audience:

Jason Van Driesche of Local Motion asks if a single lane was considered for the

Public meeting:

roundabout. He wonders if a single lane roundabout's efficiency would more closely match the efficiency of the other two long term alternative. Rick addresses Jason clarifying that the 2 lane roundabout analysis yielded a 1.18 V/c ratio while the 1 lane roundabout yielded a 1.58 V/C ratio. This analysis eliminated the possibility of a one lane roundabout.

A concerned resident asks about the exit out of Mill Street. Greg clarifies that it is marked as a right turn exit only. Southbound travelers would have to take a right, maneuver through the Winooski circulator and approach the intersection from the north. The resident questions if that would add to traffic volumes but Greg confirms that it would only add about 10-15 cars in the PM and close to none in the AM.

One resident asked if the Grove street development was incorporated into the traffic analysis. It is assured that the projected growth was factored in.

A Mill Street resident voices his additional concern about the right turn only exit out of Mill Street.

A resident asked about the possibility of connecting Barrett and Mill Street. Greg responds explaining that there is an alternate exit at the rear of Mill Street. This drive is currently privately owned. Jason C. adds that there is a Chase Mill representative on the PAC and explains that using this drive will be discussed with her.

One participant questions if the roundabout would really just be moving that pinch point in traffic to a new location. Greg and Rick recognize that as a concern and explain that tradeoffs must be reviewed.

One resident of Colchester Avenue retells several experiences where someone trying to take a left onto Mill street has blocked the intersection. This backs up traffic and temps travelers to move around waiting cars. This has resulted in many near sideswipes. She clarifies that a Mill Street and Barrett street signal is needed.

One resident asks about communication of this project with the town of Winooski. Widening the sidewalk over the bridge would only increase the AM congestion in the Winooski circulator.

Jason C. explains the CCRPC has worked with Winooski to examine ways to increase the capacity of the circulator but clarifies that Winooski is not interested in increasing capacity at this time. Eleni Churchill of the CCRPC clarifies that Winooski is focusing on safety.

One resident expresses annoyance of witnessing all the single passenger travelers. She emphasizes that carpooling should be encouraged.

One resident asks if any quantification of the safety improvements effects on the intersection have been modeled.

Rick explains the use of The Highway Safety Manual. The Highway Safety Manual explains various features used to improve the safety of the intersection and provides means to calculate a percent crash reduction. Currently features outlined in the manual have been

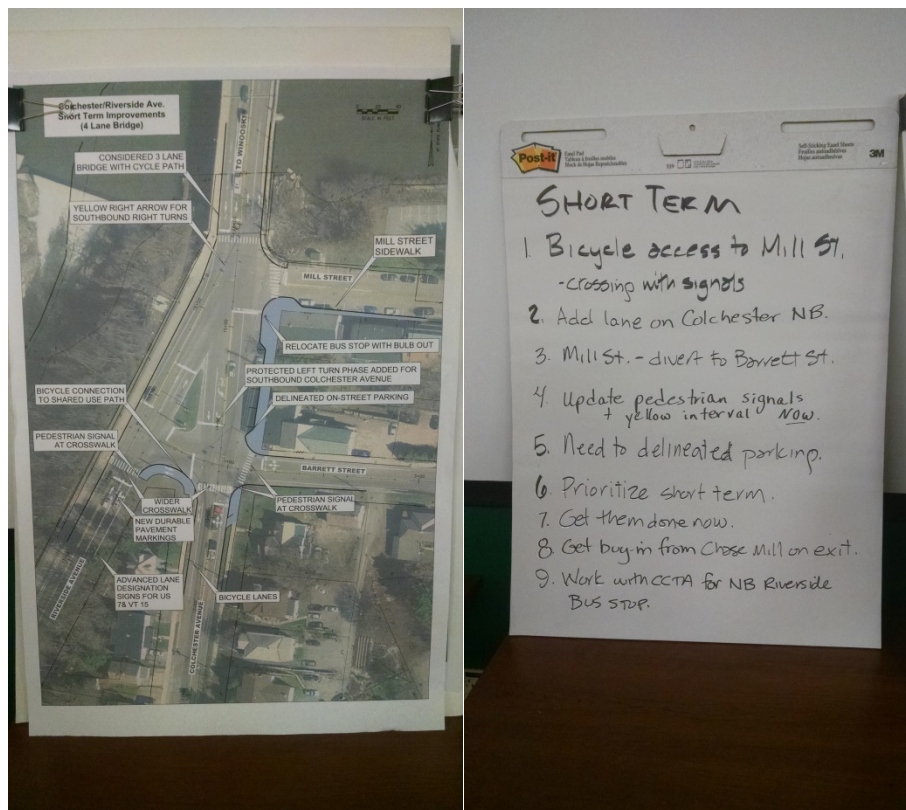
Public meeting:

