



**Colchester Avenue: Bikeways, Parking, and Intersection Safety Scoping Study
Public Meeting #2 Notes – Monday, January 11, 2021, 6:30 PM – 8:30 PM, Via Zoom**

The presentation is available online at: <http://bit.ly/colchester-ave>

Prerecorded Presentation: <https://youtu.be/Qu6m3BssKGQ>

1) Welcome, Introductions, and Study Overview

Jason Charest of the Chittenden County Regional Planning Commission (CCRPC) welcomed everyone to the second public meeting. The study was requested by the City of Burlington and is funded by the CCRPC with federal transportation funding. VHB is the technical consultant.

2) Public Comment Period. Comments were held until the Q&A section of the meeting.

3) Introductions

Drew Gingras of VHB welcomed everyone, reviewed the agenda, and introduced the Project Team. He reviewed the project scope and schedule, noting a gap due to the pandemic.

4) Review and Discuss Corridor Concepts & Intersection Alternatives

4A) Conceptual Corridor Plans & Cross-Sections

Drew Gingras and Karen Sentoff of VHB presented the proposed corridor concepts and discussed an evaluation matrix for each concept (available in the presentation slides).

Concept 1 (West) On-Street Separated Bike Lanes

Curbs are shifted to accommodate both travel and bike lanes within the existing curb. We hold the existing “back of sidewalk” along the corridor, so changes in this concept fall within that area. The newly constructed shared-use path on the south side is flanked by a narrow green belt and the on-street bike lanes have a 3-foot buffer with a “vertical element.” Between the UVM Medical Center entrance and East Avenue, the features vary from the previous section. Here, changes extend beyond the existing back of sidewalk by about 4-feet. The newly constructed shared-use path on the south side is retained.

Concept 2 (West) Raised, Separated Bike Lanes

The bike lanes are horizontally and vertically separated from the roadway. The bike lanes have a slight vertical separation from the sidewalk to clearly define the space for each mode. In some areas, the green belt is wide enough for trees. This section has space for two-stage left-turns for bicyclists in the street. During our last public meeting, there was a clear desire to improve conditions for left turns from bike lanes along the corridor. This concept accomplishes that while keeping turning bicyclists separated from vehicle and through-bike traffic.

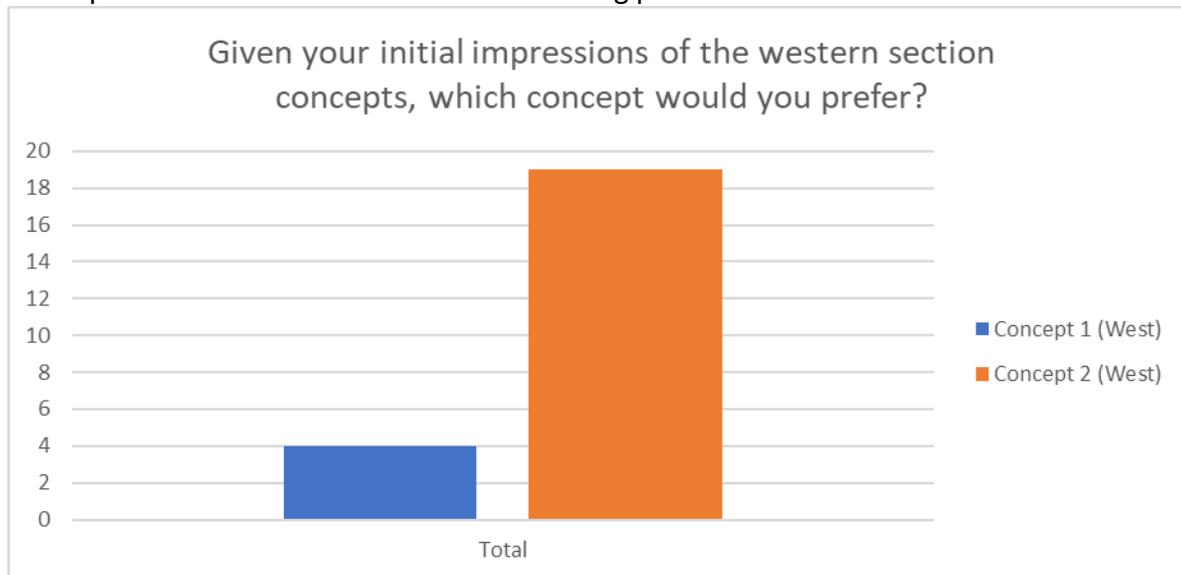
The evaluation matrix for this section was reviewed (see online presentation at:

<http://bit.ly/colchester-ave>)

Initial Feedback/Questions:

- Is stormwater runoff factored into the evaluation criteria? No. This will occur in the design phase.
- Why are there plantings in some sections and not others? The green belt is similar, but some areas are narrower due to right-of-way issues. In narrow areas, trees are not possible.
- How are bus stops accommodated with raised bike lanes? There are examples of how to do this and bus stops will be sited during the design phase.
- How do cyclists turn left with a separated raised path? Drew demonstrated the turn on Fletcher Place. There will be a slight shift in the separated lane where bicyclists could pull left, wait for a gap in traffic, and cross.
- Have you spoken to GMT? GMT actively participates in the Advisory Committee.
- Are raised bike lanes safer than on-street lanes? There is a perception that there is greater safety with a raised path versus an on-road, buffered, vertically delineated bike lane, and therefore more cyclists will use it. However, safety is about the same.

Participants were asked to answer the following poll:



Concept 1 (East) On-Street Separated Bike Lanes

This concept is similar to Concept 1 (West), where there is a 5-foot on-road bike lane with a 3-foot buffer. Due to the number of driveways, vertical delineation (e.g. bollards) will be limited though this section. There is a minimal greenbelt (even though we are well within the right-of-way), to limit the impacts to adjacent properties where the generous right-of-way is used as front yard or off-street parking space. Again, to limit the width of impacts, we have carried through a minimal greenbelt along this segment of the corridor.

