

Noelle MacKay, Director
Community & Economic Development Office



Chapin Spencer
Director, Public Works
Norman J. Baldwin, P.E.
Asst. Director Public Works

MEMO

TO: City Council Transportation Energy & Utilities Committee

FROM: Chapin Spencer, Director, Public Works
Laura K. Wheelock P.E., Public Works Engineer
Kirsten Merriman Shapiro, Senior Policy and Project Specialist, CEDO

RE: Bank and Cherry Street Improvements

CC: Noelle MacKay, Director, CEDO
Norm Baldwin, P.E., Asst. Director Public Works, City Engineer
Richard Haesler, Esq., Asst. City Attorney

DATE: May 11, 2018

Summary

This briefing memo provides Committee members an update on the concept design development process for Bank and Cherry Streets and requests the Committee consider recommending approval of the concept design to the full City Council. This generational reinvestment into Cherry and Bank Streets provides an exciting opportunity to renew our aging infrastructure and develop a streetscape that will foster the vitality of downtown for decades to come. We are currently updating the concept designs for these two streets based on input received during the April public comment period and will present the revised designs to your committee and the Public Works Commission at the respective May 16, 2018 meetings.

The Development Agreement (DA) between the City and CityPlace Burlington (CPB) has the City responsible for developing 30% design plans for Bank and Cherry Streets by June 30, 2018. City Council action at the May 21 meeting is necessary for the City's design consultant to successfully deliver the 30% plans by the end of June deadline.

We respectfully request the City Council Transportation, Energy and Utilities Committee (TEUC) approve the following motion at its May 16, 2018 meeting:

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To approve and recommend to the City Council their approval of the conceptual designs for improvements to Bank Street (between Church and Pine Streets) and Cherry Street (between Church and Battery Streets) presented on May 16, 2018 and authorize Chapin Spencer, Director of Public Works, the authority to manage the development and delivery of 30% designs for substantial compliance with the approved conceptual designs and the Development Agreement with BTC Mall Associates LLC (developer of CityPlace Burlington).

Project Background

As part of Burlington's ongoing effort to reinvest in our downtown, voters in 2016 approved \$22M in Tax Increment Financing (TIF) to restore the segments of St Paul and Pine Streets that were destroyed during urban renewal and to comprehensively renew Cherry and Bank streets west of Church Street. This is about place, space and designing a downtown for all Burlingtonians.

BTC Mall Associates LLC, developer of CityPlace Burlington (CPB), will be designing and, after our approval of the design, constructing the new segments of St. Paul and Pine Streets prior to the City's dedication and acceptance of these streets. The City is developing the designs for Bank and Cherry Streets using the Great Streets Standards for Burlington's Downtown.

Under the Development Agreement approved by the City Council on October 16, 2017, the City is responsible for developing 30% designs for Bank and Cherry Streets by June 30, 2018. The intent of this timing is to maximize the design and construction coordination between the CityPlace Burlington project and the adjacent street reconstruction – helping to improve the overall design and minimize construction-related impacts for the broader community.

Past Milestones

Once the DA was executed on October 30, 2018, the City worked to complete the Great Streets Standards and obtain Commission approval from the relevant Commissions while simultaneously developing and managing an RFP process to procure a consultant to develop the 30% designs for Cherry and Bank Streets. On January 22, 2018, the Council approved a contract with Stantec to undertake the design work. In two months, Stantec provided concept designs and the City initiated our public engagement process in April 2018.

Design Standards & Goals

The design for Bank and Cherry Streets utilizes the Great Streets Design Standards for downtown to generate the goals for the project and the base concept. The primary goals for the streets are:

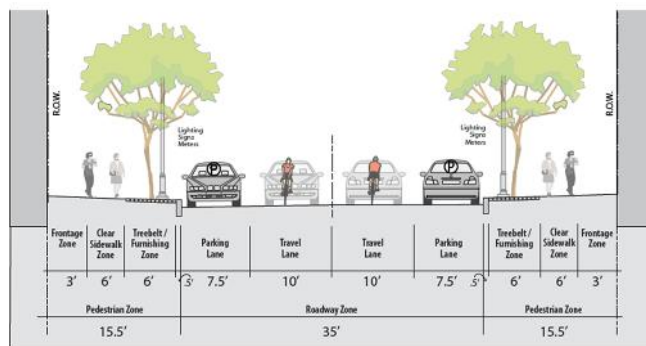
- J Walkable and bikeable — safe for all modes and all levels of accessibility
- J Sustainable — both environmentally sustainable, and long-lasting
- J Vibrant — to support the downtown's diverse range of public and private activities
- J Functional — work for all users, flexible, can be maintained, affordable

To balance the use within the public right of way among all users (pedestrians, motor vehicles, transit vehicles, bicycles, delivery vehicles, utilities, etc.), the base concept will use the cross sections below for allocation of roadway and pedestrian zones.

Cherry Street

Commercial Slow Street
(66' ROW, 35' Roadway)

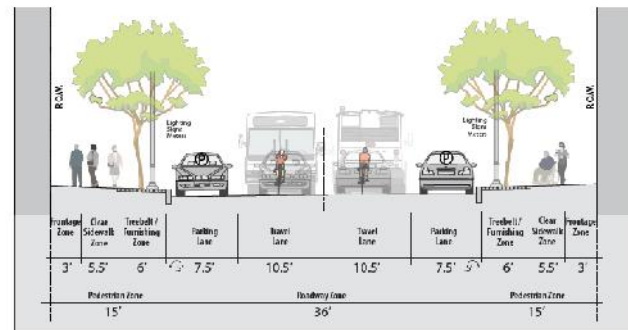
35' Roadway Zone—31' Pedestrian Zone



Bank Street

Commercial Slow Street with Transit
(66' ROW, 36' Roadway)

36' Roadway Zone—30' Pedestrian Zone



A quick look at the design plans above may seem similar to the streets as they are today, but the current concept plans make the following notable changes that come through from the Standards:

Infrastructure Under Street

- └ Bury the overhead utilities on Bank Street between St Paul and Pine Streets (to allow for bigger healthier trees and a cleaner look)
- └ Renew or rehabilitate the water and wastewater infrastructure on both streets
- └ Add a separate stormwater line under Cherry Street to connect to College Street outfall
- └ Install either soil cells or other optimum growing medium for the street trees

Streetscape

- └ Provide permeable pavers in greenbelt to take stormwater from sidewalk and treebelt to feed the trees
- └ Utilize granite curbs that will have a longer life than concrete and improved aesthetic
- └ Add bump outs that will narrow pedestrian crossings and add planting / activation areas
- └ Install new lighting fixtures consistent with BED design standards and meet current lighting standards for both the sidewalk and the street
- └ Add amenities along the streets based on input from these public meetings

Public Input

Our outreach to the community has included several public meetings (see list below) as well as a webpage, online comments, Front Porch Forum post, social media, outreach to property owners and businesses, handouts with basic info for webpage at most NPAs including all Wards Steering Committee meeting, and CEDO's Neighborhood Buzz.

- └ May 1, 2018 - Transportation, Energy and Utilities Committee (TEUC) presentation
- └ April 18, 2018 - Public Works Commission Presentation
- └ April 11, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
- └ April 10, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
- └ March 27, 2018 - TEUC -Introduction of the base Bank and Cherry Street Design Concepts

In addition, we have the following upcoming Public meetings:

- J May 16, 2018 - TEUC, 5:00PM at 645 Pine Street, Burlington
- J May 16, 2018 - Public Works Commission, 6:30PM at 645 Pine Street, Burlington
- J May 21, 2018 - City Council, 7pm at 149 Church Street, Burlington

We received numerous comments on the concept plans at the public meetings, through the website comment portal, and directly to DPW and CEDO. All comments received to date are posted on the project's website – links are included below. Comments received ranged from the street furnishings, to intersection alignments, to use of the pedestrian and roadway zones. Given our narrow rights-of-way and the many competing uses in the downtown, we were not surprised to receive comments urging the City to create dedicated bicycle facilities by removing parking, while also receiving comments urging the City to preserve or expand on-street parking.