proposed for the intersection but the percent reduction has not yet been quantified.

Summarize Open House

Summarize Open House

- Short Term Improvements
- 4-Way Intersection
- 4-Way Intersection with Separate Right Lane
- Roundabout



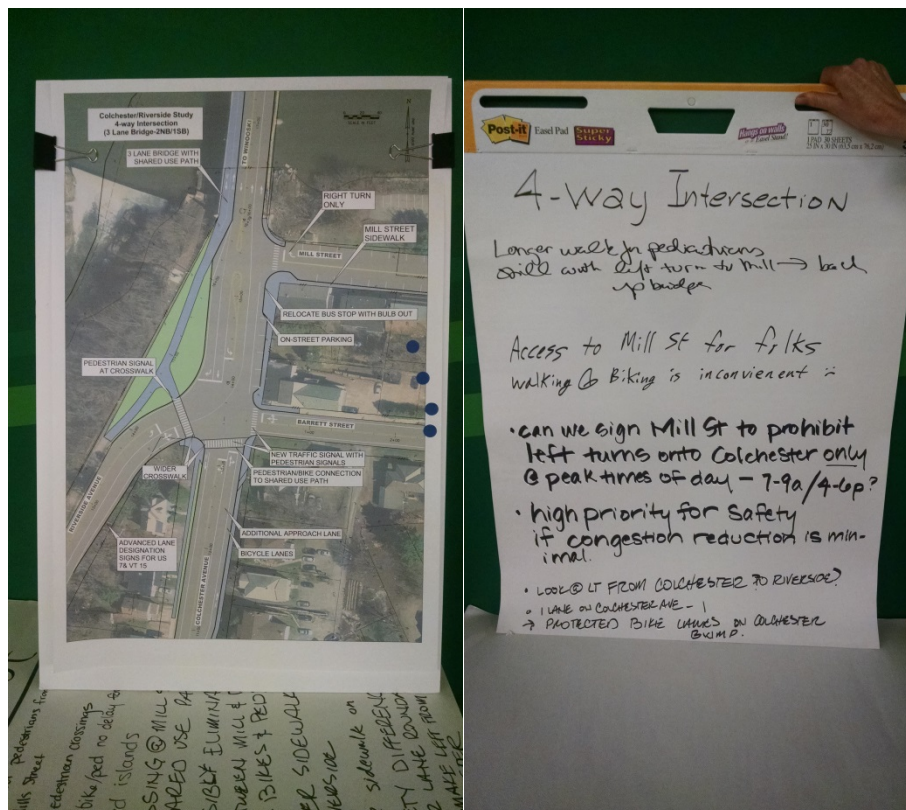
Following the open house, group leaders come up and summarize the comments and questions from each station.

Greg Edwards summarizes comments and questions that arose at the Short Term improvement's station. He outlines elements that were brought up as additional features

Public meeting:

that should be added to the proposed features or comments on how the features should be implemented:

1. Provide Bicycle access to Mill Street - potentially adding a crossing with signals
2. Add an additional lane traveling northbound on Colchester Avenue.
3. Add features to divert traffic from Mill Street to exit out of Barrett Street.
4. Update existing signal timing as well as incorporating pedestrian signals
5. Delineate parking on Colchester Ave between Barrett and Mill St.
6. Prioritize which features are most important to incorporate into the intersection first.
7. Implement the short term improvements now
8. Work with Chase Mill to provide an exit using the rear private drive.
9. Work with CCTA to provide a northbound Riverside Avenue bus stop.
10. Delineate road lanes through the intersection.