Concept 2 (East) Raised, Separated Bike Lanes

This concept is similar to Concept 2 (West), featuring bike lanes raised and separated from the vehicle travel lanes. East of Kampus Kitchen there is a wider green belt to allow for trees. The green belt narrows completely around cemetery curve and returns east of the cemetery. This avoids impacts beyond the existing back of the sidewalk (where residents use this public right of way space).

Concept 3 (East) Raised, Separated Bike Lanes with Enhancements

This is the same as Concept 2, but supports more parking along the southside of Colchester Ave where feasible to retain on-street parking for businesses (like Kathy + Co Flowers and Kampus Kitchen) or residents, and limits right-of-way impacts. This represents a balance of on-street parking and consistent facilities for bicyclists and pedestrians.

Concept 3A (East) Raised, Separated Bike Lanes with Enhancements and Mixing Zone

Concept 3A mimics Concept 3 in its inclusion of on-street parking in select, lower impact locations, while also providing on-street parking immediately in front of Kampus Kitchen. Given the need to balance space for all users in this tight cross-section, this concept calls for a change to the corridor dynamics for a short section. There is a narrow shared-use (or slow/mixing zone) space for bicyclists and pedestrians in front of Kampus Kitchen, adjacent to the proposed location for on-street/high-turnover parking.

Concept 4 (East) Shared Use Path

There is a shared-use path on the north side only. This is coupled with a raised, separated bike lane and sidewalk on the south side. The shared-use path on the north side anticipates slow uphill cyclists. The speed of the uphill cyclists makes mixing pedestrians and bicycles more tolerable. The back of the sidewalk in this concept is generally within 1-2 feet of the existing back of sidewalk.

The evaluation matrix for this section was reviewed (see online presentation at:

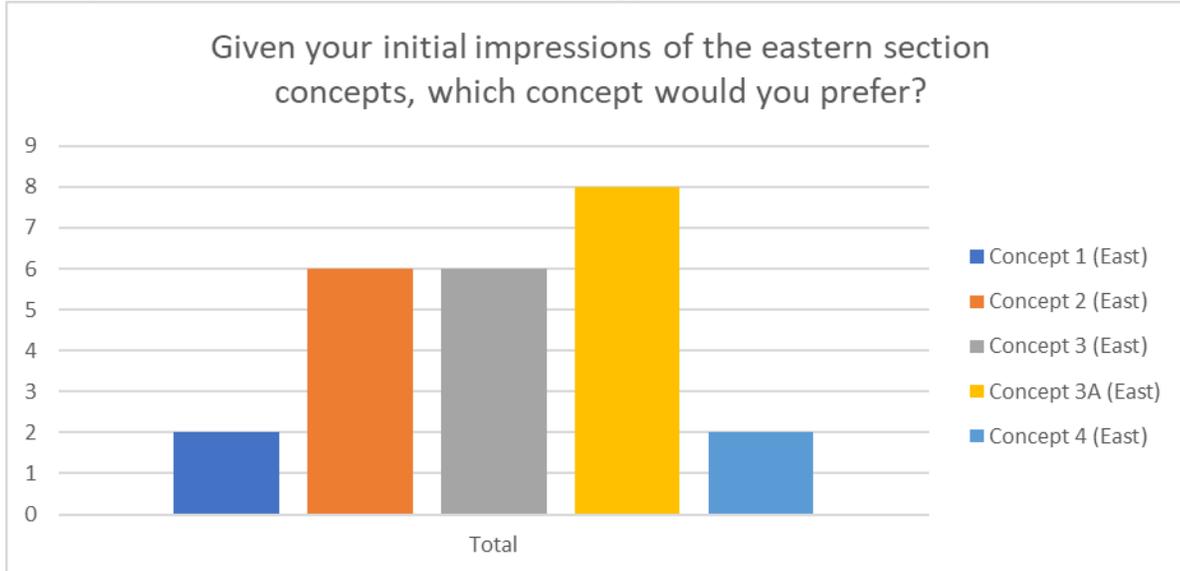
<http://bit.ly/colchester-ave>

Initial Feedback/Questions:

- What are the resulting right-of-way impacts (back of sidewalk change) for each alternative? All the concepts are within the existing right-of-way. The impacts beyond the existing back of sidewalk vary with location and would be determined more precisely in design.
- Which section has tree impacts? “Moderate” impact effects 4-6 trees. “Major” impact effects 10-11 trees. The preliminary design will be more detailed and better able to identify tree impacts with the help of the City Arborist.
- Where do bikes go in the “Mixing Zone?” Why can’t everyone be accommodated in the existing right-of-way? There isn’t enough frontage at Kampus Kitchen (with space also used for loading/unloading and parking) for separated paths. In the Mixing Zone, bikes and pedestrians share the path.
- Will people think the wide path is a two-way cycle-track? That is always a possibility, but it will be easy to navigate to other side of the street.
- Does the City have a plan for how to maintain the protected bike lane? Nicole Losch of DPW: We are developing a maintenance plan for protected bike lanes. Currently, we use the same sidewalk tractors for paths. We are looking at a new strategy to remove snow from bike lanes.
- Are “impacted” trees removed? We’re not certain at this point, the design phase will clarify this.
- Is there data about a Mixing Zone working for cyclists? It is a transition zone for a short section. Safety isn’t a major concern throughout the city for shared-use paths. The design phase would aim to minimize conflicts.
- Are there continuous bike lanes downhill for all alternatives? Yes.
- Can Alternatives 3A and 4 be combined? Yes. This can be further investigated.