Bicycle and Pedestrian Facilities

The project team received many comments about the type of bike facilities and creating additional pedestrian orientated space in the Concept Plan on both Bank and Cherry Street. The Concept Plan, per planBTV Walk Bike, utilized shared lanes for bike facilities on these two streets, and identified Pearl Street and Main Street as streets for dedicated bike facilities as the east west corridors in the Downtown. Unlike Pearl and Main Streets, Bank and Cherry Streets are relatively short (3 to 4 blocks) and have limited east/west connections. PlanBTV Walk Bike prioritizes pedestrian safety on Cherry and Bank Streets, where people commented on difficult intersections to cross.

In response to the comments received, the City and the design consultant explored additional options to accommodate the diverse uses within the City's narrow downtown rights-of-way including adding dedicated bicycle facilities. These dedicated bike facility options were challenging to accommodate, were short in length, did not have strong east/west connections, and each had significant impact to on-street parking and/or the pedestrian zone. After this review, our recommendation was to follow the guidance of planBTV Walk/Bike, continue with the dedicated E/W bicycle facilities on Pearl and Main, and incorporate additional design elements to further calm traffic on these interior downtown streets so that bicyclists have a high level of comfort when riding along or crossing these streets.

Design Revisions

We are currently updating the concept designs for these two streets based on input received during the April public comment period.

On Bank Street in particular, we determined that there is an exciting opportunity to use an innovative design approach – a curbless street – that gives the City great flexibility while bringing a strong aesthetic and pedestrian-centered approach to the public realm. A curbless street, similar to a Shared Street, will still provide distinction between the pedestrian zone and roadway zone as outlined in the Standards. The benefit of moving to a curbless street is that it prioritizes the pedestrian in these corridors while allowing vehicle travel and on-street parking. Typically, a street in this configuration will result in very slow vehicle travel speeds – consistent with the planBTV Walk Bike recommendation for shared travel lanes for bicycles and vehicles. The street will use vertical elements such as tree wells, bollards, light poles to help define the space between the roadway zone and pedestrian zone. There will also be materials within the road to define spaces

between travel ways, parking, tree belt, and clear sidewalk. A curbless street will also provide increased flexibility of space for adjacent businesses, space for civic events, greater accessibility for mobility impaired individuals and future adaptability as the City may seek to adjust elements to proportion the space between the roadway and pedestrian zone.

While Church Street itself is an example of a curbless street, there are other curbless streets in urban areas around the country that are designed for through vehicular traffic and on-street parking. Argyle Street in Chicago and Clematis Street in West Palm Beach are two examples.

The move to a curbless street on Bank Street will also help create a better linkage on the west end of the street to the existing multi-use path that runs between People's United Bank and the former Macy's store. This path connects to both Battery Street between the Hilton and Westlake Condos as well as to Cherry Street between Hotel Vermont and Macy's. Combined with the curbless street, this path provides an accessible E/W corridor for bicycle traffic from the hotels to Church Street.

On Cherry Street, we are recommending modifications based on public input that will further prioritize pedestrians, including a raised intersection at St. Paul and Pine Streets, upgraded and additional mid-block crossings, adjustment of furnishings, and the addition of transit shelters. A curbless street was determined not to be an appropriate design solution on Cherry Street due to the higher level of traffic overall and the presence of bus traffic.

Next Steps

The revised plans will be available on the project's website by at least May 16, 2018 for public viewing. We will then present the revised concept designs to the Public Works Commission and the TEUC at their respective May 16, 2018 meetings. At the meetings, we will seek support from the DPW Commission and sponsorship from the TEUC for the conceptual plan in order to bring it to the City Council on May 21, 2018 where we will seek to have the plan adopted.

Conclusion

The project team recently completed a public outreach period for the Cherry and Bank Streets project, and we are incorporating many of the comments into the concept plans. Staff is confident in the concept plans being developed and respectfully requests your committee consider approving the proposed motion outlined in the beginning of the memo at your May 16 meeting. We will seek the full City Council's approval of the concept plans on May 21, 2018.

This timeline will enable the City to maintain the schedule per the DA, where the City is required to provide 30% design plans to CPB by June 30, 2018. The 30% designs will have additional detail, particularly on underground infrastructure as well as developing an initial estimate to ensure that the designs are within the budget set out by the 2016 vote on TIF funding.

Project Website:

<https://www.burlingtonvt.gov/CEDO/BTV-Mall-Redevelopment-Process/Bank-Cherry-Streets>

Public Comments:

<https://www.burlingtonvt.gov/sites/default/files/Bank%20and%20Cherry%20Street%20Improvements%20-%20Comments%20through%205%2021%2018.pdf>



**CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY &
UTILITIES COMMITTEE**

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Councilor Maxwell Tracy, Chair *WARD 2*
Councilor Sharon Foley Bushor, *WARD 1*
Councilor David Hartnett, *North District*

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ppeterson@burlingtonvt.gov

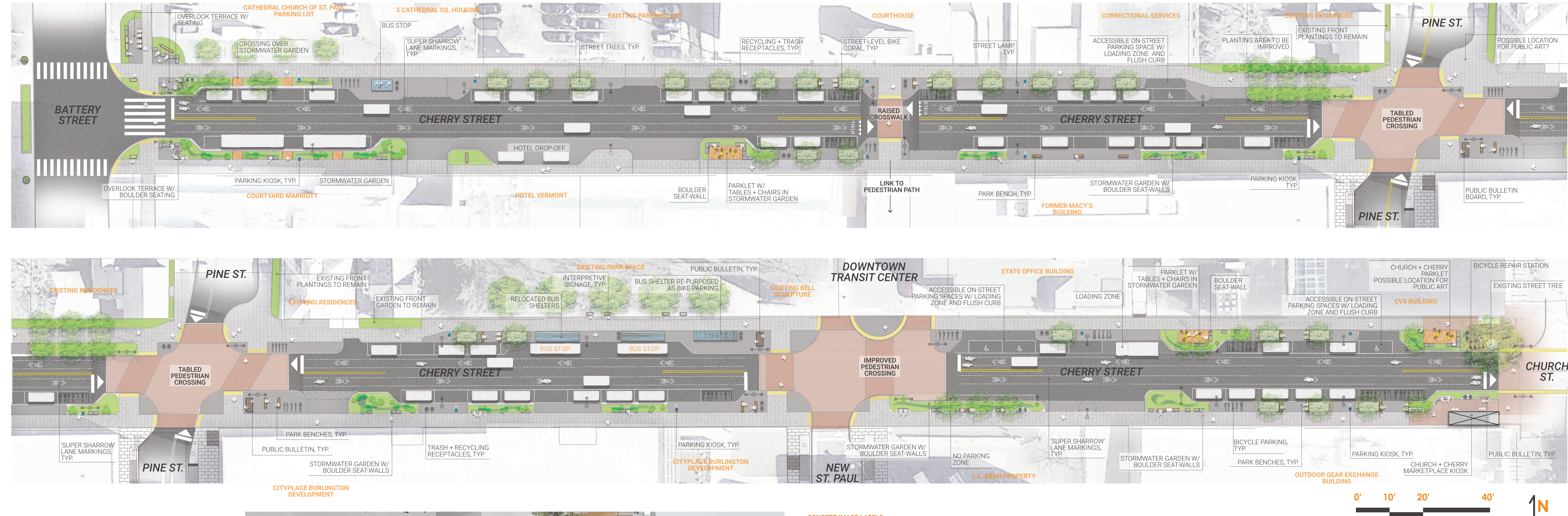
Transportation, Energy and Utilities Committee of the City Council
Wednesday, May 16, 2018 5:00 PM