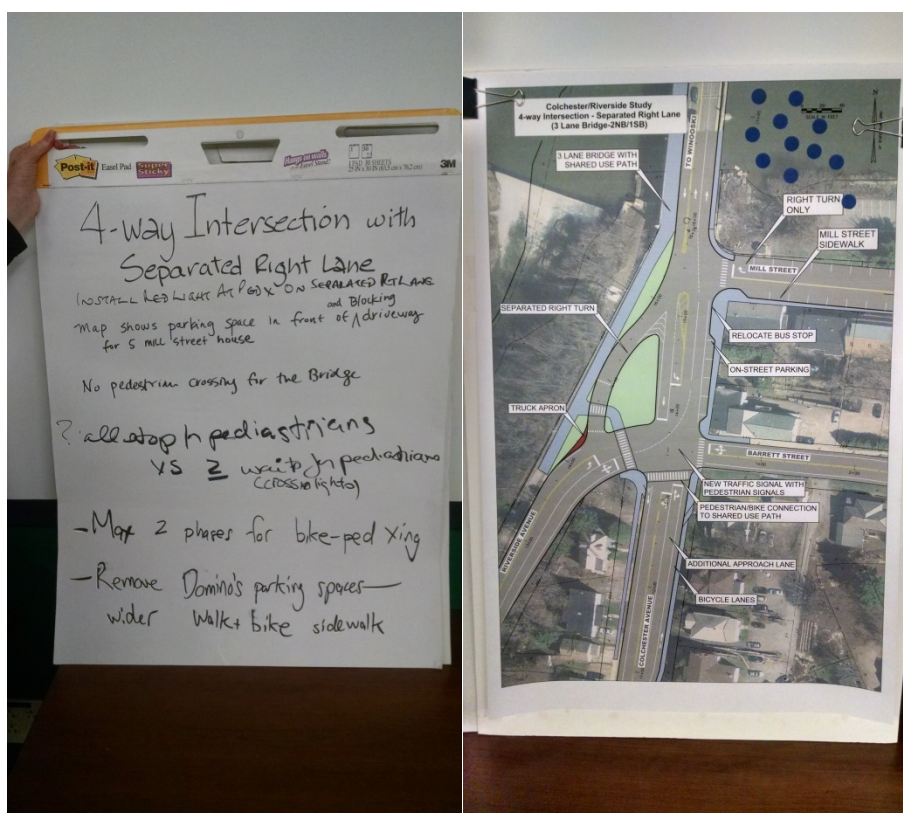


Public meeting:

Jason Charest discusses the comments from the 4-way intersection table. The 4-way intersection received 4 votes putting it in 3rd place for the preferred alternative.

Jason summarizes the comments explaining that reviewers were concerned about the longer crossing over Colchester Avenue and the unprotected left turn for travelers onto Mill Street. The unprotected left turn would back up traffic and would yield an unsafe crossing for pedestrians. One comment proposed prohibiting left turns onto Mill Street during peak hours. Jason shares that that option will be further examined. Jason comments that the main priority of this alternative is safety improvements, not congestion management.

One resident asks about the potential of prohibiting left turns onto Riverside Avenue. He is curious if there would be any benefit from that and recommends further examination as a potential option.

