



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

Project Advisory Committee Meeting #4 Meeting Notes

Tuesday, January 29, 2019, 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 Jonathan Slason of RSG. The purpose of the Winooski Avenue Transportation Study is to create “a comprehensive transportation study of the entire Winooski Avenue corridor, developing multimodal improvement strategies that address safety, capacity, and connectivity.” The final deliverable will be an actionable implementation plan with near-term and longer-term recommendations. Jonathan reviewed the schedule and the agenda.

Nicole Losch of the Department of Public Works (DPW) asked the committee to review the alternatives that will be presented tonight with the lens of how best to refine them for presentation at the next PAC meeting and ultimately to the public.

2) Public Comment Period

The owners of Dolan’s Automotive are concerned about parking in the northern end of the corridor. It’s a very congested area with truck deliveries regularly blocking lanes and new residential development with limited off-street parking. Paul Schnabel, a resident of N. Winooski Avenue, is also concerned about parking. Although he supports bike facilities, he’s concerned about “robbing parking for bike lanes.”

3) Presentation of Initial Concepts

Jonathan provided an overview of design alternatives. The major changes, included in each of the alternatives, are consistent with the overall project goals that include: 1) no new right-of-way required; 2) minimizing curb cuts/impacts; and 3) north-south bike facilities throughout the corridor. Major changes include: 1) eliminate parking (if no curb is moved) from Riverside to Pearl; 2) two vehicle lanes with center turn lane (two-way-left-turn-lane) from Pearl to Main; and 3) eliminate parking and northbound vehicle travel between Main and Maple.

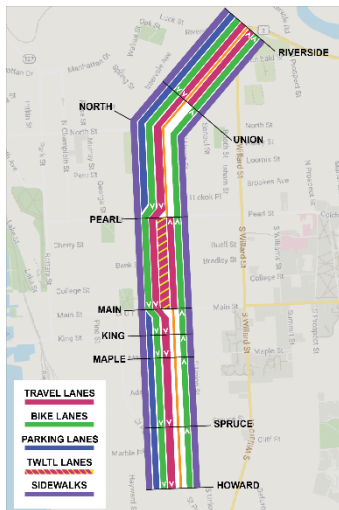
The project team will refine and develop fewer alternatives that attempt to address the committee’s suggestions and concerns. At the next PAC meeting, the team will present some initial evaluation of the alternatives (high-level costs, parking impacts, trees, utilities, etc.) prior to introducing them to the public.

Description of Alternatives



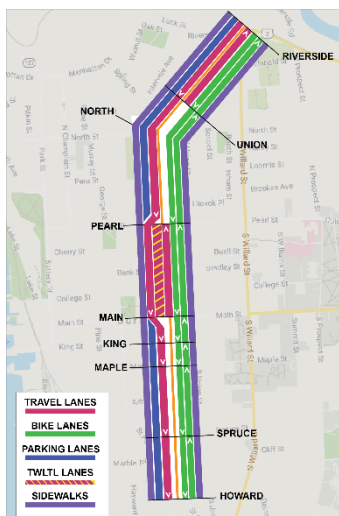
Alternative A1

- Add two-way-left-turn lanes from Main to Pearl, one vehicle lane in each direction
- Bike lanes in both directions entire route
- Eliminate on-street parking on east side from Union to Pearl and Main to King, possibly west side from King to Maple



Alternative A2

- Add two-way-left-turn lanes from Main to Pearl, one vehicle lane in each direction
- One-way (southbound) vehicle traffic between Maple and King
- Bike lanes in both directions entire route
- Eliminate on-street parking on east side from Union to Pearl and Main to King



Alternative A3

- Add two-way-left-turn lanes from Main to Pearl, one vehicle lane in each direction
- Bike lanes on east side in both directions entire route
- Eliminate on-street parking on east side from Union to Pearl and Main to King



Alternative A4

- Two-way vehicle traffic between Pearl and Union

Pros:

- Less circulation, more direct
- Union would see minor decrease in northbound vehicles
- Potential for more transit

Cons:

- Increased congestion at Pearl/Winooski
- Limited delay/operational benefit

There was discussion of the trade-offs that are inherent in evaluating these alternatives. To create a bike lane and retain on-street parking, curbs, sidewalks, and utilities must be moved – substantially adding cost and complexity to the project. The PAC asked the consultant team to provide the approximate cost of accommodating both parking and a bike lane. Jonathan will provide an order of magnitude estimate at the next meeting.

It was suggested to consider Willard Street for the North-South bike lane since it has fewer businesses than Winooski Avenue. Nicole noted that Winooski Avenue is the preferred corridor for bicyclists because it is a key roadway to access downtown and other routes. Sharrows (a shared-lane marking painted in the travel lane to indicate where people should preferably cycle) were discussed as a way to use less vehicle lane space. The group also pointed out the need to consider delivery trucks and SSTA vehicles that currently park on Winooski Avenue and how that impacts vehicles and bicyclists.