- Why is the travel lane 12-feet in some places? Wider lanes are required when they are up against curb and these wider lanes are needed for emergency vehicles (to allow them to pass other vehicles).
- How do bikes enter/exit the separated lanes? At a driveway, street entrance or apron across from a street entrance.

Participants were asked to answer the following poll:



4B) Conceptual Intersection Layout Plans for East Avenue & Colchester Avenue

Alternative 1 Equipment & Striping Upgrades at Existing Signalized Intersection

In evaluating crash data at this intersection, rear-end type crashes are the majority of crashes. Generally, this is indicative of poor signal head visibility. The existing signal equipment does not meet current standards. This alternative proposes relocating the equipment and providing more pavement markings to improve the visibility of other modes at the intersection.

Alternative 2 Equipment & Striping Upgrades with Realignment of Intersection & New Bike Signal

This alternative realigns East Avenue to make a 90 degree “T” with Colchester Avenue and realigns the UVM Trinity Campus entrance to line up with the East Avenue approach. This increases visibility and should lower speeds when left turns are made from westbound Colchester Avenue onto East Avenue. Bicyclists will be separated in a bike lane to the right of the travel lane, provided a bicycle signal, and a separate bicycle-only signal phase at the intersection.

Alternative 3 Equipment & Striping Upgrades with Realignment of Intersection

The intersection is realigned like Alternative 2 with upgraded and relocated equipment and the eastbound bike lane is brought up to the intersection between the vehicle through and right-turn lanes. Bicycles can then be served at the signal with through traffic, similar to the existing condition at the intersection.

Alternative 4 Roundabout

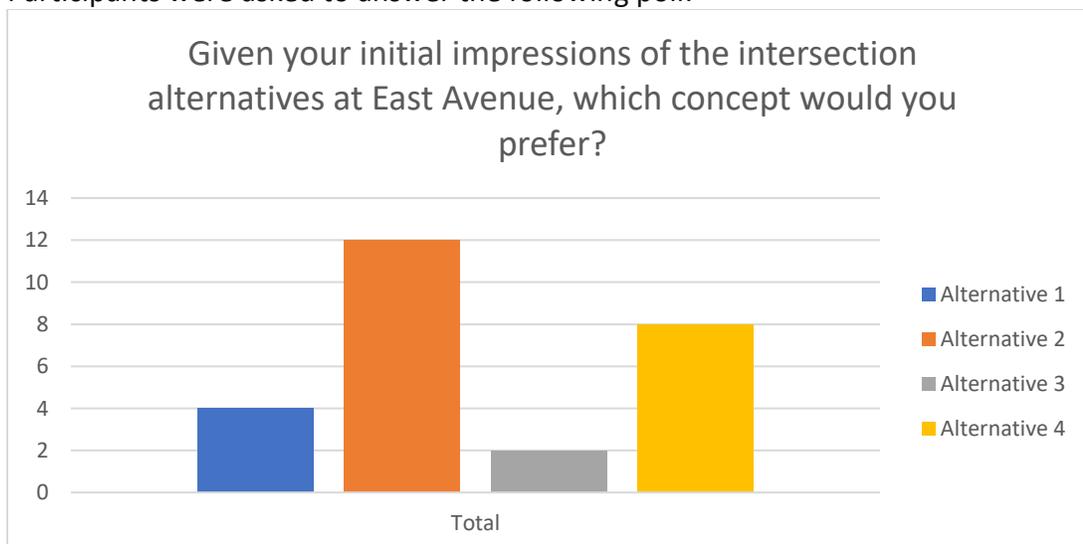
The roundabout would also square-up the intersection, bringing East Avenue in closer to a 90-degree angle with Colchester Avenue and realigning the entrance to UVM's Trinity Campus. The roundabout would have an inscribed diameter of 110' and would formalize crossings for bikes and pedestrians at all four approaches, providing more access than is available in the existing configuration.

The evaluation matrix for this section was reviewed (see online presentation at: <http://bit.ly/colchester-ave>)

Initial Feedback/Questions:

- What is the traffic performance of the roundabout versus a signalized intersection? The delay now is significant on East Avenue. Preliminary analysis shows that the roundabout would be an improvement in performance.
- How do cyclists who are heading westbound turn left to East Avenue? There would be 2-stage left turn box at the intersection.
- Can Alternative 1 work with separated raised bike lanes? No.
- Realignment alternatives would present impacts to Trinity Road at UVM and the EV charging stations.
- Is there an emergency vehicle issue with roundabout? This was assessed by evaluating emergency vehicles operating through the roundabout at 10 mph. Ambulances would not need to mount the apron at this speed, making this design reasonable given the proximity to the hospital.
- How do cyclists enter and exit the roundabout? Drew used a diagram to explain this movement for the eastbound cyclist. In this case they would be in the bike facility, navigate around the edge of the roundabout to the crossing set back on the East Avenue approach, cross one direction of traffic at a time, and then navigate around the edge of the roundabout on the east side to continue on Colchester Ave.
- Is a roundabout safer than a signalized intersection? Roundabouts have more continuous free-flowing traffic than a signal, but by design they slow down vehicles at the approaches. Other treatments on the road may also slow traffic.
- Can a cyclist navigate the roundabout in the roadway itself? Yes, if they choose to.

Participants were asked to answer the following poll:



5) General Discussion / Public Q&A (Project Team responses provided in *italics*)

Rick Sharp: The 11 feet of right-of-way is being ceded to private owners; it could be used for transit or bikes. The perception of safety is important because it can be safer or less safe depending on perception. The shared-path option can be used for kids riding bikes to Edmunds School. I support the split option of 3A and 4 for the east section. A roundabout is the greenest option, but does not improve conditions for bikes and pedestrians. I believe they are built for cars. Desire lines on a roundabout show that people will not be using the crosswalks, they will go straight across the roundabout. That forces bikes into traffic. It's a disaster and costs more than all the other improvements. It's unsafe for emergency vehicles. I'm opposed. If you have signals at all the crosswalks you can stop traffic. Those crosswalks can back up all the traffic and it becomes a big snarl. It's insane.