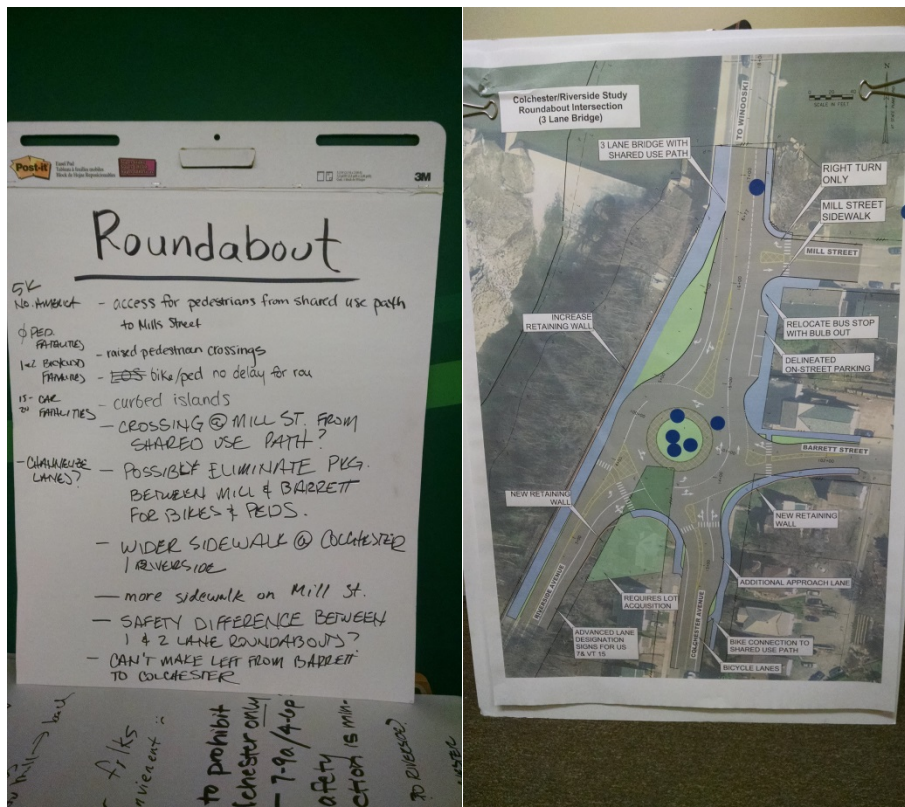


Rick follows up Jason's alternative with the 4-way Alternative with a Separate Right Lane. He explains that a lot of the similar topics were discussed but the alternative fared a little better with 10 votes. He expressed that many were interested in protecting the interests of businesses on Mill Street and maintaining parking in the area. Some shared their concerns about trucks making that left turn from Riverside Avenue.

The need for rapid flashing beacon to successfully slow traffic through the intersection and provide safe crossings for pedestrians was discussed. Some commented that safe crossings

Public meeting:

can only be provided if they are factored into the traffic phasing.



Carolyn summarizes the topics discussed at the roundabout station. This alternative received 7 votes. Many noted the lack of access for pedestrians that are trying to access Mill Street from the west side of the bridge. Incorporating this into the alternative was discussed. Ideas such as raised pedestrian crossings, curbed islands, providing a crossing at Mill Street to the shared use path, eliminating parking between Barrett and Mill street to provide a wider side walk or shared use path, and further channelizing the lanes with some form of curb were brought up to be considered into the design.

The overall safety and benefits of a roundabout were discussed at the station. There are 5,000 roundabouts in North America that have resulted in 0 pedestrian fatalities, 1-2 bicycle fatalities and 15-20 car fatalities. Some inquired about the difference in safety between 1 and 2 lane roundabouts. Roundabouts are considered a safe and efficient intersection design but it remains to be determined if this design works for the limitations and needs of this intersection.

When Carolyn finishes the final summary a few comments arise from the community members.

Jason of Local Motion proposes making Colchester Avenue one lane and adding a refuge island in the middle. This is accepted as something that can be looked at but would limit

Public meeting:

capacity and performance. Two lanes are proposed for this approach to increase capacity.

Sharon Bushor raises her concerns about eliminating the Mill Street turn. She feels this alternative would bring more cars into the neighborhoods and she would like to see more alternatives.

It is brought up that the BTV Walk Bike Plan is proposing protected bike lanes on Colchester Avenue. Adding a northbound lane on Colchester Avenue would interfere with this plan.

A community member asks about the cost and timeline of the project. He is curious of how committed the city is to making these changes and how soon the short term alternatives can be implemented. Greg Edwards clarifies that he cannot speak for the city's plans for the intersection.

