



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

Project Advisory Committee Meeting #3 Meeting Notes

Tuesday, October 23, 2018, 5:00 PM – 7:00 PM

First United Methodist Church, Reid-Booth Room, 21 Buell Street

The presentation is available online at: www.tiny.cc/WinooskiAveStudy

1) Welcome, Introductions, Changes to the Agenda

The meeting was called to order at 5:10 PM by Nicole Losch of the Department of Public Works (DPW). Nicole noted that the DPW Stormwater Team is identifying priority improvements to transportation facilities that enhance stormwater management. They are working closely with the consultant team.

2) Public Comment Period – No members of the public were present.

3) Review of Stakeholder Interviews

Bryan Davis of the CCRPC reminded those present that his agency offers stipends to committee members. Those interested should talk with him directly.

Bryan interviewed eighteen different stakeholder groups and summarized his findings:

- Main to Pearl downtown: challenging for everyone, lacks "sense of place"
- Lack of bike connectivity throughout corridor
- One-way segments could be confusing for visitors
- Potential for North Winooski to become two-way
- Desire for better access to Old North End
- Need short-term parking for businesses (deliveries, customers)
- More landscaping, benches, wayfinding, pedestrian safety at intersections
- No strong sentiments for residential southern section

The [Existing Conditions Report](#) has additional detail. Committee members are asked to review the report and send comments to Jonathan Slason (Jonathan.Slason@rsginc.com).

4) Discussion of 6 Segments for Alternatives Development

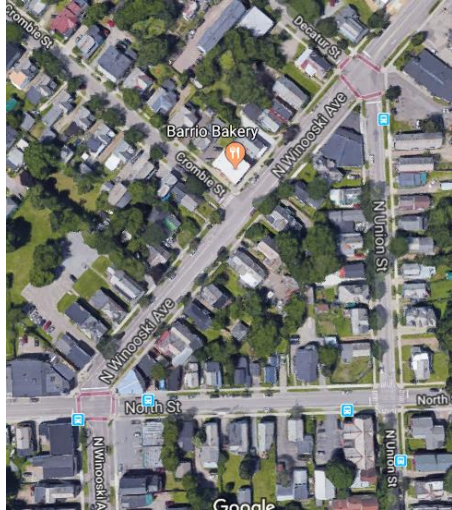
Jonathan Slason described six facilities or segments that are proposed for further study. These move from a corridor-level (high) focus to a more detailed, intersection-level analysis and discussion. Once the six facilities are finalized, design alternatives will be developed and evaluated. Alternatives will align with the corridor vision but also attempt to address the specific challenges and issues identified for each distinct facility.



Facility 1: Riverside Avenue Intersection

Includes: Hyde Street, CHCB driveway, and approaches

Issues: High Crash Location (HCL) intersection is complicated with driveways, streets at acute angles, the shared use path ending abruptly, transit stops along Riverside (safety, amenities), lack of control at Hyde Street/N. Willard Street.



Facility 2: Decatur and North Street

Includes: North Union Street and North Street intersections and all approaches

Issues: This segment is critical for evaluation of a two-way roadway. On-street parking and southbound bike lane serve adjacent businesses. Two-way biking on southbound bike lane is common.

One-way vehicular traffic circulation reduces access to new and growing businesses. North Street intersection is a hot spot for safety concerns. Lack of streetscape amenities.



Facility 3: Pearl Street Intersection

Includes: Pearl Street Intersection and cross-section north of the intersection.

Issues: Intersection is a High Crash Location (HCL), public comment hot spot, and critical for evaluation of the two-way scenarios. There is a vibrant business block on the northeast corner that would benefit from better multimodal accessibility, an expanded pedestrian realm, and streetscape enhancements.

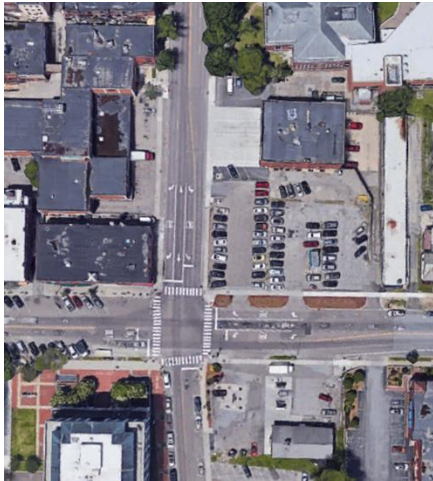


Facility 4: Pearl Street to Main Street

Includes: Pearl Street to Main Street (City Market, Marketplace Garage, Bank Street, Howard Center, and driveways).

Issues: Higher traffic speeds, safety concerns throughout, difficult parking garage exit, undefined curb cuts at gas stations, turning vehicles blocking through lanes, high potential for conflicts between cars and other modes, congestion and safety concerns at City Market.

The function of the street is both a throughway or service facility and a street serving local interests and destinations. With the reconnection of St. Paul Street and Pine Street through City Place, the through-movement function may become less important.



Facility 5: Main Street Intersection

Includes: Main Street intersection and approaches.