Ann (211 Colchester Ave): It would be impossible to come out of my driveway with a roundabout.

Greg: The pedestrian buttons in town are not responsive. Would they be here? *With new equipment, it would be fully operational. Also, would recommend using "See Click Fix" to report issues with infrastructure throughout the City.*

Kathy + Co Flowers needs parking for their business. *Jason Charest of CCRPC met with one of the owners and discussed the alternatives. They would like more parking spaces, but were supportive of alternatives to make it safer for bicyclists and pedestrians. They have parking on Latham Court and employees park in the back.*

Jonathon Weber: Alternative 3A at Kampus Kitchen. We're so close to avoiding the mixing zone. We wouldn't ask cars to do this. Why not narrow green belts by 2 feet? If not, the property right-of-way should be looked at. These are great concepts and raised separated bike lanes are needed in this corridor. This will be much safer for cyclists. For the roundabout, the splitter island width is important to consider. Cargo bikes are much longer than other bikes. I'd love to see a way for people riding to merge into car travel lanes more easily.

The crosswalk buttons should be reachable for someone in a wheelchair.

The color of raised bike lanes should be different and obvious to pedestrians on the sidewalk.

Jason Stuffle: This is a 20-30-year investment. Details I'd like to see: behind sidewalk impacts, tree impacts, green belt impacts, bus stops, and telling people in the neighborhood about the project. My preference is bikes versus pedestrians than bikes versus vehicles. Separation between cars and those walking/biking is very important. Stormwater is very heavy on this street and burying utilities is important.

Lani Ravin: I heard someone say that bikes will be in the bike lanes and not in the travel lane. According to Vermont law, a bicycle can go anywhere that a car goes – so there will still be some cyclists in the road. This needs to be considered. We're voting now without the constraints of money – some alternatives are more expensive than others. We need to take that into account. I voted for separate bike lanes, but I'd hate to see it turn into a canal when it rains.

Serrill Flash: I like the background idea behind all the changes – to slow down the corridor into Burlington. I approve of narrowing roadways and the roundabout will help slow people down coming into town. They are controversial and expensive. I would push for increased safety for vehicles because it affects us all.

Sharon Bushor: Will the sidewalks along Colchester Avenue be improved for safety? Sidewalks are expensive but I'd like to make sure that the pedestrian is given priority. *If the project were to move forward to construction of a preferred alternative, it would more than likely be a complete streetscape reconstruction, so the sidewalks would be upgraded to current standards.*

Can bikes/peds be part of automatic signal so that pedestrian buttons aren't necessary? *Yes, some can be done this way. That will be fine-tuned later.*

Jenny: Helpful to see how bus stops interact with these options.

Jim: Roundabout should be used somewhere else, not here.

Jack Hanson: This is exciting. I'm often frustrated that the climate crisis isn't included in the evaluation. I do think this project is one of the most exciting opportunities that we've had in Burlington for transformative change and to shift the way people are able to get around. And to have new people out there on bikes safely.

Jim: UVM Centennial Field could offer temporary parking.

Jason Charest (sharing a comment received via email): At the intersection of East Avenue/Colchester Avenue, could there be an additional crosswalk for the signalized alternatives (allowing crossing on the west leg)? *Yes, there can be a crosswalk on the west leg. But it would have to be exclusive pedestrian phasing to allow crossing on all legs or concurrent phasing with only one crosswalk across Colchester Avenue. That detail would be worked out.*

Jason Stuffle: Residential shared zone parking could be pursued rather than by street if there is desire to move parked cars off Colchester Avenue.

Pat on the back for presentation - thanks so much.

Jason Charest (sharing a comment received via email): What about bike boxes versus 2-stage left-turn boxes? *We looked at 2-stage left turn boxes along the corridor. They operate similarly, 2-stage are generally preferable.*

Greg Hostetler: Great ideas. Support for the roundabout because it feels safer crossing one lane at a time, especially in the eastbound section meeting East Avenue.

Roundabout reduces three different left-turn lanes.

6) Next Steps:

Preferred Alternative Refinement – February 2021

Advisory Committee Meeting #3 - February 2021

Preferred Alternative Recommendation of Advisory Committee to DPW Commission, Transportation Energy & Utilities Committee (TEUC), and the City Council – March 2021

Final Report – May 2021

The meeting was adjourned at 8:35PM.

Participants (Names gathered from Zoom Meeting Attendee List):

Eleni Churchill**, Bill Mahoney, Glenn McRae, Jason Stuffle*, Rachel Weed, Deborah Kraft, Rick Sharp, Ashley Bond*, Newt, Andrea Todd, Sean Melinn, Bill Keogh, Rob, Laura Jacoby, Anne, Jack Hanson*, Sandy Thibault, Lani Ravin, Luce Hillman, Brennan Guerriere, Martin Wolf, Gail Rose, Serrill Flash, Brianna Jasset, Roxanne Meuse, Patricia Seelan, David Cawley*, Jenny Lauer, Jonathon Weber, Greg Hostetler, Jim Barr*, Nathan Greenstein, Peggy O’Neill, Samantha Miller

* Members of the Study Advisory Committee

** CCRPC Transportation Program Manager

Study Team: Jason Charest (CCRPC), Marshall Distel (CCRPC), Nicole Losch (Burlington DPW), Jenn Conley (VHB), Karen Sentoff (VHB), Drew Gingras (VHB), Matt Hogan (VHB), Diane Meyerhoff (TSA).

