



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

Project Advisory Committee Meeting #5 Meeting Notes

Tuesday, March 26, 2019, 5:00 PM – 7:00 PM

Old North End (ONE) Community Center, 20 Allen Street, Burlington, Vermont

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

1) Welcome, Introductions, Changes to the Agenda

The meeting was called to order at 5:05 PM by Corey Mack of RSG. He reviewed the agenda and introductions were made. Tonight's meeting features a review of draft public engagement concepts, a discussion of ways for PAC members to participate in outreach, and a presentation and discussion of ways to evaluate the road design alternatives.

2) Public Comment Period

- Matthew Vaughan, a resident of Walnut Street, also served on the [PlanBTV Walk Bike](#) Committee. The final plan was approved by the City Council. The committee heard from the public that they wanted dense, low-stress, bike networks in Burlington, including fully-protected bike lanes. The entire Winooski Avenue corridor should have protected lanes. Matthew appreciates the difficulty of the decisions ahead.
- Tony Redington, a resident of N. Winooski Avenue, does not have a car and depends on the bus, walking, and biking. He emphasized the importance of improving safety, especially for pedestrians. He endorsed Matthew's comments. Tony was an AARP representative on the PlanBTV Walk Bike Committee. Tony advocates roundabouts in the corridor to improve safety.
- Leah Daws of Barrio Bakery is concerned about reducing parking for the morning commuters that her business depends upon. If there isn't parking, people will bypass her business and go downtown.
- The owners of Dolan's Automotive are concerned about parking in the northern end of the corridor for both commercial businesses and tenants. The best alternative is 1D, which is the current configuration. Losing parking will cripple businesses. Most people drive, especially in winter. Bicyclists do not follow rules of the road and that is why it isn't safe for them. Roundabouts don't work.

3) Plan for Public Meeting & Public Engagement

Bryan Davis of the Chittenden County Regional Planning Commission (CCRPC) reviewed a series of ideas for the upcoming public engagement effort: NPA "Road Show" in April, short video about the project (PAC volunteers can be stars in the video!), Open House event (week of May 6th), and outreach events with ONE Businesses, BBA/Church Street Marketplace, BCA Art Fair in May, and the Dewey Park Farmers' Market.

4) Feedback to Date

Corey summarized the PAC and public feedback to date:

- Continuous, dedicated bike lanes are critical, and protected lanes are preferred.
- Why aren't we looking at one-way roadway pairs? (Southbound-only from Pearl to Maple).
- Street trees and green strips are crucial for an inviting corridor.
- Main to Pearl is aggressive/stressful/dangerous/unattractive for all users.
- Parking is full. There is a high demand for parking on North Winooski.

5) Updated Project Alternatives

Corey reviewed the existing conditions and discussed four areas of focus. In terms of design, the goals are to use the existing right-of-way, minimize widening (for both cost and streetscape impacts), and provide a continuous north-south bike facility. Existing features of the corridor to focus attention include:

- Shared bike lanes between Riverside and Union
- One-way southbound vehicle and bicycle section between Union and Pearl
- Four-lane section between Pearl and Main
- Bicycle lane gap between Main and Maple

The Alternatives were presented (detail in the presentation at www.tiny.cc/WinooskiAveStudy):

Alternative 1: Conventional Bike Lanes

Option A: Conventional Bike Lanes, maximizing parking north of Union

Option B: Conventional Bike Lanes, maximizing parking south of Main

Option C: Conventional Bike Lanes, two-way vehicle flow north of Pearl

Option D: Partial Conv. Bike Lanes, two-way vehicle flow with shared lanes north of Pearl

Alternative 2: Protected bike Lanes with limited widening and limited parking

Option A: Protected bike lane and retain some parking

Alternative 3: Two-way protected bike lanes within existing curbs

Alex Bunten of the BBA expressed support for maintaining Marketplace Garage access. Erik Brown-Brotz of the Walk Bike Council asked the team to consider a bike lane on the east side instead of west side in Alternative 1 (does this maximize parking?). There was a discussion of bikes moving in an opposite direction to traffic/parking. The group also asked that accessible parking spaces be noted and any removal of them be considered carefully.

Corey presented a summary matrix of each alternative (attached to this document). Corey noted that intersections wouldn't be discussed in detail until we have clarity on the chosen alternative.

