



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

Public Workshop #1 Notes
Wednesday, September 5, 2018, 6:30 PM – 8:00 PM
Contois Auditorium, City Hall, Burlington

Complementary Events on September 5, 2018

- 2:00-5:00 PM: Pop-up Study Information, City Market, Downtown Burlington
- 5:30-6:30 PM: Walk & Talk Corridor Tour, City Market, Downtown Burlington

*The presentation is available on the project website: tiny.cc/WinooskiAveStudy
This meeting was videotaped by Channel 17: <https://www.cctv.org/watch-tv/programs/winooski-transportation-study-public-workshop>*

1) Welcome & Project Overview

The meeting was called to order at 6:40PM by Chapin Spencer, Director of the Department of Public Works (DPW). Winooski Avenue has great potential that is not fully realized; this is an opportunity to transform a disjointed street into a unified transportation system. Bryan Davis of the Chittenden County Regional Planning Commission (CCRPC) discussed revising the full two miles of Winooski Avenue with the help of those attending the meeting and the visionary documents approved by the Burlington City Council. The study will result in a series of recommendations to the City and an implementation plan.

2) Ice Breaker Exercise

Mike Lydon of Street Plans Collaborative asked everyone: "If you could make only one intervention to change Winooski Avenue, what would it be?" The groups shared their observations which included these comments (and others):

- Slow down cars between Pearl and Main
- Do a bus on Church St for people
- Slow cars down between Pearl and Main and add bike lanes. Also a slower speed limit in middle section.
- Create protected bike lanes, make roundabouts, add light rail
- Protected two-way bike lanes. Also roundabout at Main/Winooski
- Two-way traffic the whole corridor
- Make continuous two-way bike lanes. Unlock north end businesses by making Winooski one-way north
- Bikes separated from peds. Reduce travel lanes downtown
- Improve crosswalk safety in front of the Asian market/yoga studio (this was supposed to be moved years ago)

3) How Did We Get Here? Past Studies & Plans

Roxanne Meuse of RSG described this work as a comprehensive transportation study of the entire Winooski Avenue corridor to develop multimodal improvement strategies that address safety, capacity, and connectivity. The final deliverable is an action plan with near-term and longer-term recommendations to the City. This is the first of three public meetings. The team will return for a second public meeting late fall/winter to discuss possible alternatives and then refine those alternatives in a third public meeting in spring 2019 (at a City Council meeting). The study wraps up in the summer of 2019.

In response to a question, Bryan Davis explained that the CCRPC is funding 80 percent of the study and the City is funding the remaining 20 percent. The City has made Winooski Avenue a priority; funding for actual capital work has not yet been secured. This study's cost is \$168,000 over two years.

Lucy Gibson of Dubois & King briefly described the previously completed plans and studies that lay the foundation for this study:

Plans:

- PlanBTVDowntown & Waterfront
- VTrans On-Road Bicycle Plan
- CCRPC Active Transportation Plan
- PlanBTVWalk Bike
- GMT NextGenPlan
- Great Streets Downtown Standards

Studies:

- Winooski-Howard-St. Paul Intersection Scoping Study (2018)
- Winooski Ave Circulation Study Technical Assessment (2017)
- N. Winooski Ave & Archibald St. Intersection: Pedestrian Safety and Mobility Evaluation (2011)
- South Winooski Ave Lane Reduction (2002)
- Downtown One-Way to Two-Way Memo (2000)

In response to a question, Lucy described Great Streets as an effort to make streets work better – improve stormwater, accommodate all transportation modes, and implement a set of unified design standards (including lane widths, amenities, etc.). Great Streets is in the process of redesigning Main Street, and St. Paul Street is currently under construction. Complete Streets is a philosophy that the safe accommodation of every user and mode must be equally considered in the design of a roadway.