Study Contact:

Jason Charest, CCRPC, jcharest@ccrpcvt.org

Questions from the Zoom Chat

#	Question	Name
1	I was only raising my hand for the purpose of being promoted to a panelist if the Committee members are meant be panelists. If not, please ignore.	Jack Hanson
2	Does Impacts also factor Storm Water Runoff? or rather, How is that factored?	Andrea Todd
3	Please described that is meant by modified impact on trees on the north side of the greenbelt	David Cawley
4	One version has plantings and one does not, and those are impacts not just design...	Andrea Todd
5	I came in a little late, can you quickly show a slide that shows a visual comparison of the two alternatives?	Roxanne Meuse
6	Thanks Jennifer. Could the project team explain why it is that raised separated bike lanes are not considered any safer than the on-street lanes in the evaluation matrix?	Jack Hanson
7	Perhaps we're just too early in the process for this kind of detail, but how will bus stops be accommodated with the raised bike lanes?	Jonathon Weber
8	Could you highlight how cyclists can turn left on the separated raised path. Thanks!	Lani Ravin
9	Have you spoken with GMT?	Andrea Todd
10	*in this design phase...Understanding that you just said they would be, but what level is their involvement at this stage?	Andrea Todd
11	I'm ok	David Cawley
12	It says my question was answered live but I don't believe it was	Jack Hanson
13	How do cyclists go left or straight at East ave, in the raised option?	Lani Ravin
14	I understand project is all within the ROW, but how many feet of front yard will neighbors lose? (in all concepts)	Lani Ravin
15	14 foot planting strip along the backside of the sidewalk along this section in concept two seems to be inaccurate.	Jason Stuffle
16	Where do the bikes go in this section 7:06?	Andrea Todd
17	Clarification, for the wide greenbelts shown east of East Ave many have houses and parking spots within a few feet of the sidewalk. Clarification on what properties have behind sidewalk impact so those home owners can understand the impacts.	Jason Stuffle
18	And houses within that area	Jason Stuffle
19	Based on the cross-section for 3A, it seems like there is room to maintain parking in front of Campus Kitchen and have the continuous raised bike lane through various combinations of narrowing the car travel lanes to 10 or 11 feet and the greenbelt to 3 feet. Was this considered?	Jonathon Weber
20	And the sidewalk would be a standard 5' instead of the 8' mixing zone.	Jonathon Weber
21	How do bikes enter and exit separated bike lanes?	Andrea Todd
22	A concern brought up in my conversations is that cyclists on the norther or west side of the corridor may see the wider shared path as a cycle track and not cross over the road to travel appropriately. This might lead to additional bike and ped conflict. I agree that the uphill section between Barrett and vicinity the Green Mount cemetery entrance would greatly benefit from the shared uphill path, but would think that raised bike lanes along the flat portion between Green Mount and East Avenue would be preferred.	Jim Barr
23	Again followup for neighborhood residents on which trees are impacted. Size and placement may be significant.	Jason Stuffle
24	How are the protected bike lanes going to be maintained in the winter?	Laura Jacoby
25	I don't agree that 11 to 13 feet of public ROW is ceded to adjoining landowners on each side of the street. That ROW could be better utilized for the public transportation it was intended for. That would allow separation of the sidewalk and raised bike path on the north side of the street up the hill.	Rick sharp

26	Can you please present visuals a bit longer with options? I found it challenging to see the options while also understanding what was being discussed.	Andrea Todd
27	Thanks, City Arborist and let property owners know.	Jason Stuffle
28	Why is the drive lane width 12' in concept 3A? It seems that would encourage speeding and reduce safety.	Greg Hostetler
29	When you say trees are impacted does that mean removed?	David Cawley
30	I think the mixing zone is very similar to the Pine Street jog in the bike lane from street to the section in front of the Arts Riot and other businesses and then back to on street? I've travelled there and it is a little stressful as a cyclist. Do we have any feedback or data indicating this works well?	Jim Barr
31	I wonder if full impact from reduced vehicle speeds required by roundabout fully reflect the safety improvements to pedestrians and bike riders?- This question comes from my overwhelming support for the roundabout option. In my mind, with the focus on safety, roundabout is by far and away the best option.	Serrill Flash
32	Which option allows continuous bike lane down the hill?	Andrea Todd
33	Follow-up to the answer to Jack's question about safety difference between on-street separated vs raised separated bike paths, isn't perception of safety significant since it impacts human behavior, both on the bike and behind the wheel, resulting in situations that can be safer or less safe depending on the behavior. I believe there is a literature on this. I think this is an important point.	Glenn McRae
34	Are options 3A and 4 mutually exclusive?	David Cawley
35	The shared use path might be used by kiddos riding to Edmunds El or Middle school.	Peggy O'Neill
36	To clarify my question about continuous bike lane...which option is continuous without Mixing	Andrea Todd
37	Not sure if this was addressed. Can you address why the car lanes are at 12' wide in 3A? Combined with 3' rather than 4' greenbelts, 10' or 11' lanes would seem to create enough ROW width to maintain the 5' bike lane / 5' sidewalk configuration and on-street parking instead of the mixing zone.	Jonathon Weber
38	Can you run through the slides quickly again before voting?	Laura Jacoby
39	Sorry to keep harping on this, but still on 3A and widths, even maintaining the 12' lanes, the 4' greenbelts could narrow to 3', which would give the extra 2ft needed for parking, 5ft bike lane and 5ft sidewalk in front of Campus Kitchen.	Jonathon Weber
40	On poll - i want 3a on the south side 4 on the north.	Rick sharp
41	The opportunity to advance the roundabout reality is hard to resist. Given vastly reduced idling, ditching electronic signaling and 90% reduction in collisions, lack of speed limit enforcement= roundabout is the only "green" option	Serrill Flash
42	Regarding the realignment and/or the roundabout alternatives, was the relocation of UVM's EV Charging stations and the entrance road shift taken into financial consideration for the evaluations?	Jim Barr
43	Can Alternative 1 work with separated, raised bike lanes?	Lani Ravin
44	The shift in the intersection also result in a change in the trinity road location as well as cutting very close to the EV Charging stations.	Jim Barr
45	how do bikes going west on and turn south onto East Ave in each of these options (except the roundabout)?	Andrea Todd
46	Emergency vehicle impacts with Option 4 round about? All ambulances pass through this intersection to get to UVMCMC	Ashley Bond
47	I disagree that the round-a-bout has any improvement for cyclists. And slightly less for pedestrians. At least with a signalized intersection, bikes and peds can push a button or wait for a light. My experience (in Europe) with small round-a-bouts in high traffic areas is that it is much LESS safe for cyclists and pedestrians.	Jim Barr
48	In the separated Bike lane options how would bikes enter and exit the round about?	Andrea Todd