PAC Discussion on Alternatives

Kirsten Merriman Shapiro of CEDO asked that the number of existing parking spaces be noted in the presentation to allow for comparison. Alex Bunten asked if there are other parking options available for Marketplace visitors. Jacob Flanagan of the Central District asked that off-street parking alternatives be explored in the northern section – possibly metered parking and resident-only parking. Erik Brotz asked if there could be parking on the east side between Pearl and Union, and noted that the risk of “dooring” bicyclists is much less of a problem in this direction. Alissa Faber of the Central District asked if there would be bollards separating the bike lanes from traffic. Lucy Gibson from the project team replied that in the short term, yes; but in the long term, the best practice would be to raise the bike lane to the same level as the sidewalk. As for intersections, Nicole Losch of Public Works noted that the alternatives will be

refined after the public outreach effort and she expects intersection detail at the next PAC meeting. Alissa asked that a map of current conditions be provided alongside the alternatives. Charles Simpson of the South District asked if a 2-street bicycle lane – northbound on Union Street and southbound on Winooski – was considered. For public distribution, Jane Knodell of the City Council would like to see the matrix printed on larger paper. She summarized the alternatives as follows: Alternative 1D is the only alternative that preserves all parking, but it is the lowest performing for biking. There is no alternative that minimizes parking loss and is also acceptable to bicycles (without road widening). Kirsten emphasized that equity is an important metric to understand. Alex suggested that the public presentation include detail as to who and when comments were made suggesting bike facilities. Erik would like to see detail about the actual costs rather than just dollar signs. Alissa would like to add streetscape impacts to the alternatives. Charles noted that Green Mountain Transit's (GMT) plans emphasize two-way bus traffic for major arteries; that is not possible on Winooski Ave with the one-way section. This is an equity issue.

6) Public Comments on Alternatives

- Tony Redington noted that Matthew Vaughan emphasized the PlanBTV Walk Bike plan that was approved by the City Council. The plan supports protected bike lanes in each direction on Winooski Avenue. Alternative 1 does not accomplish this. The modern roundabout on Shelburne Street will be much safer than a signalized intersection.
- Kortnee Bush of Butch & Babe's feels that the businesses are on the defensive. She spoke to Outright VT and the Children's Space and neither had heard of this study. She has customers who need accessible parking, especially in the winter. Parking on one side of the street does not accommodate access for all. Fewer on-street parking options will lead to more people parking illegally off-street, requiring property owners to monitor lots more regularly and enforce towing.
- Sean from Dolan's Automotive doesn't believe roundabouts are any different than regular intersections for bicyclists. He supports widening (2-3 feet) Winooski Avenue between Riverside and Decatur to improve Alternative 1A. It can be done for no cost when the city replaces water/sewer lines. From Decatur to Pearl, the road is already wide enough for one-way traffic with bike lanes on both sides and parking on both sides. Bike lanes could also be in the middle of the road. He also noted that it should be considered that bicycling is common for about 5 months per year.
- Allegra Williams of Local Motion would like to see demonstration projects to help the public visualize and understand the alternatives.
- Jane Knodell noted that when the City Council voted on the PlanBTV Walk Bike plan, they were assured that the city was not committing to build every feature as described in the plan. At that time, the full impacts of the recommended routes were unknown.
- Steve is excited about this project. The loss of parking is a negative in the short-term, but we need to think long-term. We have only 11½ years to cut our carbon emissions. We must disincentivize auto travel and removing parking is one way to do that.
- Sean noted that many people drive from rural Vermont to work in Burlington. These changes are permanent to accommodate a select few people; there is a personal financial impact for others.
- Alissa asked that we note accessible space changes.
- Corey will also add short-term parking information.

7) Initial Evaluation Criteria

Corey provided an initial list of evaluation criteria for the alternatives:

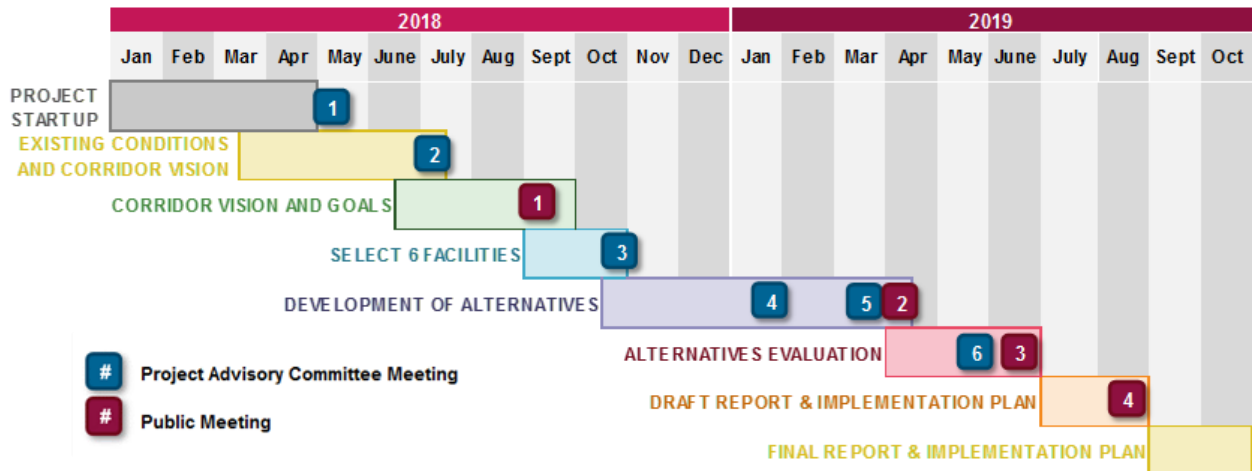
Bicycle Level of Stress
 Pedestrian Quality of Service
 Transit Quality of Service
 Vehicle Congestion
 Safety for all Users
 Change in Parking Spaces
 Utility Poles Impacted