**Burlington Department of Public Works – Streets Conference Room
645 Pine Street – Burlington, VT**

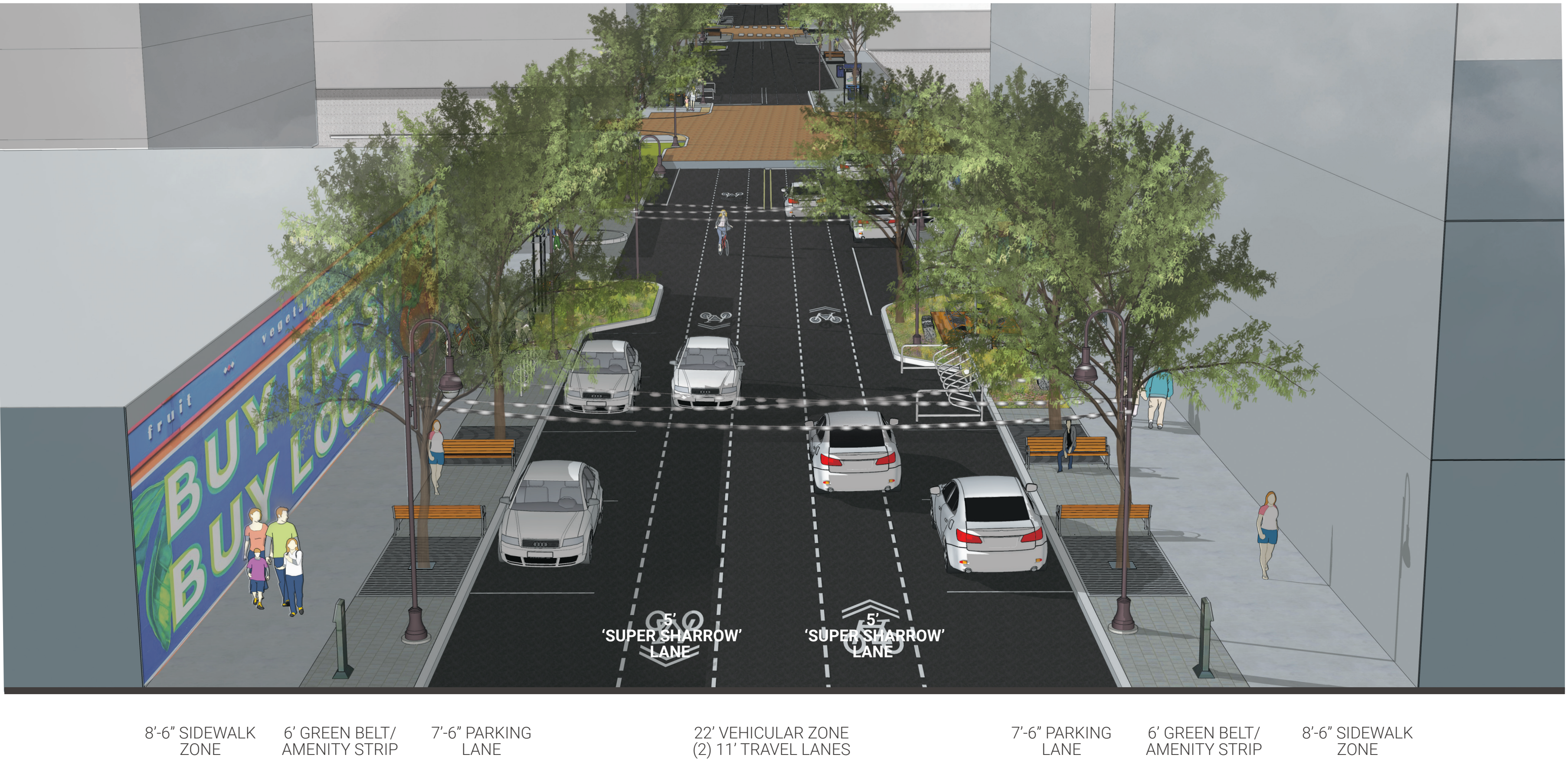
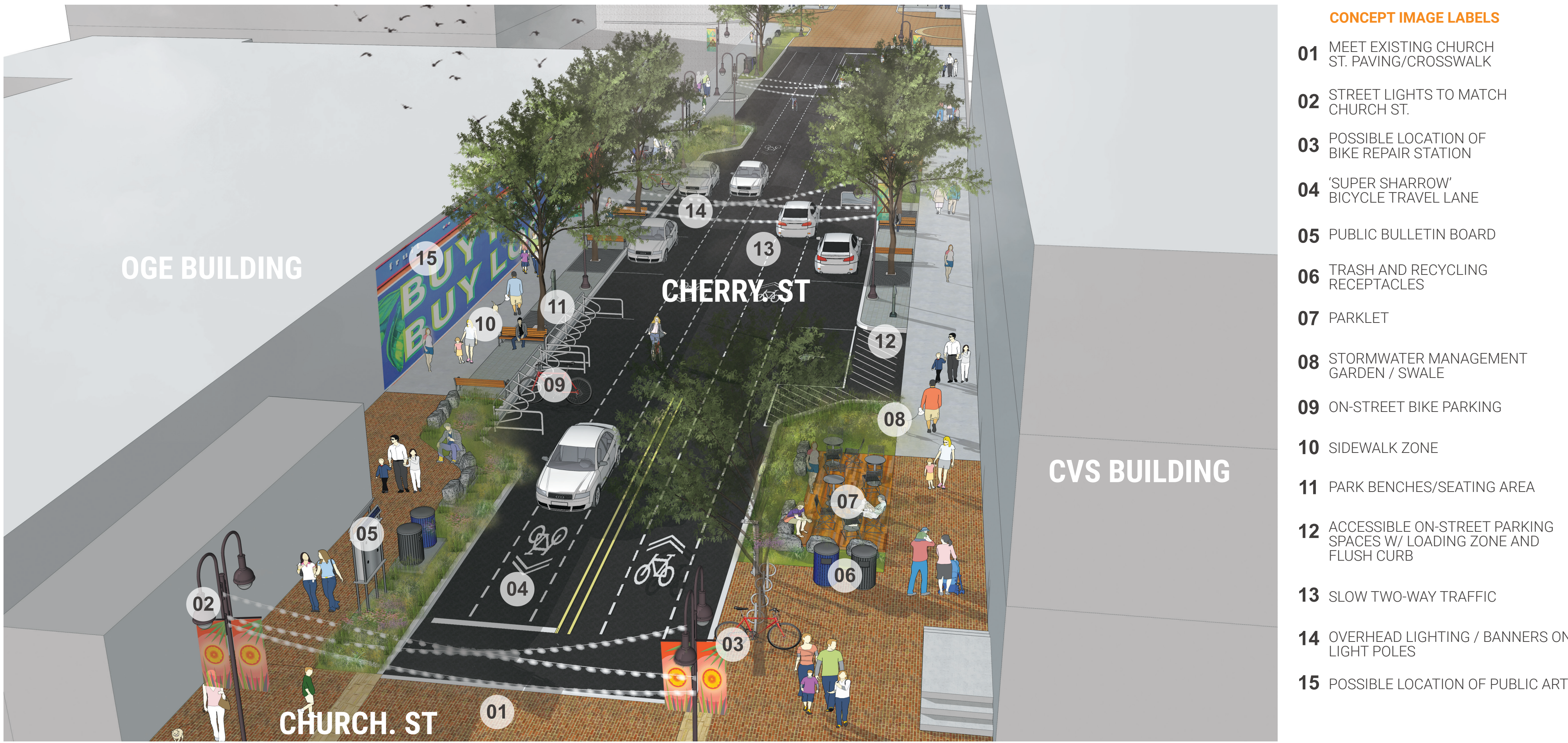
–AGENDA–

