



*A Study by the City of Burlington Department of Public Works in conjunction with the
Chittenden County Regional Planning Commission*

Project Advisory Committee Meeting #2 Meeting Notes

Monday, July 23, 2018, 5:00 PM – 7:00 PM

Mt. Mansfield Conference Room, Community Health Center, Riverside Avenue, Burlington

1) Welcome, Introductions, Changes to the Agenda

The meeting was called to order at 5:10PM by Jonathan Slason, Project Manager (RSG). Jonathan introduced the meeting and what was to be covered.

Bryan Davis (CCRPC) reviewed the stipend request forms and W-9 forms which are needed from PAC members who are volunteering their time to participate and wish to receive the stipend to help off-set any costs to participate in the PAC meeting. These need to be filled out for each meeting. The stipend can be used to cover a variety of costs if you are donating your time to be at the PAC meetings.

Bryan reviewed the PAC roles and responsibilities. Members are representing certain constituents, different parts of the community, and different neighbors. While PAC members bring your own opinions to the table, you are also representing those people in your communities so keep that in mind as we go through the conversations.

Bryan covered the Public Participation Plan (PPP) and asked for final comments or edits. After this meeting broad outreach to the public will begin through the project website, Constant Contact, the WikiMap, distributing postcards, Front Porch Forum and other methods, all as preparation for the public meeting in September. Postcards were made with the project introduction and the project website (shortened URL). www.tiny.cc/WinooskiAveStudy

Kelly (AARP) supported the efforts to engage through a variety of means and occasions.

Bryan described the stakeholder interviews. To date he has met with Vermont Department of Health staff and parents from IAA. More are being scheduled through summer and early fall. Difficult to arrange school-based interviews during summer. Planned interviews are with UVM, Champlain College, CATMA, Greenride Bikeshare, and others. Please send along any specific organizations which should be approached for a stakeholder interview.

There were no changes to the agenda.

2) Public Comment Period

Jonathan Slason (RSG) opened the public comment period by saying that he'd like to have an informal meeting, and committee members should feel free to ask questions at any point. The public will have a 10-minute comment period at the beginning of all PAC meetings, but the consultant team is available for calls, emails, etc.

No public comment.

3) General Project Information

Jonathan asked the group to approve the PPP and the PAC guidelines. Approved through consensus. No dissenting opinions.

Both documents remain “living” through the project.

4) Exploration of the Existing Conditions along the Corridor

Jonathan introduced the purpose of the existing conditions analysis/report. This is a working document until after the first public meeting on September 5th. It is an existing and near-term focused look at conditions along the corridor.

This draft is the first take from the consultant team. We will be incorporating insights from PAC members, organizations, stakeholder interviews and the wider public through the summer and into the Public Meeting.

Jonathan went through an extensive presentation of data, insights, and commentary on the existing conditions in the corridor.

- Why we are studying this corridor
- Goals of the study
- Public engagement
- Previous plans and studies
- Existing conditions

Key Takeaways from Existing Conditions:

- Gateway to City
- The needs of the corridor are challenging based on the various land use along the corridor. Unique among other North/South streets.
- Disconnected multimodal facilities
- Several safety issues
- Some flexibility to and opportunity to change lanes and capacity based on traffic capacity. Will likely create localized, short periods, of more intense delay and queuing.

Discussion:

Erik (Walk-Bike Council): Curb cut density map shows number of curbs only. Some investigation of length of open curbs would be helpful. Especially downtown (City Market, fire house, Free Press, gas station, etc.)

Meagan (City Planning & Zoning): planBTV has objective for Pearl St to Main St section to be a Slow Street - 20 mph. There is a clear desire to slow the speed below that through design, look and feel.

Jonathan: there is a lack of bicycle data. Some intersection pedestrian count data at intersections but not along segments.

Jonathan: 73% of people working in BTV live outside of BTV. Winooski corridor is a key route to access jobs and services.

Vehicle level of service:

Jonathan had covered the results of the traffic modeling. The results generally appear better than many people’s perception of the congestion downtown. The results represent the overall

average of vehicle delay at the intersection over the course of a whole hour. There would be approaches, or specific movements that are worse than this. Also, there would be periods within the peak hour that would see delay and queues much worse than this overall LOS would indicate.

Jane (City Council): noted that queues from some of the intersections, example being at Pearl, can block northward to Grant Street during the peak periods. This is not desirable as it can affect safety.

Jonathan: There will be tradeoffs. Even a LOS C may result in 15 to 30 minutes of long queues that block adjacent intersections or even mid-block crossings. However, the remaining time in the hour has better operations and lower levels of delay. A decision will be to investigate what level of congestion are we willing to tolerate and for what duration of time in order to achieve other outcomes.

Kelly: Especially consider the effects of queues on mid-block crossings and safety. Crossing queues is a challenge for pedestrians and is especially bad at Main Street.

The Project Team will find other ways to present the variety of insights that can be summarized regarding level of service and queues. We will consider intra-hour queue lengths and delay. Number of signal cycles is also something to consider as a metric.