4) Existing Conditions

Roxanne reviewed the Existing Conditions Report (available at: tiny.cc/WinooskiAveStudy). She discussed current land use, safety, connectivity, level of service, and parking. A member of the audience raised a concern about parking encroachment issues along Winooski Avenue. The City needs to stripe parking spaces and enforce encroachment into residents' driveways. Another person asked that transit agency GMT be an active participant in the study; Roxanne responded that they are represented on the Project Advisory Committee. Another audience member supported adding roundabouts to the corridor to improve level of service for vehicles, pedestrians, and bicyclists. Another person, who is a bike advocate, does not support roundabouts. Another person expressed concern about roundabouts on a designated truck route and tractor trailers taking two lanes for turns.

Someone else is most concerned about Winooski Avenue from Main to Pearl.

5) Collaborative Issue Mapping

Participants broke into four small groups to discuss the corridor in detail. Facilitators reported the priorities from each group:

Roxanne Meuse: Priority intersections are Riverside “Gateway” and Pearl Street. Priority segment is Pearl to Union. Improved access to businesses in the Old North End (ONE) by providing two-way traffic from Pearl to Decatur. Safe, protected bike facilities in the entire corridor.

Nicole Losch: Priority areas are Winooski Avenue at Archibald Street, downtown four-lane section, and the transition between one-way and two-way traffic.

Julia Ursaki: Priorities are to connect bike lanes on Winooski Avenue and Union Street, downtown four-lane section, change traffic patterns to improve circulation, and “unlock” the ONE businesses by better connecting to downtown.

Lucy Gibson: Improved access to businesses in the Old North End (ONE) by possibly providing two-way traffic from Pearl to Decatur, improve parking markings and enforcement, right-size buses to improve safety at intersections (turning buses), improve school connections. Priority intersection is Pearl and Winooski and priority segment is Bank to City Market.

6) Next Steps

Bryan Davis reviewed next steps including stakeholder interviews with business owners and others who live and work in the corridor. The team will be gathering all the comments from the day’s activities and synthesizing them into a series of alternative scenarios for consideration. These will be available online and discussed at the next public meeting. The online wikimap (<http://wikimapping.com/wikimap/Winooski-Ave-Transportation-Studic.html>) is available for comment through September 19th.

The meeting was adjourned at 8:20PM.

Attendance

Members of the Public

| | |
|-----------|------------|
| Ben | Bergstein |
| Janet | Cardascian |
| Nancy | Dolan |
| Howard | Dolan |
| Shawn | Dolan |
| Russ | Flanigan |
| Jacob | Flanigan |
| Jeff | Gilbert |
| Howard | Goulding |
| Liam | Griffin |
| Peter | Hartwell |
| Christine | Hill |
| Brendan | Hogan |
| Greg | Hostetler |
| Lola | Houston |
| Ruth | Masters |
| Erica | Quallen |
| Tony | Redington |
| Rick | Sharp |
| Andrew | Simon |
| Alan | Turnbull |
| JJ | Vandette |
| Philip | Wagner |
| Charlene | Wallace |
| April | Werner |
| Allegra | Williams |

PAC Members: Erik Brown-Brotz, Alissa Faber, Jess Hyman (alternate), Charles Simpson

CCRPC: Eleni Churchill, Bryan Davis

City of Burlington: Nicole Losch, Chapin Spencer

Consultant Team: Lucy Gibson (Dubois & King), Mike Lydon (Street Plans Collaborative), Roxanne Meuse (RSG), Diane Meyerhoff (Third Sector Associates), Julia Ursaki (Dubois & King)

Study contacts:

Bryan Davis, CCRPC, bdavis@ccrpcvt.org (802-861-0129)

Nicole Losch, DPW, nlosch@burlingtonvt.gov (802-865-5833)

Jonathan Slason, RSG, jonathan.slason@rsginc.com (802-861-0508)

Winooski Avenue Transportation Study

Meeting Evaluation & Comment Form Public Workshop #1

1. Which events did you attend?

| | | |
|-----------|--------------|---|
| 2 | 2:00-5:00PM | Popup Study Information, City Market, Downtown Burlington |
| 9 | 5:30-6:30 PM | Walk & Talk Corridor Tour, City Market, Downtown Burlington |
| 22 | 6:30-8:00PM | Public Workshop, Contois Auditorium, Burlington City Hall |