1. Agenda
2. Minutes of 05/01/2018
3. Public Forum
4. Winooski River Bridge Scoping Report and Alternative Selection
 - a. Nicole Losch presenting
 - b. 5-minute duration
 - c. Action: Informative, no action needed.
5. Bank and Cherry Streets Public Improvements – presentation of concept designs for approval and recommendation to City Council
 - a. Kirsten Merriman-Shapiro and Laura Wheelock
 - b. 30 minutes
 - c. Action: Recommend approval of Bank and Cherry Streets Public Improvements Concept Designs to City Council
6. Scheduling Future Meetings
7. Councilors' Update
8. Adjourn

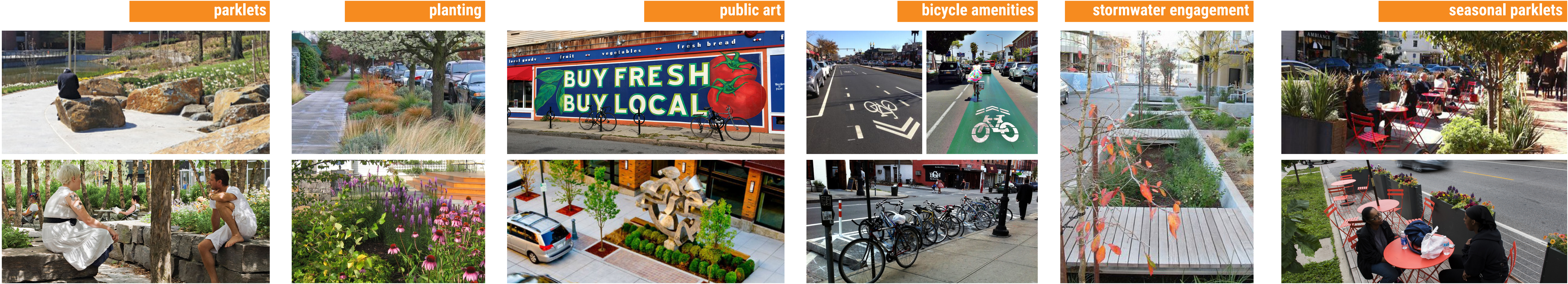
CONCEPT PLAN
CHERRY ST.



