

Project Advisory Committee Meeting #5Colchester/Riverside Avenue Scoping Study/ 195311163

Date/Time: June 19, 2018 /6:00 pm

Place: CCRPC, Canal Street, Winooski

Attendees: Attendees Jason Charest (CCRPC), Sharon Bushor (Ward 1 City Councilor), Allegra Williams (Local Motion), Nicole Losch (Burlington DPW), Greg Edwards (Stantec), Rick Bryant (Stantec), Wayne Senville (Ward 1 NPA Representative), Linda Letourneau (V/T Commercial - Chace Mill Property Manager), Richard Hillyard (Ward 1 NPA Representative), Rachel Kennedy (GMT), Eleni Churchill (CCRPC), Meagan Tuttle (Burlington Staff), Jon Rauscher (Winooski Public Works)

Absentees: Sandy Thibault (CATMA, Hill Institutions)

Distribution: Attendees, Absentees

Meeting Summary

Purpose of meeting was to update the PAC on the results of the CCPRC Winooski River Bridge scoping study and to take the next steps required to complete the Riverside Avenue scoping study. At the prior, November 2016 PAC meeting, the PAC deferred action on recommending a municipal preferred alternative. At this meeting the PAC endorsed Alternative 1 and also listed issues that should be addressed when the project moves into the design phase. The recommendation will be presented to city officials at a future date.

Meeting MinutesStantec Presentation

- Plans and information were presented at the meeting.
- Provided project history that the PAC previously: approved the short-term alternative; eliminated Alternative 3 (the roundabout); and, deferred action on Alternative 1 or 2 pending the results of a bridge scoping study.
- The CCPRC bridge study concluded the bridge will retain four lanes and its centerline location will be shifted slightly downstream or westward.
- An evaluation matrix was presented comparing costs and benefits for Alternatives 1 and 2 assuming a four-lane cross section on the bridge.
- Plans for a mid-term alternative was included in the slide presentation but not discussed at length. This alternative includes the construction of the additional northbound approach lane on Colchester Avenue in addition to the near-term improvements. All three existing traffic signals would be retained. This alternative is compatible with either Alternative 1 or 2 assuming a phased implementation of the longer term plan.

PAC members comments:

- It was pointed out an AARP walk audit was conducted for this area. The walk audit includes improvement items that should be considered in this report. CCPRC will provide a copy of this and it will be included in the report's appendix.

- The following concerns with Alternatives 1 and 2 were expressed;
 - **Mill Street intersection operations:** These alternatives provide an unsignalized intersection at Mill Street and a possible option is to restrict left turns during the PM peak traffic period. This restriction would require motorists heading south from Mill Street to first make a right turn, cross the bridge and then use the Winooski circulator to reverse direction and head south. Alternatively, the Chace Mill rear drive onto Barrett Street could be opened to exiting traffic. The inconvenience imposed by the rerouting of left turns was cited as possibly being detrimental to the viability of businesses in the Chace Mill. Retaining a signal at this location was suggested to address this concern. Stantec explained the operational and policy challenges associated with maintaining a signal at Mill Street under either Alternative 1 or 2. It was agreed the report would point out the loss of the signal at Mill Street as a concern to be revisited in subsequent plan development. Also discussed were concerns raised regarding the use of the Chace Mill rear entry off Barrett Street by cut-through traffic.
 - **On-Street Parking:** The removal of on-street parking on Colchester Ave is a concern. Alternatives 1 and 2 remove 5 parking spaces on the east side of Colchester Ave between Barrett and Mill. These are posted as 30-minute parking spaces and are used by the Domino's delivery vehicles. Alternatives propose to retain the 3 loading and unloading zone (30 Minute parking) spaces on Barrett street next to Domino's, the Barrett Street on street parking starting 120 feet east of Domino's and the rear parking lot which is used by tenants and delivery vehicles. Alternatives 1 and 2 also remove 2 on-street parking spaces on the west side of Colchester Ave at the south end of the project. This is due to the addition of a Colchester northbound lane and buffered bike lanes on both sides that are indicated the Walk/Bike BTV plan for Colchester Ave. It was agreed the report will point out these impacts and further refinement or detail would be addressed in subsequent plan development.
 - **Impacts on Colchester Ave properties:** South of Barrett street, Alternatives 1 and 2 propose to widen Colchester Ave to provide an additional southbound approach lane, buffered bike lanes, and 5-foot sidewalks in both directions. The proposed lane widths are 11 feet and the buffered bike lanes have a 3-foot buffer and 5-foot bike lane. To minimize the total width, from back of sidewalk to back of sidewalk, the existing grassed strips between the curb and sidewalk are removed. The proposed improvements indicate that the back edge of sidewalk on the west side of Colchester Ave will remain where it exists now. The back edge of sidewalk on the east side of Colchester Ave is moved approximately 5 feet eastward, towards the existing residences. This affects the four eastside properties south of Barrett Street. Due to the steep slopes on these properties, retaining walls and modifications to the existing stairs will be required. The proposed sidewalks will remain within the City's highway right-of-way, but construction easements will be required. It was determined the report will point

out these impacts and the details of what is specifically required at each property will be developed during subsequent plan development.

Municipal Preferred Alternative Recommendation: After much discussion, all but one PAC member voted to recommend Alternative 1 be selected as the municipal preferred alternative. Reasons for this included better bicycle and pedestrian operations and reduced complexity while providing similar traffic performance when compared to Alternative 2. Alternative 1 also exhibits a greater opportunity for a pocket park.

Next steps: PAC members will provide comments on the report by July 6th. Stantec will update the report to address comments and reflect the municipal preferred alternative recommendation. The CCPRC will schedule a presentation to the TEUC and city council. An update following these presentations may be provided to Ward 1 if desired.

Short term improvements: PAC members have discussed these with Burlington DPW and it is planned to install the pedestrian signals. It was suggested the intersection operations be monitored after their installation to determine any effects.

The meeting adjourned at 7:15 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.

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