49	In the roundabout alternative, do the splitter island refuges provide adequate waiting space for bikes, and especially cargo bikes, which are increasingly popular and longer than a typical bicycle?	Jonathon Weber
50	Can a bike navigate the roundabout in the road lane?	Jason S.
51	If storm water is not factored into these designs at early stages it's a shame, because any beautiful and perfect design will be non-functional when there is a storm that fills the roads, paths with dirt, leaves, and needles.	Andrea Todd
52	We would have an impossible situation coming out of our driveway at 211 Colchester by the roundabout.	Anne
53	The vast majority of beg buttons in this town are not responsive to pedestrians. Would any new beg buttons for peds or bikes be any more responsive than what we have now?	Greg Hostetler
54	Kathy's Flower Shop would need parking for their business.	Anne
55	Crosswalk buttons should be reachable by someone in a wheelchair.	Laura Jacoby
56	Color of raised bike lanes should be different and very obvious for pedestrians on sidewalk.	Laura Jacoby
57	Can you include bikes and peds as part of the cycle of signalized intersections so that beg buttons are not necessary?	Greg Hostetler
58	I second what Jason is saying about public transportation. As a regular bus rider, it would definitely be helpful to see how the bus stops interact with all this.	Jenny Lauer
59	If we are set on adding a round-a-bout to Burlington, lets concentrate on the areas it makes most sense like replacing the Jug Handle and improving the Shelburne Street Rotary!	Jim Barr
60	It is unclear to me what happens at the bottom of the hill at the bridge? The bridge presents a major barrier to many 'interested but concerned' bicycle riders that might use the corridor.	Laura Jacoby
61	The potential for short term parking in the Centennial North/University Road entrance is something UVM is willing to consider and discuss. This would involve closing the eastern entrance/exit and widening the western entrance/exit to be two way. This would allow for more temporary parking spaces along the east side of the parking spaces.	Jim Barr
62	Residential Shared Zoned parking for a parking management plan. Currently by street.	Jason Stuffle
63	Thanks for remembering the additional sidewalk! there is already curb cuts and truncated dome plates for the western side crosswalk. This could and should be considered	Jim Barr
64	Awesome presentation and thanks so much!	Jim Barr
65	Thank you for addressing the bike box question.	Lani Ravin
66	Roundabout reduces three left turn lanes.	Jason Stuffle
67	Thank you to all participants!	Jason Stuffle
68	Thanks for all your hard work and pivoting this discussion during COVID!	Andrea Todd

Comments Received Prior to the Meeting

From: Nathan Greenstein

Sent: Sunday, January 10, 2021 8:54 PM

Subject: Colchester Ave Corridor

My name is Nathan Greenstein, I am a junior at UVM majoring in Environmental Studies and am interning with Sustainable Transportation Vermont this upcoming spring. The focus of my internship is the Colchester Ave corridor, and improving the bike infrastructure there. I have been working with Jack Hanson and have reviewed the alternative plans to be presented in the public meeting tomorrow. My initial reaction was being most drawn to concept 2 (west) and concepts 3 and 3a (east). I believe these types of massive improvements to infrastructure will yield the best results towards improving safety and increasing bicycle usage. I was also impressed about how much the plans adapted to the requests of different interest groups, like maintaining some one street parking for Kampus Kitchen. I also really liked the idea of separate traffic signals for cyclists, and think their added safety along with separation from the road will draw a large demographic of cyclists to the road that otherwise would not participate.

I am excited to work on this project this coming semester and potentially further! I hope you appreciate the feedback. Best, Nathan Greenstein

January 11, 2021

Comments from Nancy Kirby, 339 Colchester Avenue

Nancy has lived on Colchester Avenue since 1993 and in the neighborhood since 1973. She is very happy with the painted bike lanes on the north side of Colchester Avenue. She is concerned about separated pavement with raised bike lanes that will remove the greenbelts and place the bike lane above the pavement. This makes plowing and sweeping difficult. In addition, the greenbelts help absorb the runoff during hard rains that sometimes divert the water onto the sidewalk.

She's concerned that raised lanes will narrow the roadway to the point where vehicles will not be able to make way for emergency vehicles on the hill. She is also concerned about high speeds and vehicles running red lights. She does not support speed bumps.

Cyclists do not use the sidewalk on the uphill segment of Colchester Ave and tend to ride on the opposite side and some walk their bikes. Everyone should be able to use the roadway.

The "double" sidewalk near the Fleming is great, but the other side of the street's sidewalk is in much worse shape and should have been replaced. And, the neighbors were promised a new sidewalk in front of the Mansfield Avenue convent (where the sidewalk is currently asphalt).

She urged caution at the E. Avenue/Colchester Avenue intersection because narrowing the lanes can make turning very difficult for vehicles (as has happened in other parts of the City).