2. How did you hear about the Events? (Check all that apply)

| | | | |
|----------------------------------|-----------|--------------------------------|----------|
| a) Email from Friend/Colleague | 5 | k) VT Digger Calendar | 0 |
| b) Email from Sponsors | 11 | l) Local Motion | 6 |
| c) Email from Other | 3 | m) Other (please describe) | 7 |
| d) Flyer/Poster | 2 | – PAC Member | |
| e) CEDO Buzz | 1 | – DPW website | |
| f) Front Porch Forum | 9 | – The combo got me here | |
| g) Burlington Free Press | 0 | – Flier on my door – thank you | |
| h) Seven Days Calendar | 0 | – Talking to Eleni | |
| i) Website(s) | 3 | – Word-of-mouth (2) | |
| j) Social Media (Facebook, etc.) | 4 | | |

3. Please rate the following aspects of the evening meeting at City Hall:

| Aspect | Fantastic | Very Good | Good | OK | Poor | Terrible |
|------------------------------------|-----------|-----------|-----------|----------|----------|----------|
| Welcome & Presentation | 2 | 4 | 11 | 3 | 0 | 0 |
| Issue Mapping Exercise | 2 | 10 | 8 | 1 | 0 | 0 |
| Quality of the Overall Discussion | 1 | 12 | 7 | 1 | 0 | 0 |
| Physical facilities for this event | 1 | 8 | 9 | 3 | 0 | 0 |
| Amount of time allowed for input | 1 | 10 | 6 | 4 | 0 | 0 |
| Overall value of this event to you | 4 | 9 | 6 | 4 | 0 | 0 |

Comments:

- Please repeat questions/comments from audience or pass mic around
- Posters up and down Winooski for better outreach!
- Please host in Old North End at least once
- Thanks!
- Need more input from DPW & City Council on funding, feasibility, priorities. Also, GMT is a key player and should always be present. “Alternatives” to current conditions are only feasible with adequate funding and consistent enforcement of rules and traffic patterns.
- Thank you this was great!
- Need more focus on Main-Pearl segment including more discussion of lane shrinkage. Given intensity, many curb cuts (firehouse, city market garage, co-op) a single lane in either direction would be a recipe for disaster. Sacrificing greenways and sidewalk width to get bike lanes
- It is a little bit of a time commitment to do both walking tour and meeting – both interesting, but a big lift to do them both in 1 night
- Don’t think all this is necessary – urban planning/design is a science don’t need democratic discussion
- I liked the small group and comment stickers on the map. Will that be transferred to the wikimap for reference later?
- Contois – hard to hear (*this was mentioned a number of times*)
- Put speaker/microphone back so everyone can see the overhead screen
- Learn from NNE 4 to 3 change: total transparency and a lot of public notice

- Glad you're doing this work!
- Transit only lane SB from Pearl to Main. Contraflow bike lane north of Pearl
- On-street parking is public space and should be treated as such (parking permit fees and residential stickers). Intervale as potential place to add parking. Look at non-transportation related ways of changing land uses (i.e. implementing a land trust) to encourage different kinds of development in core (Pearl-Main). Look seriously at 2-waying whole corridor in conjunction with Park & N. Champlain.
- Time for info too short for each topic

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

- Great job managing Tony Reddington
- Letting the negative comment about roundabouts stand without a response was unfortunate choice by facilitators. This issue needs to be addressed directly.
- A roundabout at Main would add safety, be an attractive entry to CBD, would slow traffic. Need pedestrian-only lights at Bank that don't allow car turns. Need bike lane at Edmunds School.
- Would be better if consultants showed good alternatives based on available funds. Just give the masses bread & circus
- I'd love to go from planning to implementation quickly. Enough studies!
- Please send the link to the wikimap to meeting attendees!
- Keep the bigger picture in mind. Consider the impact of proposed changes on the whole city network
- I'm somewhat concerned that the bulk of input re: Winooski corridor is from bicyclists and pedestrians. Cars and parking issues are intrinsic to the implementation of the current situation.
- Do this presentation in the south and north, not just center