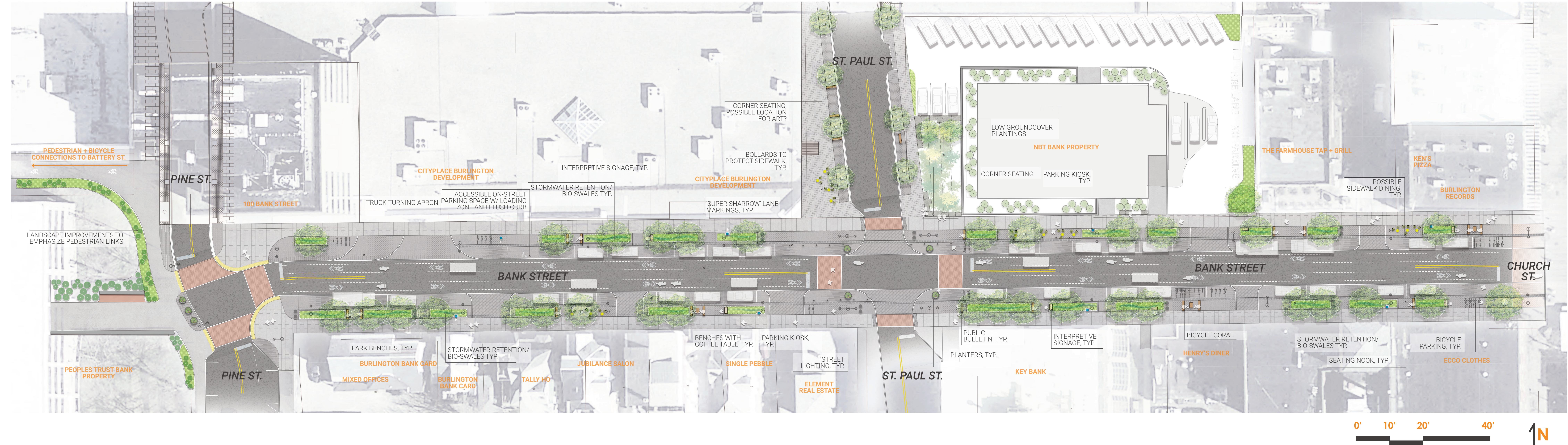
CHERRY ST. @ CHURCH ST.
CONCEPT
IMAGE



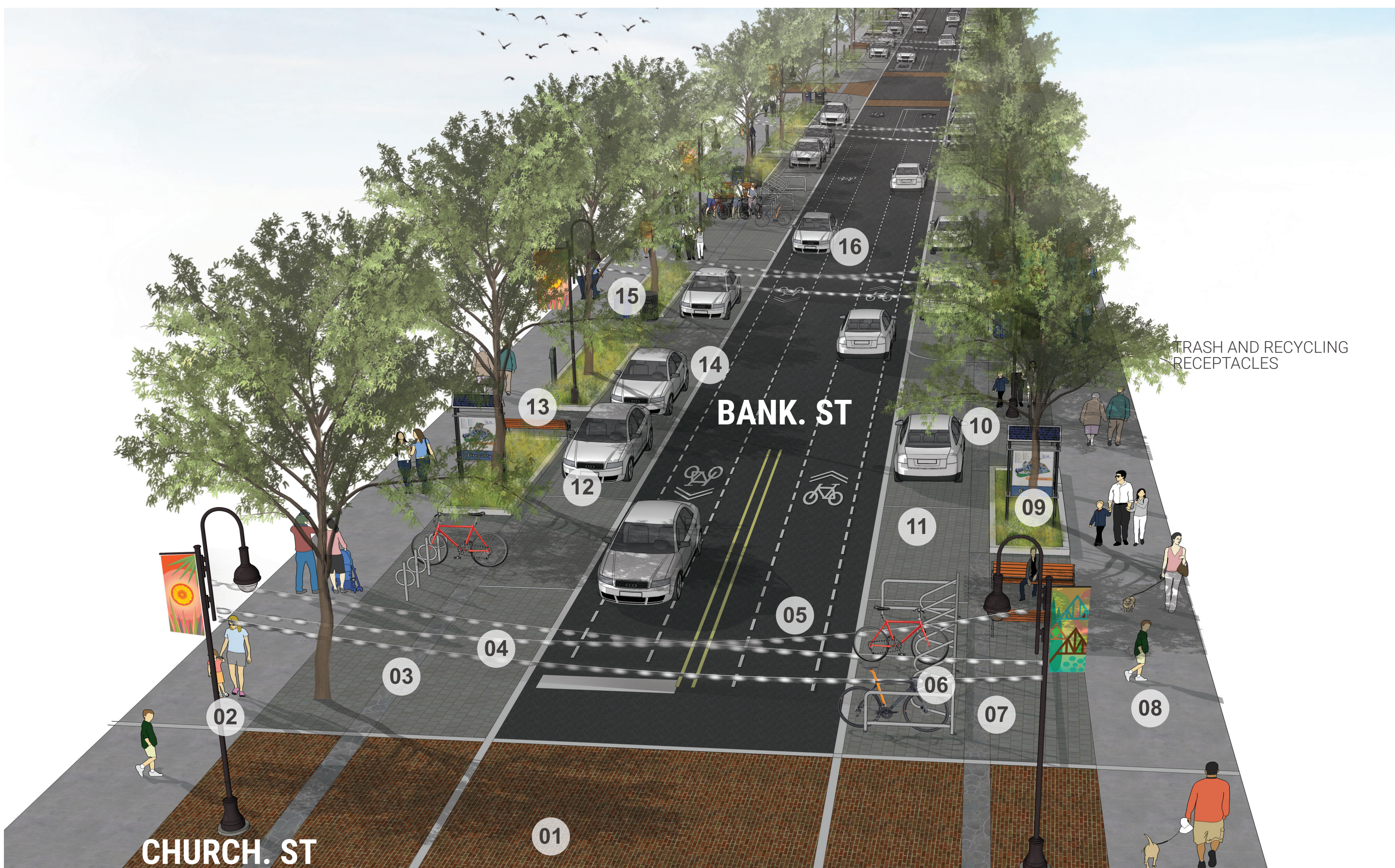
PRECEDENT IMAGES
STREET
CHARACTER



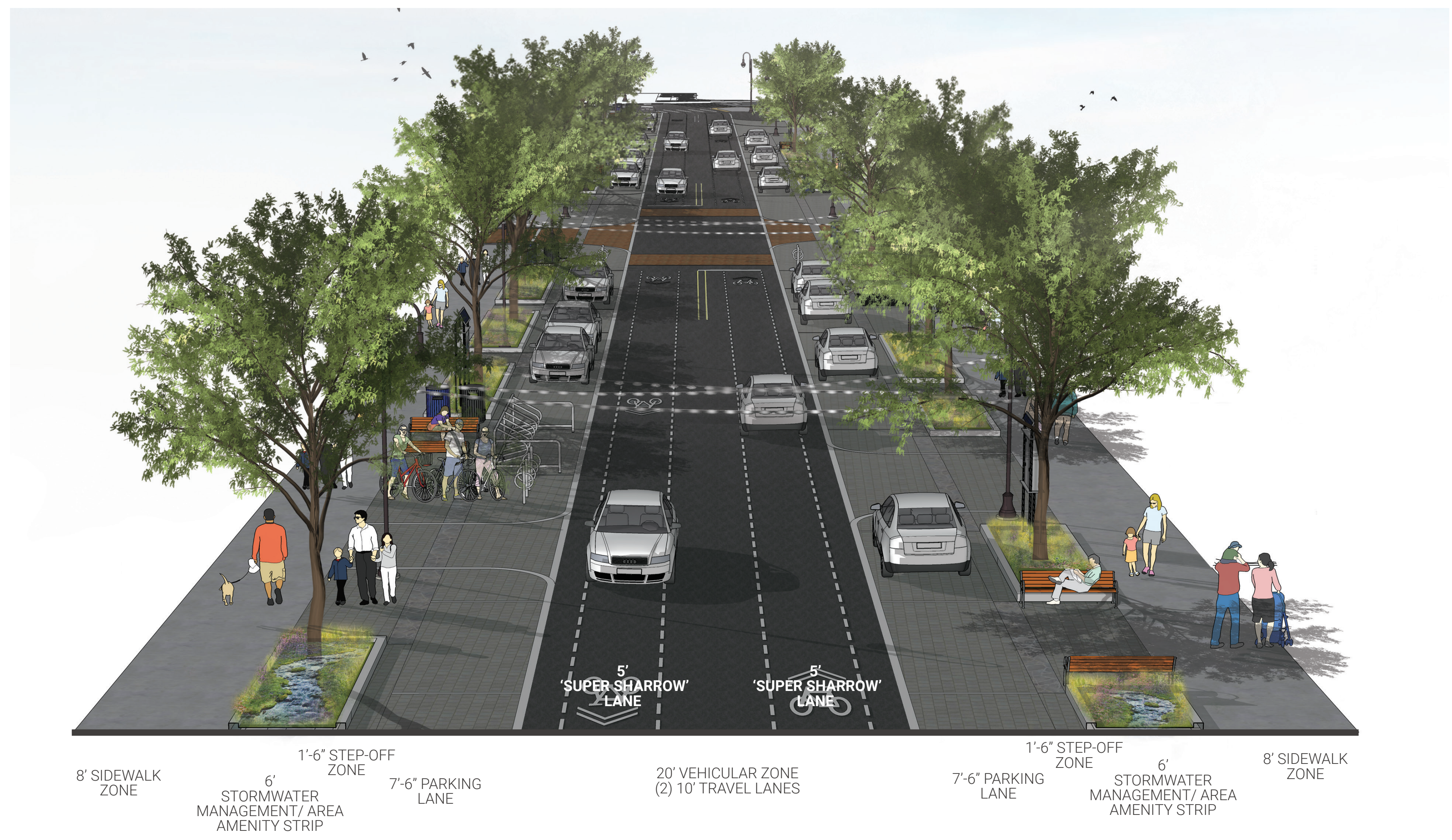
CONCEPT PLAN
BANK ST.



BANK ST. @ CHURCH ST.
CONCEPT
IMAGE



- CONCEPT IMAGE LABELS
- 01 MEET EXISTING CHURCH ST. PAVING/CROSSWALK
 - 02 STREET LIGHTS TO MATCH CHURCH ST.
 - 03 DETECTABLE WARNING STRIPS/DETECTABLE PAVERS
 - 04 OVERHEAD LIGHTING / BANNERS ON LIGHT POLES
 - 05 'SUPER SHARROW' BICYCLE TRAVEL LANE
 - 06 ON-STREET BIKE PARKING
 - 07 DETECTABLE WARNING STRIPS/DETECTABLE PAVERS
 - 08 SIDEWALK ZONE
 - 09 STORMWATER RETENTION/BIO-SWALES WITH INTERPRETIVE SIGNAGE
 - 10 STEP-OFF ZONE/PARKING BUFFER
 - 11 PARKING ZONE
 - 12 PARKING ZONE
 - 13 PARK BENCHES/SEATING NOOKS
 - 14 FLUSH CURB TO SEPARATE PARKING/DRIVE LANES
 - 15 TRASH AND RECYCLING RECEPTACLES
 - 16 SLOW TWO-WAY TRAFFIC