From: Sharon Bushor

Sent: Monday, January 11, 2021 12:31 PM

(Responses from Jason Charest)

Hi Jason, Happy New Year. I do plan to attend via zoom tonight but have some generic questions for you.

1. Have roundabouts been used close to a hospital with a lot of emergency vehicles and if so how did that vehicle navigate through it to advance ahead of other traffic?
 - a. I recall this question being previously asked at one of our meetings. I think VHB did find a comparable location where a roundabout had been in operation close to a hospital but can't recall specifics. I did however find this in the meeting notes of the Advisory Committee's second meeting, "The roundabout has considerable right-of-way impacts for three of its legs. It is designed to allow large trucks, buses, and ambulances to move through safely and to allow for ambulances to move through at approximately 10 mph without having to mount the inner mountable apron. Ashley has found the ambulance community to be concerned about a roundabout."
2. With the proposal for bike lanes that are raised and protected on Colchester Ave., how do vehicles pull over to allow emergency vehicles to advance?
 - a. The bike lanes would be separated from the road in those concepts (2, 3, 3A, 4), like a sidewalk is, and a driver would simply pull over to the curb as they would normally.
3. With the raised and protected bike lanes, how do buses pull over to pick up or drop off passengers?
 - a. Concept 1 (On-Street Separated Bike Lanes) is probably the most difficult for this as the bus would have to pull over into the bike lane to get to the curb. For the remaining concepts the bus can pull over to the curb without blocking a bike lane or sidewalk.
4. Wasn't sure but are any buildings removed on East Ave to create a roundabout?
 - a. No buildings are affected in the roundabout alternative.
5. I see one option saves some parking on the Ave. Focus has been on the Kampus Kitchen which is good but what about Kathy's Flowers AND THE RESIDENTS WHO DEPEND ON IT.
 - a. We spoke to Kathy Flower Co on 10/26/20 and here is my summary from that meeting. "In a perfect world they would like two short term parking spaces nearby. There is available parking on Latham Court during the warmer months but things do get a little tight in the winter when you can only park on one side of the street. Parking for employees is available in a lot behind the business. They are supportive of making the corridor safer for bikes and think corridor Concept 1 is least favorable to this cause."
6. IT NEVER CEASES TO AMAZE ME THAT A CITY THAT IS KNOWN FOR ITS AGING POPULATION IGNORES THEIR NEEDS. FOR EXAMPLE, IF THE ELDERLY PERSON DOES NOT HAVE ANY ADDITIONAL OFF-STREET PARKING, WHERE WOULD SOMEONE WHO MAY BE PROVIDING SERVICES PARK? ALSO, IF AN ELDERLY FRIEND CAME TO VISIT, IT IS NOT REALISTIC TO EXPECT THEM TO WALK A GREAT DISTANCE FROM WHERE THEY MAY FIND PARKING. IN ESSENCE THESE MEASURES CREATE AN UNLIVABLE SITUATION AND FORCE THE PERSON TO MOVE. FOR THAT MATTER ANYONE ELSE WITH A MOBILITY CHALLENGE WOULD FIND THEMSELVES IN THE SAME SITUATION.

JUST SOME QUESTIONS AND COMMENTS.

THANK YOU. SHARON

From: RICK SHARP

Sent: Tuesday, January 12, 2021 11:55 AM

Subject: Walkable/Bikeable Colchester Avenue

Hi Jason, Nicole and the rest of the project team:

First I want to thank all of you for the very thoughtful work you have done on redesigning Colchester Ave. to make it safer for pedestrians, bicyclists and automobiles. I think you have presented just about every configuration possible. You have listened to many of us who have commented on the Ave. over the years and incorporated many of our suggestions and concerns. Thank you.

When I moved to Burlington to study for the bar exam in 1978, my first apartment was in that big brown building on the corner of Barrett St. (now Dominoes). It was built in 1798 from slabs of wood 4 inches thick from Vermont's virgin forest. I later learned that Colchester Ave. was one of the first streets in Burlington connecting Burlington harbor to the falls on the Winooski. I talk about that in my new book: [The Burlington Bike Path and Waterfront Park \(2019\)](#). It should probably be called the Ira Allen Trail. And of course, Ira's brother Ethan is buried in Green Mount Cemetery. So Colchester Ave. has special meaning to me and to the entire city. It's so great that you are bringing it into the 21st Century with improvements that will make it safer for pedestrians and bicyclists, leading to more use of bikes and feet and less use of cars in a more livable/walkable city. That will help us reduce our carbon footprint and begin to address climate change.

I voted for all the alternatives that result in raised, separated bike paths. I feel very strongly that it's not enough to paint a bike path on the street with bollards that provide no real protection from cars. It's also impossible to plow streets with bollards sufficient for people to actually bike on them in the winter. For the section of the road east of East Ave., I voted for Alternative 3A for the south side (mixed use path by Cathy's Flowers and Kampus Kitchen). I think the mixed use path you have proposed is the best you can do there. And I think it is important to have a convenience store in this neighborhood. But I like Alternative 4 for the north side (raised bike path and sidewalk).

I also feel you ought to use more of the ROW that belongs to all of us for a wider bike path rather than leaving 11 to 13 feet for lawns and front yards. I understand that doing so may bring the bike path or sidewalk close to existing buildings. Obviously, you have made a decision not to rock the boat with local landowners. I think it's more important to redesign the entire ROW to achieve safe pathways for bikes and people than it is to placate private property owners who have encroached on the public ROW.

It burns me up that in aerial photos 4 cars are parked in the ROW in the front yard of a property across from Kampus Kitchen. I own property on Orchard Terrace where a tenant began parking his car on the front lawn. The City quickly prohibited that and made us install barriers. How does that property on Colchester Ave get away with that use of the front yard which is actually in the ROW? I'm in favor of using the City's ROW for an off-street bike path, sidewalk and green space instead of parking.