Street Trees Impacted
 Change in Green Strip Width
 Curb Changes
 Cost Equity
 Loading Zones
 Neighborhood Access
 Stormwater Opportunities

It was suggested to change “vehicle congestion” to something more positive (like the other items), “vehicle quality of service.” It was also suggested that parking changes should focus on the total parking remaining rather than the parking that is removed. Alissa asked to add bus stops and how they function with the bike lane configurations. Kortnee asked if the team researched bike facilities in communities of similar size to Burlington. Nicole responded affirmatively for the work of PlanBTV Walk Bike. A representative from Dolan’s Automotive suggested scrapping the whole plan as too expensive and wondered where the money was coming from for construction. Allegra suggested considering a change from four to two lanes between Main and Pearl to more safely accommodate pedestrians and bicyclists. Tony noted that protected bike lanes are fairly new – only 10 years old and the cost for a mini roundabout on Winooski Ave could be done quickly and inexpensively (\$45,000).

8) Next Steps

Corey reviewed the project schedule.



The meeting was adjourned at 7:00 PM.

Attendance

Project Advisory Committee (PAC) Members

Erik	Brown-Brotz	Walk Bike Council
Alex	Bunten	BBA
Alissa	Faber	Resident of Central District
Jacob	Flanigan	Alt. Central District
Jane	Knodell	City Council
Devin	Mason	GMT
Sean	Melinn	ONE Arts & Bus. Network
Kirsten	Merriman Shapiro	CEDO
Charles	Simpson	Resident of South District

Others: Howard Dolan, Nancy Dolan, Shawn Dolan, Tony Redington, Paul Schnabel, Allegra Williams, Leah Daws, Kortnee Bush, Matthew Vaughan, Steve

Stakeholder Group/Consultants/Staff

Bryan	Davis	CCRPC
Lucy	Gibson	Dubois & King
Elizabeth	Gohringer	Burlington DPW
Kate	Longfield	Burlington DPW
Nicole	Losch	Burlington DPW
Corey	Mack	RSG
Diane	Meyerhoff	Third Sector Associates



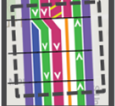
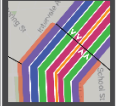

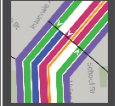


Study contacts:

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Attachments: Alternative Summary from Presentation

Alternative Summary								2-way Protected Lanes	
		Conventional Lanes				Protected Lanes			
		1	1a	1b	1c	1d	2	2a	3
									
Continuous Conventional Bike Lanes		X	X	X	X				
Continuous Protected Bike Lanes							X	X	X
Shared Lanes (north of Pearl)						X			
Two-Way Vehicles: Union to Pearl					X	X			
Two-Way Vehicles: Main to Maple		X	X		X	X			
Maintain Existing Curb		X		X		X			X
P Impacts	Riverside to North	-58	-25	-58	-58	0	-118	-73	-58
	North to Pearl	-43	-43	-43	-43	0	-64	-64	-43
	Main to Maple	-22	-22	-12	-22	-22	-22	-22	-22
	Maple to Howard	0	0	0	0	0	-77	-26	0
	Total Parking Change	-123	-90	-113	-123	-22	-281	-185	-123
Green Strip Impacts (SF)		0	10,000-16,000	0	9,200	0	6,400	9,200	0
Reconstructed Curb (FT)		0	1,600-3,200	0	2,300	0	1,600	2,300	0
Relative Magnitude of Construction Costs		\$	\$\$-\$\$\$	\$	\$\$-\$\$\$	\$-\$\$	\$\$	\$\$\$	\$