PRECEDENT IMAGES
STREET
CHARACTER

curbless street

planting

public art

bicycle amenities

stormwater engagement

PARKLET PRECEDENTS



PLANTING PRECEDENTS



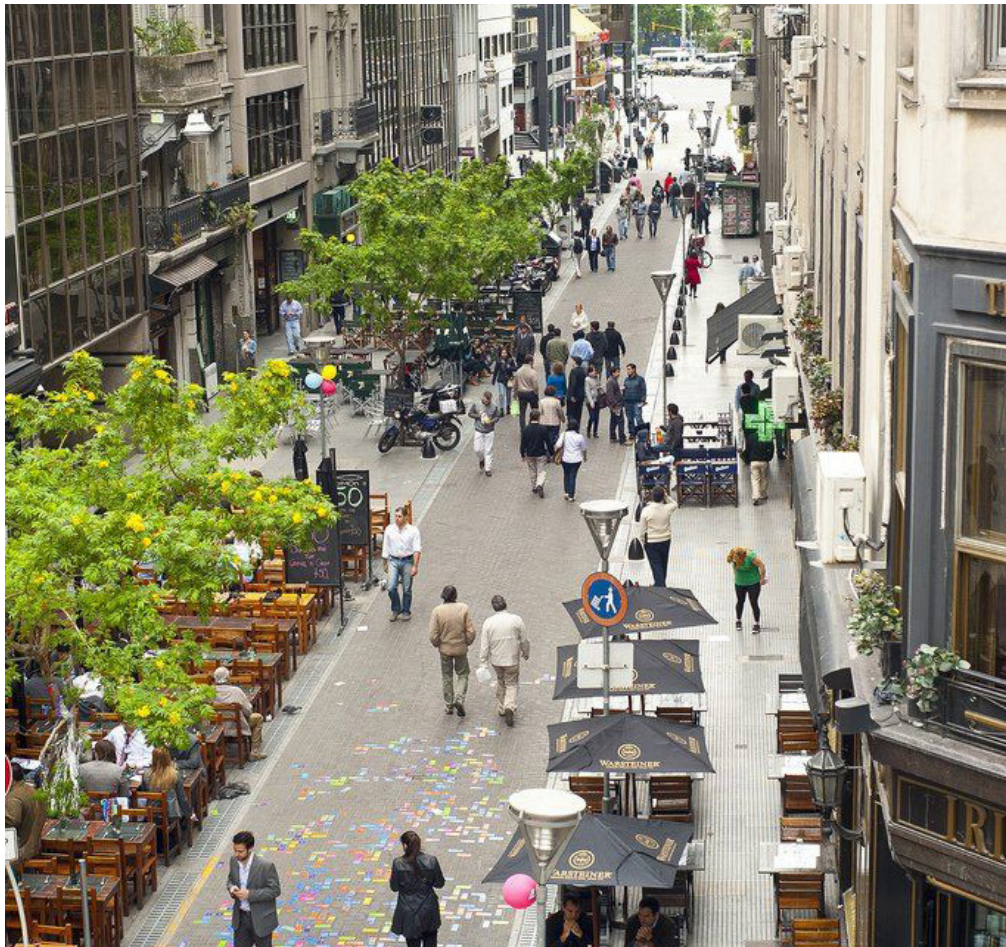
STORMWATER MANAGEMENT PRECEDENTS



BICYCLE AMENITIES



CURBLESS "SHARED" STREET PRECEDENTS



CURBLESS "SHARED" STREET PRECEDENTS







BIKE REPAIR STATION



DETECTABLE WARNING STRIPS



TREE GRATES



BENCHES



TRASH + RECYCLING RECEPTACLES



BICYCLE PARKING / CORAL - STREET LEVEL



VARIOUS WAYFINDING SIGNS



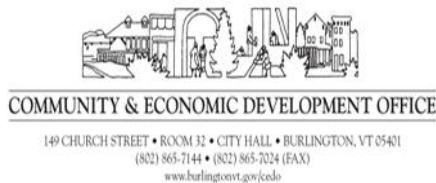
BOLLARDS



TABLES + CHAIRS



TREE GUARDS



Noelle MacKay, Director
Community & Economic Development Office



Chapin Spencer
Director, Public Works
Norman J. Baldwin, P.E.
Asst. Director Public Works

MEMO

TO: DPW Commission

FROM: Laura K. Wheelock P.E., Public Works Engineer
Kirsten Merriman Shapiro, Senior Policy and Project Specialist, CEDO

RE: Bank and Cherry Street Improvements

CC: Noelle MacKay, Director, CEDO
Chapin Spencer, Director of Public Works
Norm Baldwin, Asst. Director Public Works
Richard Haesler, Esq., Asst. City Attorney

DATE: **May 10, 2018**

Request

We are respectfully requesting the DPW Commission approve the following motion: To recommend the City Council approve the conceptual designs for improvements to Bank Street (between Church and Pine Streets) and Cherry Street (between Church and Battery Streets) as presented on May 21, 2018.

Summary

As part of Burlington's ongoing effort to reinvest in our downtown, in 2016, Burlington voters approved \$22M in Tax Increment Financing (TIF) for purchasing the reconstructed St. Paul and Pine Streets and improvements to Cherry and Bank Streets. The developer BTC Mall Associates LLC, doing business as CityPlace Burlington (CPB), will be designing and constructing the new segments of St. Paul and Pine Streets prior to the City's dedication and acceptance of these streets. The City is developing the designs for Bank and Cherry Streets using the Great Streets Standards for Burlington's Downtown. This is about place, space and designing a downtown for all Burlingtonians. The City developed conceptual designs for Bank and Cherry Streets during April of 2018 and began our public engagement process.

In response, the comments received at various public meetings held, the DPW Commission meeting, and TEUC meetings we have revised the concept for these two streets which will be

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presented to the DPW Commission as well as the TEUC at their respective May 16, 2018 meetings. We will seek support from the DPW Commission and sponsorship from the TEUC for the conceptual plan to bring it to the City Council on May 21, 2018; where we will seek to have the plan adopted.

City staff will provide the revised concepts at the upcoming Commission and TEUC meetings; additionally, revised plans will be available on the project's website by at least May 16, 2018 for public viewing.

Project Background

The Development Agreement (DA) between the City and CPB has the City responsible for developing 30% designs for Bank and Cherry Streets by June 30, 2018. To complete this work, the City conducted an RFP process in the fall and winter of 2017 and selected Stantec as the design consultant. The City and Stantec kicked off the design process for Bank and Cherry Streets in early 2018.

The design for Bank and Cherry Streets utilizes the Great Streets Design Standards for Burlington's Downtown to generate the goals for the project and the base concept. The primary goals for the streets are:

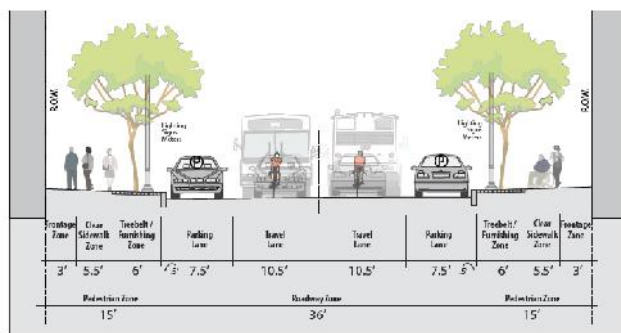
-) Walkable and bikeable — safe for all modes and all levels of accessibility
) Sustainable — both environmentally sustainable, and long-lasting
) Vibrant — to support the downtown's diverse range of public and private activities
) Functional — work for all users, flexible, can be maintained, affordable

To balance the use within the public right of way among all users (pedestrians, motor vehicles, transit vehicles, bicycles, delivery vehicles, utilities, etc.), the base concept will use the cross sections below for allocation of roadway and pedestrian zones.

Cherry Street

Commercial Slow Street with Transit
(66' ROW, 36' Roadway)

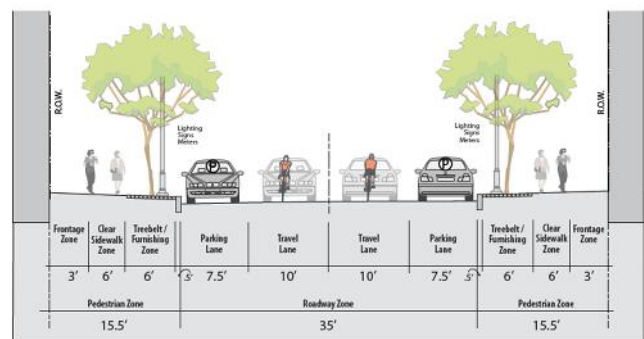
36' Roadway Zone—30' Pedestrian Zone



Bank Street

Commercial Slow Street
(66' ROW, 35' Roadway)

35' Roadway Zone—31' Pedestrian Zone



A quick look at the design plans above may seem similar to the streets as they are today, but the current concept plans make the following notable changes that come through from the Standards:

Infrastructure Under Street

-)] Bury the overhead utilities on Bank Street between St Paul and Pine Streets (to allow for bigger healthier trees and a cleaner look)
-)] Renew or rehabilitate the water and wastewater infrastructure on both streets
-)] Add a separate stormwater line under Cherry Street to connect to College Street outfall
-)] Install either soil cells or other optimum growing medium for the street trees

Streetscape

-)] Provide permeable pavers in greenbelt to take stormwater from sidewalk and treebelt to feed the trees
-)] Utilize granite curbs that will have a longer life than concrete and improved aesthetic
-)] Add bump outs that will narrow pedestrian crossings and add planting / activation areas
-)] Install new lighting fixtures consistent with BED design standards and meet current lighting standards for both the sidewalk and the street
-)] Add amenities along the streets based on input from these public meetings

Public Input & Plan Revisions

Our outreach to the community has included several public meetings (see list below) as well as a webpage, online comments, Front Porch Forum post, social media, outreach to property owners and businesses, handouts with basic info for webpage at most NPAs including all Wards Steering Committee meeting, and CEDO's Neighborhood Buzz.