The group discussed a shared sidewalk/bike lane like the existing path on Riverside Avenue. Lucy Gibson of Dubois & King has looked at this option. Her biggest concern is safety for cyclists due to the parked cars and numerous driveways. It's difficult for drivers to see cyclists.

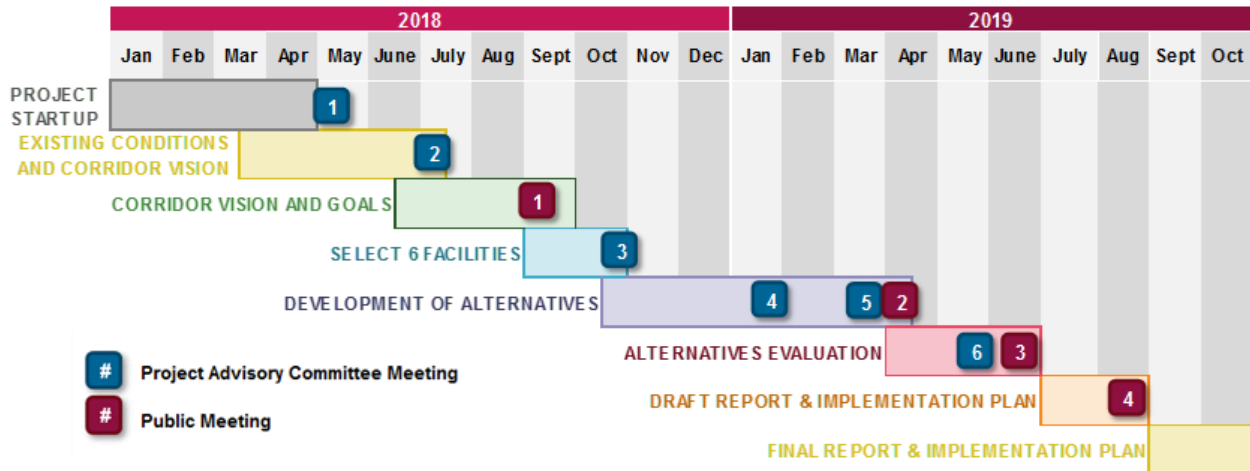
Nicole suggested describing the possible ways that we can maintain on-street parking. We have the option to shift the configuration to retain parking in the northern section. However, there are tradeoffs to any changes.

4) Corridor Issues

- Parking
- Trees & Utilities
- Loading/Unloading/Operational Issues
- Land Use Access
- Safety (Pearl to Main is the least safe segment for all users)
- Transit (More transit to serve a diverse population)

5) Next Steps

Jonathan reviewed the project schedule.



6) Small Group Work

- Keep the different contexts of the street in mind when thinking about alternatives. In the business district, short-term parking is important; in the residential district short-term parking is less important.
- Parking garage egress to Winooski Avenue is a safety concern for all users.
- From Main to Maple, greenspace is more valuable than vehicle space.
- Riverside to Union needs parking. Are there off-street parking opportunities?
- We need indicators like number of street trees removed, number of utilities to be relocated, etc. to make educated decisions.
- Need to discuss how bicyclists utilize mini-roundabouts.
- The challenge is to provide a 2-way bike lane along the length of the corridor when vehicle demand is very high. It's a complicated balancing act. What vision do we want to achieve?
- A mini-roundabout is reasonable for the Riverside intersection.
- Are roundabouts worth the impact (may need more right-of-way) or are traffic signals OK?
- The 3-lane assignment (one travel lane in each direction with middle lane two-way-left-turn lane) looks good. We need to acknowledge the adjacent access issues such as long queues on Main Street, access to/from the Market Street garage, and City Market affect the efficiency of the Winooski Ave. corridor.
- At Main Street, there was skepticism that a roundabout is worth the right-of-way costs and impacts for the benefit.
- Mixed opinions on whether to retain northbound traffic to Main Street from the south. We will bring this to the public for input.
- Keep the 2-way vehicle traffic option open between Pearl and Riverside. It might allow for more bike options (like sharrows).

7) Public Meeting – Likely early April 2019

Public outreach opportunities are being discussed. This may be an open house with many visuals. The team is also thinking about a longer duration event(s) perhaps with tabling. Another thought is staffed time at Contois with project boards mounted on the walls. The team will also explore taping a brief presentation at Channel 17 that could be put on the project website.

The meeting was adjourned at 6:55 PM.

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
Jane	Knodell	City Council
Charles	Simpson	Resident of South District

Others: Howard Dolan, Nancy Dolan, Shawn Dolan, Paul Schnabel, Allegra Williams, Karen Yacos

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:

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