Finally, I want to strongly urge you to drop the roundabout proposal. I have driven through roundabouts around the world. They are all designed for cars, not people or bicycles. The idea is to keep the cars moving and avoid stopping. That is the exact opposite of what we want for pedestrians and bicyclists. Those groups want cars to stop and let them cross safely. See Chapter 18 - The Post Auto Era and Chapter 19- New Urbanism of my book.

The design of this roundabout requires bikes and pedestrians to detour 20 or 30 yards to a cross walk to get across the street (Colchester Ave. and East Ave. both). I was told there would be no crosswalk buttons for pedestrians and bicyclists to stop traffic to cross the street. I believe that would be very dangerous for bikes and people on foot. And that flies in the face of every other cross walk light the City has installed (with great success) throughout the city over the past several years.

And of course, if you do allow pedestrians to stop traffic at those crosswalks you would be causing traffic to back up into the roundabout - the opposite of what the roundabout is designed to do. It's a catch-22.

I'm sure you are all aware of the concept of desire lines. Desire lines are the paths people take despite the landscape design, usually the shortest distance between two points, even if that means leaving a sidewalk to cut across a lawn. See *Street Fight* by Janette Sadik-Kahn.

If you impose desire lines on this roundabout you will find that bicyclists will avoid the extra 20 or 30 yards to detour down East Ave. They will instead use the roadway and compete with cars through the roundabout. Some daring pedestrians may do the same thing, putting them in danger of being struck by a car entering the roundabout. Remember that the Trinity dorms are on the north side of the street there. Nimble college students need to cross the street to get to class or get home. They will follow desire lines. This roundabout design puts their lives in danger. Please design the street with desire lines in mind.

As I set out in my book, a walkable/bikeable city needs to be designed for safe pedestrian and bike travel. Throughout the 20th Century we designed streets almost exclusively for cars. It's time to redesign our cities to put pedestrians and bicyclists first. Roundabouts are the opposite of walkable/bikeable in my opinion.

At this point it would appear you haven't gotten that message. Fortunately, the cost of installing a roundabout will probably mean it will never happen. Thank goodness.

Please share these remarks with the project team and all those who participated in the presentation last night.

I'm so glad to see such great progress on Colchester Ave!

Rick Sharp

P.S. If you want to see a great roundabout visit the Arc de Triomphe in Paris. Apparently the Parisians have decided to [redesign the Champs Elysees](#) to cut car traffic in half and replace that eight lane freeway with a nice tree filled garden at a cost of hundreds of millions of dollars. They got the message. Sadly Burlington planners have not.

From: Nathan Greenstein

Sent: Friday, January 15, 2021 2:55 PM

Subject: Re: Public Meeting 1/11

Hi Jason, I just wanted to update you on my feedback for the project, as I had some confusion the first time around. I believe that option 2 is the best one for all 3 aspects of the project (east, intersection, and west). After thinking about it more I realized that these separated and continuous bike lanes would both provide the most safety and encourage the most people to cycle. I was originally opting for 3a, but I had not considered some of the alternative parking options for those business such as the centennial lot and the side streets. Thanks for sending me the recording and updating me on the notes!

From: Linda Campbell
Sent: Saturday, January 16, 2021 8:10 AM
Subject: colchester ave bike lanes

Hi Jason, I live near UVM, and walk or bike on Colchester Ave every day. That said, I am concerned and understand the needs of drivers and businesses that rely on available parking. I can not support any plan that removes parking on any streets in Burlington while the policy of "resident only" parking continues on select streets.

Please work with Burlington DPW on this issue, the proposed plans widen the parking gap between privileged and not.

From: Jonathon Weber
Sent: Friday, January 15, 2021 2:12 PM
Subject: Re: Raised bike lanes and a roundabout coming to Colchester Ave.?

Hey Jason,

I'm unclear whether alternative 3A is presented as a compromise in order to make space for parking, with the predicted slowing effect of the mixing zone considered a potentially beneficial side-effect of the necessity of merging the bike and walk spaces in order to achieve room for parking, or, if continuous, separated bike and walk infrastructure as well as parking through that section are possible, but not presented as an alternative because the mixing zone is considered more desirable, or for some other reason.

That's sorta what I was getting at with my questions about driving lane and greenbelt width—based on the cross-section shown for 3A, it appears that the greenbelts could narrow by 1' (from 4' as shown to 3' each), creating the extra 2ft needed to have 7ft parking and 5' separated bike and walk facilities instead of the 8' sidewalk mixing zone. If that isn't possible, then clearly the mixing zone would seem to have more merit. If it is possible to have the parking, and continuous separated walk and bike facilities, I think that should be presented as an alternative—it seems like the safest and most desirable option. A continuous bike lane in that zone should, for sure, be painted with "watch for peds" alerts and perhaps conflict markings.

I do not imagine that the mixing zone will make things safer for people walking or biking. I predict that it would cause confusion due to the spaces not being delineated. People walking between their cars and the store won't know to watch for people biking, since there's no marked bike lane, and people biking are more likely to be dealing with things like dogs on leashes in the space. Many folks on bikes are likely to weave into the driving lane at Thibault Pkwy and back in at University Rd to avoid the mixing zone altogether, which is not ideal, especially with the short-term parking right there.

Have you found examples of a similar "mixing zone" in other places where there is a sudden interruption in an otherwise continuous bike facility? The one installed in front of Speeder and Earl's this summer during the Pine St. protected bike lane demonstration did not receive glowing feedback, and in that case the bike lane was actually painted through the "mixing zone." But that's probably a narrower space.

I'd be happy to chat about this further, including over the phone or a zoom meet if that's easier.