Bicycle level of service:

Roxanne (RSG): Described bicycle level of stress. The City developed a system calibrated for use in Burlington based on a national approach. Lower stress facilities may entice more demand.

{ public }. The black line with no northbound bike lane. We should acknowledge that people currently violate this and travel north, either in the southbound bike lane or just against traffic.

Pedestrian level of service:

Jonathan: Summarized the Highway Capacity Manual approach for pedestrian level of service which is based largely on separation distance from moving cars, the speed of the vehicles, and the width of the pedestrian facility. Burlington generally performs very well simply due to the relatively low volumes and travel speeds. No assessment was done for the other method, which was density based (i.e., number of pedestrians in an area of the sidewalk).

Meagan: the Project team should review other potential metrics. The national LOS doesn't appear to align with people's perception. Quality of the sidewalk should matter, as well as the quality of the roadside environment. Density is also a concern. The demand and space around some of the busy areas, for example at the College Street corner, can be a poor level of service.

Kelly: right turn on red light is a safety risk for pedestrians. It has been identified by AARP members that they have conflicts and safety concerns between vehicles turning right turn on red and crossing pedestrians.

Transit:

Jonathan: Showed GMT bus ridership data per stops. No continuous bus route along Winooski Ave. Demand is served from a variety of bus routes. The NextGen plan appears to largely mirror existing routes along the corridor.

Jonathan: Bus stops are mostly inadequate in terms of their amenities that they provide.

Especially so at the busier stops. Bike racks are present, but clearly not integrated. The bike racks, when present, are often more than 100 feet away.

Rachel: GMT is in the process of formalizing bus stop guidelines. These would establish thresholds for what type of amenities may be appropriate for certain stops.

Safety:

Roxanne: Presented the crash data in the corridor.

Eleni: Suggested reviewing previous HCL lists to understand whether there is historic consistency.

Group discussion on how we might best engage private entities on the corridor which appear to have a significant affect. One example is the City Market driveway. This will happen through stakeholder interviews and through targeted engagement. The City is here representing the Marketplace Garage.

The Project Team will be working with the City and the Regional Planning Commission to collect additional parking occupancy data, bicycle counts, and traffic volumes at key driveways in the corridor. An emphasis will be at City Market and the parking garage.

Discussion to better understand the effects of adjacent streets and facilities. Desire to understand parking relationships with side streets and adjacent streets in the corridor, in addition to parking conflicts. Identify where opportunities may require green belt impacts. The Project Team hopes to incorporate any parking analysis work from the BBA.

Sean (Old North End Arts & Business Network): Burgeoning restaurant presence between North St and Riverside Ave. They have various needs and finding parking and other issues are an impediment. Is there way to incorporate these or bring them into the conversation.

Discussion: The project team should hear from them and the stakeholder reps as to what they need and how the project can incorporate and consider their input. If stakeholders can identify areas of interest, and key destinations for trucks and loading zones, that would be helpful.

Jonathan: The near-term traffic projections are being updated to reflect the changes associated with City Place. This would account for the changes in land use, but also the connected grid network. This may move some traffic off of Winooski and free up space for other users.

5) Future Meetings – Public Meeting

September 5th – Public meeting.

The concept for now is:

an indoor session as well as an outdoor session, a basic led investigation of the four-lane section, maybe go down to Maple St, likely a presentation, poster boards, and access to the WikiMap.

6) Next Steps

WikiMap: <http://wikimapping.com/wikimap/Winooski-Ave-Transportation-Study.html>

The Project Team reviewed and demonstrated the WikiMap. The link will be posted on the project website and included in a Constant Contact email blast from the RPC in the coming week.

6-Corridor Areas for further investigation:

Jonathan went through the request to receive initial suggestions for the six areas of focus along the corridor.

Corridor Vision:

Please send comments. The Project Team will begin using a method to obtain comments for the PAC to see all the other comments and provide feedback.

Corridor Objectives:

Jonathan introduced a nomenclature that the Vision is the Key Objective and there are other objectives for the corridor. Then initiatives are created to meet the goals. Metrics or Key Performance Indicators are ways to measure and evaluate progress.

The Project Team will be in touch with the PAC to coordinate and comment on the Vision and Objectives.

The meeting was adjourned at 7:05PM.

Attendance

Project Advisory Committee (PAC) Members

Erik	Brown-Brotz	Walk Bike Council
Alissa	Faber	Resident of Central District
Jane	Knodell	City Council
Sean	Melinn	ONE Arts & Bus. Network
Karen	Paul	City Council
Kelly	Stoddard-Poor	AARP
Meagan	Tuttle	Planning & Zoning
Rachel	Kennedy	GMT (alt)
Karina	French	Resident of South District (alt)

Stakeholder Group/Consultants

Eleni	Churchill	CCRPC
Bryan	Davis	CCRPC
Nicole	Losch	DPW
Roxanne	Meuse	RSG
Jonathan	Slason	RSG
Julia	Ursaki	Dubois & King

Members of the Public

Allegra	Williams
Andrew	Guerton
Karen	Yacos
Tony	Redington

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