Nicole Losch of Burlington DPW believes that the signals are to come soon but are not planned for this year. She is not 100% sure though and will look into the city's plan.

It is discussed that improving access for bicycles should be considered. This can be achieved by widening the sidewalks and removing the parking in front of Dominos.

Questions about one lane versus two lanes for a roundabout continue to come up.

The need to acquire a lot for the roundabout alternative is discussed. Multiple locations/positions were considered when placing the roundabout in the area. The two potential locations would require acquiring historical properties which would entail additional processes if federal funding is used. The ROW costs and the additional costs in acquiring these properties were not included in the cost estimate.

Next Steps

Next steps

- Further develop and evaluate alternatives ; seek input at PAC meeting ; **July- September**
- Alternative presentation, final report; **October – December**



Thank you!

Contact information

Jason Charest, CCPRC:
jcharest@ccprcvf.org

Greg Edwards, Stantec:
greg.edwards@stantec.com

Project Website:
<http://bit.ly/colchester-riverside>



Greg explains that the next step for the project will include further development and

Public meeting:

evaluation of the alternatives.

Community members are encouraged to contact the CCRPC or leave comments on their website.

One resident recalls a conversation at a previous Grove Street housing development meeting sharing that money was being freed up in that project to go towards improving this intersection. He additionally asks where that money went and if it is allocated for scoping or construction? Nicole Losch informs the resident that the discussed money is funding the pedestrian signals for the intersection. Nicole will check on that timeline.

Tony summarizes his findings by commenting on roundabouts. He highlights the efficiency of maneuvering through the intersection and making that left turn onto Riverside. He believes this intersection eliminates congestion and highlights the ease of entry.

People argue that the volume will limit access into the roundabout for vehicles coming from Barrett Street into the intersection. Tony emphasizes that it would only require the vehicles going 15 feet and adds that you can add a signal to provide breaks to the flow into the intersection.

Greg begins to wind down the conversation by clarifying that Stantec and the CCRPC will take this info and further refine alternatives and bring it to the PAC meeting. From there a preferred alternative will be chosen and a final report will be produced.

Sharon asks when the community will be able to respond to the final alternative in order to tweak the final design.

Greg shares that that has not yet been discussed but the alternative presentation would be an opportunity to discuss the preferred alternative. Jason Charest adds that it was thought that the preferred alternatives would be presented to the Ward 1 NPA, DPW Commission and the TEUC prior to the City Council presentation. Sharon follows up that she would like the project process outlined online.

Diane closes the meeting by asking everyone to fill out the evaluation form and grab a flier and postcard near the door for further details.

The meeting adjourned at 9:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.



May 23, 2016
Public Meeting
Page 19 of 19

Stantec Consulting Services Inc.

A handwritten signature in black ink that reads "Nora Varhue".

Nora Varhue, E.I.T.
Engineering Designer, Transportation
Phone: 802-864-0223
nora.varhue@stantec.com

Attachment: Attachment 1: Attendance List
Attachment 2: Evaluation Form Summary
Attachment 3: Additional Comments

**Participants – Colchester/Riverside Ave. Intersection Study Meeting #2
May 26, 2016, UVM Medical Center**

First	Last	Affiliation
Jim	Barr	DPW Commissioner
Gregg	Blasdel	
Sharon	Bushor	City Council
Tom	Derenthal	
Richard	Hillyard	
Sharon	Hopper	
Greg	Hostetler	
Nancy	Kirby	
Jennifer	Koch	
Vincent	Koehler	
Carol	Livingston	
R Brian	Perkins	
Lani	Ravin	UVM
Tony	Redington	
Carol Jean	Suitor	
Richard	Suitor	
David	Armstrong	
Jason	Van Driesche	Local Motion
Alexander	Sampson	City of Winooski
Ann	Goering	
Elizabeth	Gohringer	
RJ	Lalumiere	

Others: Nicole Losch, Meagan Tuttle (Advisory Committee), Jason Charest, Eleni Churchill, Peter Keating (CCRPC); Richard Bryant, Greg Edward, Nora Varhue (Stantec), Diane Meyerhoff (Third Sector Associates).