Issues: Safety for all modes of travel is the greatest concern. This intersection has the highest traffic volumes of any along the corridor.

Lane shifts, limited multimodal facilities, and high demand throughout the day.

This highly visible gateway has poor urban design and streetscape qualities; expansive curb cuts from Free Press Media and Fire Department; addressed in Great Streets BTV design concepts.



Facility 6: Main Street to Maple Street

Includes: South of Main Street through the intersection of Maple Street.

Issues: King to Maple is along part of a High Crash Location (HCL) segment (which extends south to Spruce).

The cross-section changes several times in this segment and traffic circulation changes from one-way south of Maple to two-way north of Maple.

There is a significant gap in the City's bikeway network north of Maple Street.

Nicole noted that the Archibald intersection was part of a 2011 Scoping Study and the short-term recommendations for new pedestrian signals and phasing is complete.

There was discussion of the “gap” in the selected facilities between North and Pearl Streets. There was concern that this section would not be consistent with the overall corridor vision. Jonathan believes that we can keep a cohesive vision for the entire corridor without a detailed analysis of the segment. There is limited time and budget for detailed study. There was additional concern that the new development and businesses from Decatur to Riverside and further to North Street will not be addressed if this segment isn’t studied in detail (loading and pickup zones, pulling people from downtown to this area).

Councilor Jane Knodell asked if pedestrian issues identified by the public had been addressed. Jonathan responded that concerns about pedestrian amenities, safety, general pedestrian improvements, bus facilities, and bike parking will all be included. Jonathan discussed that based on the comments received, the 6 facilities proposed should encompass the majority of locations with concerns. There is also a concern about jaywalking. The Archibald and Howard Street intersections have been previously identified as key ‘hot spots’ for pedestrian issues and have both been studied in separate scoping studies.

5) Discussion of Corridor Vision & Objectives

Jonathan introduced the draft Corridor Vision along with a framework for evaluating objectives. The committee was asked to provide feedback to Jonathan (Jonathan.Slason@rsginc.com).

DRAFT Corridor Vision

- Traveling along and across Winooski Avenue will be safe, inviting, and convenient for people of all ages and abilities using any mode of transportation.
- Walking and bicycling will be viable and enjoyable ways to travel this corridor. Improvements will encourage active travel and alternatives to personal vehicle use.
- Businesses along and near Winooski Avenue will flourish with an activated streetscape and convenient access.
- The mobility and parking needs of property owners, residents and businesses will be balanced with the mobility and parking needs of the greater transportation system.
- The street can adapt to changes to the transportation system and land use.

The objectives for the corridor were briefly discussed. Additional refinement may occur and the project team is very interested to hear from the PAC as to their input. The objectives will help identify what are priorities for the corridor and how will the project and the City evaluate what success looks like over time on Winooski Avenue. Some specific objectives will be used in the evaluation process of specific alternatives, while some others are relevant to the entire corridor.

6) Next Steps

Jonathan described the next steps:

January 2019 (early)	PAC Meeting #4
February (later)	Public Meeting #2
April	PAC Meeting #5
May (mid)	Public Meeting #3
June	Public Meeting #4
August	Final Report & Implementation Plan

7) PAC Feedback

The group discussed including the northern segment between Union and Riverside, including the Archibald intersection. The land uses are changing and the needs along that segment are changing. This segment was contrasted to the southern facility being proposed between Main and Maple. If a two-way roadway is considered from Main to Maple Streets, and this segment is not studied in detail, we'll be missing things like stormwater, streetscape, and curbs. There will be additional discussion regarding this issue. The challenge is creating a corridor level investigation, with some specific locations having detailed drawings versus others being more schematic. Overall, regardless of the level of detail, the concept has to be consistent and align with the corridor philosophy.

The group discussed the “hierarchy” of needs for roadways – especially between vehicles and pedestrians and how it relates to making decisions about signal timing and amenities. Pedestrians are the fundamental mode and improvements should focus on ensuring adequate facilities first. Then other modes are added in and then trade-offs (if needed) are made.

The formal meeting was adjourned at 6:45PM. Committee members stayed longer to discuss ideas on detailed maps.

Attendance

Project Advisory Committee (PAC) Members

Erik	Brown-Brotz	Walk Bike Council
Jonathan	Chapple-Sokol	Resident of East District
Alissa	Faber	Resident of Central District
Jacob	Flanagan	Alt: Resident of Central District
Colin	Hillyard	Burlington Business Assn.
Rachel	Kennedy	Green Mountain Transit
Jane	Knodell	City Council
Sean	Melinn	ONE Arts & Bus. Network
Kirsten	Merriman Shapiro	CEDO
Karen	Paul	City Council

Others: Councilor Max Tracy

Stakeholder Group/Consultants

Eleni	Churchill	CCRPC
Bryan	Davis	CCRPC
Lucy	Gibson	Dubois & King
Nicole	Losch	DPW
Corey	Mack	RSG
Diane	Meyerhoff	Third Sector Associates
Jonathan	Slason	RSG

Study contacts:

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

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

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