**Riverside-Colchester
Intersection**

Name: (optional): _____

Email (optional): _____

Your comment here:

- # 1 advance green arrow at Mill Street & Barrett
 - # 2 designate the parking to be parallel to curb @ Domino's
- Make the Lane markings Bolder
- Signage ahead of intersections to warn of no Lane change

**Riverside-Colchester
Intersection**

Name: (optional): _____

Email (optional): _____

Your comment here:

- ① None of these alternatives seem really worth the \$. The only alternative that improves traffic is the roundabout, which is almost 2x the cost and impacts an historic resource, so does not seem feasible.
- ② If the other alternatives improve bike/ped substantially this should be quantified.
- ③ Mill St. seems to get short shrifted.

**Riverside-Colchester
Intersection**

Name: (optional): Brian Perkins

Email (optional): Brianperkins2002@yahoo.com

Your comment here:

Many children + vulnerable users cross at these crosswalks. They will require signalized crosswalks. Non-signalized crossings are extremely intimidating and will discourage use.

**Riverside-Colchester
Intersection**

Name: (optional): _____

Email (optional): _____

Your comment here:

Cyclists should have convenient access to all the streets, including Mill St.

**Riverside-Colchester
Intersection**

Name: (optional): _____

Email (optional): _____

Your comment here:

ALL OPTIONS EXCEPT ROUNDABOUT.

* RECONFIGURE THE LAST 25 YDS (OR MORE) OF BARRETT
TO ADD AN EXTRA WEST/BOUND LANE FOR TURN RIGHT.
WOULD INCREASE FLOW ON BARRETT/GROVE.

**Riverside-Colchester
Intersection**

Name: (optional): _____

Email (optional): _____

Your comment here:

3 lane bridge with interchangeable center lane
would possibly help with peak travel times

Riverside-Colchester
Intersection

Name: (optional): _____

Email (optional): _____

Your comment here:

Short Term & long term.

(1) Paint lines through intersection
showing ^{the} lanes [Good for Riverside 2
bridge traffic]

(2) Paint parking lines between ^{Barnett} ~~Chase~~ & Mill

Colchester/Riverside Ave. Intersection Study Meeting #2 Evaluation Form

May 26, 2016, 7:00PM, UVM Medical Center, Burlington

Responses=14

1. How did you hear about the Meeting? (check all that apply)

a) Email from Friend/Colleague	4	g) Burlington Free Press	
b) Email from Sponsors	9	h) Seven Days	
c) Email from Other	0	j) Television	
d) Flyer	4	k) Other (please describe)	1
e) Postcard	1	BWBC	
f) Front Porch Forum	7		

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome & Presentation	2	10	1	1		
Quality of the Discussion	2	11	0	1		
Physical facilities for this event	5	7	1			
Amount of time allowed for input	4	6	4			
Overall value of this event to you	3	7	4			

Comments:

- LOS for roundabout is all day. Roundabout – cross at north entry. Analyzing energy use, pollutants, roundabout vs. signals.
- Can you provide level of service data for pedestrians and bicyclists and bus riders?
- Fantastic to hear the details and background for each different scenario.
- It's difficult to solve this problem. ROI for all options is minimal.
- Speak into the microphone.
- Suggest a short time for group conversation before breaking into groups.
- Very well organized/implemented meeting.

3. Anything else you'd like to share with us?

- Cost and lead times for each option MUST be considered in determining the way forward. Very little sense that the City is an active partner in short-term improvements.
- Great design options!
- Would love to implement the short term fixes with an emphasis on safety and improving as much circulation as possible and then focus on the best long term solution.
- Please implement the short-term improvements right away to improve safety!
- The alternatives (long term) are underwhelming. Please focus a bit more on bike/ped improvements.
- I like the proposed short-term improvements. Please implement them.
- How do we help push decision makers about "short-term" list so these changes are implemented soon?
- Interesting options – need to focus on pedestrians/bikes?