-)] May 1, 2018 - Transportation, Energy and Utilities Committee (TEUC) presentation
-)] April 18, 2018 - Public Works Commission Presentation
-)] April 11, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
-)] April 10, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
-)] March 27, 2018 – TEUC -Introduction of the base Bank and Cherry Street design concepts

In addition, we have the following upcoming Public meetings:

-)] May 16, 2018 - Transportation, Energy and Utilities Committee, approval and recommendation to City Council of conceptual design, 5:00PM at 645 Pine Street
-)] May 16, 2018 - Public Works Commission Presentation, approval and recommendation, 6:30PM at 645 Pine Street
-)] May 21, 2018 - City Council, presentation and approval of conceptual design

Through the public outreach, we received several comments on the conceptual plans at the two public meetings, through the website comment portal, and directly to DPW and CEDO. All comments received to date have been posted on the project's website – links are included below. Comments received ranged from the street furnishings, to intersection alignments, to use of the pedestrian and roadways zones.

The project team has received many comments about the type of bike facilities and creating additional pedestrian orientated space in the Concept Plan on both Bank and Cherry Street as presented in April. The Concept Plan, per the planBTV Walk Bike, utilized shared lanes for bike facilities on these two streets, and identified Pearl Street and Main Street as streets for dedicated, separated bike facilities as the east west corridors in the Downtown. Unlike Pearl and Main Streets, Bank and Cherry Streets are relatively short (3 to 4 blocks) and have limited east/west connections. PlanBTV Walk Bike prioritizes pedestrian safety on Cherry and Bank Streets, where people commented on difficult intersections to cross.

In response to the comments received, the City and the design consultant explored additional options to accommodate the diverse uses within the City's narrow downtown rights-of-way. On Bank Street in particular, we determined that there is an exciting opportunity to use an innovative design approach – a curbless street – that gives the City great flexibility while bringing a strong aesthetic and pedestrian-centered approach to the public realm. A curbless street, similar to a Shared Street, will still provide more distinction between the pedestrian zone and roadway zone as outlined in the Standards. The benefits of moving to a curbless streets is it helps to prioritize the pedestrian in these corridors, while allowing vehicle travel and parking. Typically, a street in this configuration will result in very slow vehicle travel speeds – consistent with the planBTV Walk Bike recommendation for shared travel lanes for bicycles and vehicles. The street will use vertical elements such as tree wells, bollards, light poles to help define the space between the roadway zone and pedestrian zone. There will also be materials within the road to define spaces between travel ways, parking, tree belt, and clear sidewalk. A curbless street will also provide increase flexibility of space for adjacent businesses and their potential future use of the space, space for other civic events, or rearrangement of elements to proportion the space between the roadway and pedestrian zone.

The move to a curbless street on Bank Street also helps with the bike/pedestrian connectivity on the west end of the street with an existing multi-use path that runs between the People's United building and former Macy's building. This path connects to both Battery Street between the Hilton and Westlake Condos; as well as onto Cherry Street between Hotel VT and the former Macy's Building.

Other changes that were made to the concept prioritize the pedestrians on Cherry Street include raised intersections at St. Paul and Pine Streets, as well as upgraded and additional mid-block crossings. Rearrangement of some of the furnishings, spaces designated throughout the plan set for parklets both public and private, and transit facilities.

Conclusion

The project team recently completed a public outreach period for this Cherry and Bank Streets project, and we have incorporated many of the comments into the concept plans. As such, staff is confident in the concept plans as developed and are set to bring to the DPW Commission and TEUC on May 16, 2018 and the City Council for approval on May 21, 2018.

This timeline will enable the City to maintain the schedule per the Development Agreement of October 2017, where the City is required to provide 30% design plans to CPB by June 30, 2018. City Council approval on May 21, 2018 of the conceptual designs is important, so our designers may complete the 30% designs by the deadline. The 30% designs will have additional level of detail particularly regarding the improvements that take place underground as well as developing an initial estimate to ensure that the designs are within the general budget set out by the November 2016 vote on TIF funding.

Project Website:

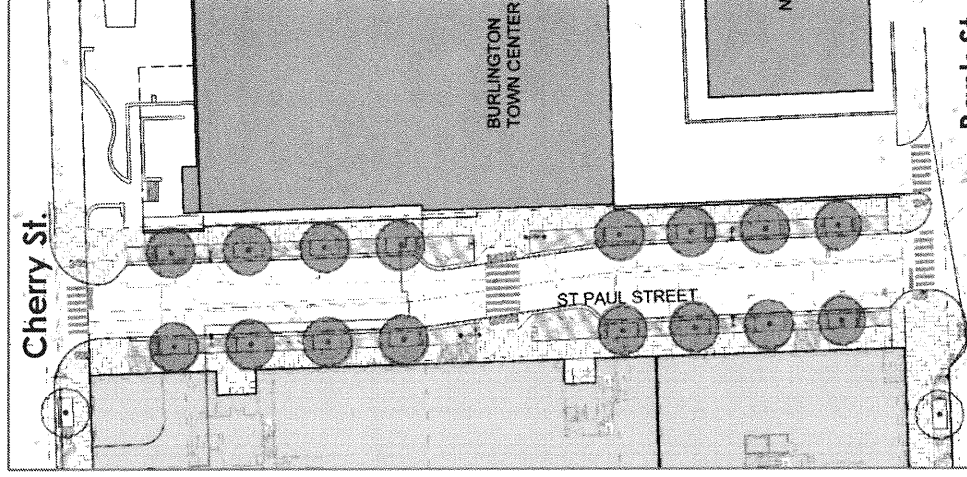
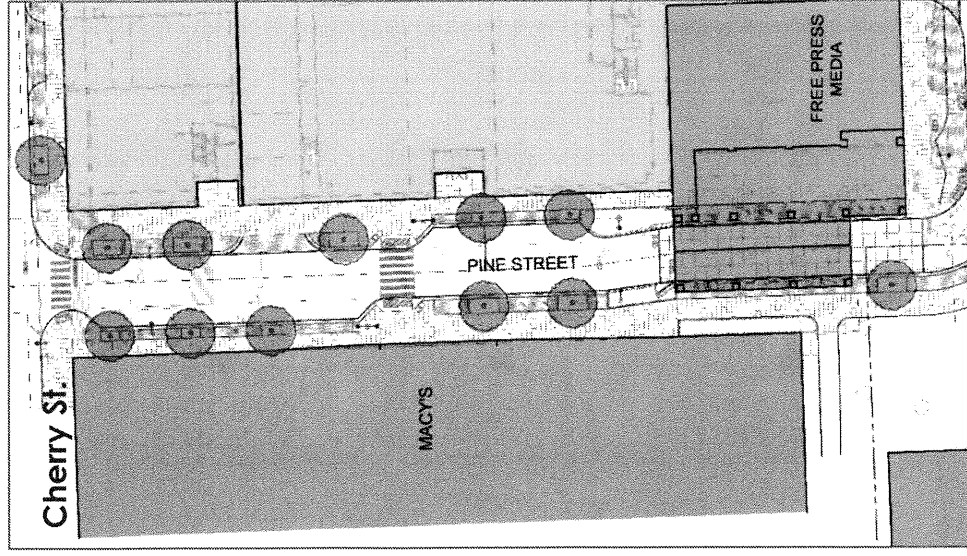
<https://www.burlingtonvt.gov/CEDO/BTV-Mall-Redevelopment-Process/Bank-Cherry-Streets>

Public Comments:

https://www.burlingtonvt.gov/sites/default/files/Bank%20and%20Cherry%20Street%20Improvements%20-%20Comments%20through%205_2_18.pdf

New Street Segments by CityPlace Burlington

The City has been coordinating with the CityPlace Burlington Design team to ensure that the design of these two new street segments between Bank and Cherry Street: Pine Street: Pine and St. Paul are based on the newly adopted *City of Burlington Downtown Street Design and Construction Standards*. The current designs below do not show the design alignment modifications for the Pine & Cherry Street and Bank & St. Paul Street intersections as the Developer is awaiting the final approval of the conceptual design for Bank and Cherry Streets by the City Council.





**CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY &
UTILITIES COMMITTEE**

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Councilor Maxwell Tracy, Chair *WARD 2*
Councilor Sharon Foley Bushor, *WARD 1*
Councilor David Hartnett, *North District*

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ppeterson@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council

Tuesday, May 16, 2018 5:30 PM

**Burlington Department of Public Works – Front Conference Room
645 Pine Street – Burlington, VT**

–AGENDA–

Members Present: Councilor Max Tracy, TEUC Chairperson Councilor Sharon Bushor, TEUC Member David Hartnett, TEUC Member Joan Shannon, City Counselor Richard Deane, City Counselor

City Staff Present: Chapin Spencer, DPW Patrick Mulligan, DPW Phillip Peterson, DPW Laura Wheelock, DPW Robert Goulding, DPW Norm Baldwin, DPW Kirsten Shapiro, CEDO

Residents Present: See Attendance Sheet

1. Agenda

- a. Councilor Tracy called the meeting to order at 5:04 pm

2. Minutes of 05/01/2018

- a. Councilor Bushor moved for a motion on the minutes. All in favor.

3. Public Forum

- a. None provided

4. Winooski River Bridge Scoping Report and Alternative Selection

- a. Chapin Spencer presenting,
- b. 5-minute duration
- c. We will be coming to a future TEUC meeting to inform the TEUC of the progress that is being made.
- d. Bushor: Aill you be reporting on the interim safety things on the Riverside area of the bridge?
- e. Chapin: There are some challenges given the slopes; nevertheless we hope to have information on safety.

- f. Bushor: There are major safety issues at this intersections, there was a pedestrian fatality on Colchester Ave several years ago.
 - g. Action: Informative, no action needed.
- 5. Bank and Cherry Streets Public Improvements – presentation of concept designs for approval and recommendation to City Council**
- a. Kirsten Merriman-Shapiro and Laura Wheelock
 - b. 30-minute duration
 - c. Discussion
 - i. Max: Curbless on Bank, is it at grade?
 - ii. Laura: Yes, that is correct.
 - iii. Bushor: What is the purpose of the super sharrow cycle markings? I find the markings to be confusing.
 - iv. Bushor: What does a non-typical sidewalk look like?
 - v. Laura: Scoring the sidewalk, will direct people. It is an aesthetic pattern that separates pedestrians, vehicles and bicycles.
 - vi. Hartnett: Why are we going curbless on Bank?
 - vii. Norm: The traffic volumes are low enough that we are comfortable doing this. A curbless street is an effective traffic calming device.
 - viii. Bushor: Why is there not a dedicated bike lane?
 - ix. Kirsten: It is not just about parking, one of the things has to deal with street dimensions, it takes away from stormwater areas and the pedestrian zones.
 - x. Baldwin: There is no connectivity from other cycle facilities. To get the amount of space needed, we would be eating in to other needs.
 - xi. Bushor: Cherry Street has a lot of off street parking, so that is not a factor, we had some conversation about Pearl and Main should be committed to bike lanes, other options should be explored on theses side streets.
 - xii. Bushor: The curbless design, do the businesses on the street meet their needs? What do they think?
 - xiii. Kirsten: We have spoken to some businesses and the idea seems popular. The curbless Street will make Bank feel like part of the Church Street marketplace area. There has been quite a bunch of outreach.
 - xiv. Hartnett: I like the curbless street concept. It is an excellent traffic calming effect. It will support pedestrian movement. I think it strikes a great balance. I think it will be well accepted at the City Council. Let's support this and get this to the City Council.
 - xv. Deane: The overlook terraces, are you suggesting they will be built out right away?

- xvi. Kirsten: Some will be built right away, near the corner of Cherry and Battery there will be an opportunity to sit and relax, and add greenspace. We will be reluctant to put out tables and chairs unless we have some kind of business partner to manage them.
- xvii. Baldwin: We need to be mindful of cost, given the slopes. We want a field of choices, for public spaces that can be used.
- xviii. Laura: All of these ideas are concepts, anything put into the public ROW must be licensed.
- xix. Bushor: How many trees are there along both of these streets?
- xx. Laura: There is a curb for the tree wells, and they will be granite curbs.
- xxi. Deane: There are two bus berths in front of the Marriot.
- xxii. Kirsten: They are currently loading zones.
- xxiii. Shannon: I like the curbless design, the sharrows (the bike designation) can be confusing, but I do think they will work well here. Do we have the flexibility to change the configuration?
- xxiv. Kirsetn: There are many different ways we could organize Bank Street.
- xxv. Chapin: There are fixed things we cannot move, however the curbless street ggrants us some flexibility.
- xxvi. Shannon: We should be working with the local business with the tables and chairs. I am here because of my reservations about the parking on Main Street. If we cannot find an agreement to a loss of parking on Main Street for cycle facilities.
- xxvii. Hartnett: I like that this plan is very senior friendly. I think this is a well balanced plan.
- xxviii. Shannon: The Church Street Marketplace wants a specific designation, what are the thoughts on the designation.
- xxix. Chapin: Church Street is a pedestrian friendly area, the great street standards fit well with the Marketplace area.
- xxx. Tracey: Where are the locations of the bike parking?
- xxxi. Kirsten: These are conceptual plan, and they are in flux. We will have bike parking, but it needs to go through a process.
- xxxii. Tracey: It would be helpful to understand what the bike parking will look like? It is important to not gloss over bike parking.
- xxxiii. Kirsten: We do show bike parking in many places, but these are concepts plans.
- xxxiv. Tracey: Are there any spaces for non-regulated bulletin boards? Please address this at City Council.
- xxxv. Laura: We will hopefully have two on each street, and we will have conceptually plans for City Council.

xxxvi. Tracey: Please illuminate what trees are being removed and why. I would like to hear more about storm water treatment on a curbless street. I appreciate all the work staff have done. I like the curbless street design. I would like to see a bike lane on Cherry and curbless street on Bank. It's not quite there for me, because of a lack of bike lane. The sharrows are helpful, but we should have a protected bike lane. We need to improve and go further than Plan Bike Walk BTV, we need to embrace opportunities to increase facilities. Given that there is not a protected facility, and a lack of other facilities on adjacent streets, it's difficult for me to support the design. Our track record for bike facilities is not great.

xxxvii. Bushor: We are going to look at City Hall Park. We have to approve concepts, but it's not a finished product. Who gets to look at the final design? The details really do matter

xxxviii. Kirsten: We are looking for concept design approval. There is a tremendous amount of other things involved.

xxxix. Tracy: opportunity for extending facilities during rebuilds; no guarantees of future facilities on other streets (Main, etc.); protected lanes will be heavy lifts; hard for me to give on this if future process is still open and deals are still being cut; will not support tonight and hopeful designs will continue working out.

xl.

xli. Bushor: Dave and I will look at CHP. As Councilor, we are asked to approve concepts, often with "meat on them", but are disappointed on how final design details turn out. I will support this tonight to move it forward, but will it come back and who looks at final design details (bumpouts, trees, amenities)? Details matter and don't want to be caught off-guard. What are next steps after Monday CC? I don't want public to feel let down by me or process

xlii.

xlili. Kirsten: per development agreement with BTC, we need to provide 30% design by June 30. Asking for conceptual approval. Counts are approximate. If and when we get approval, further study of utilities and planning (where do catch basins go), where do street lights wind up? Things may shift. Might have to move a tree.

xliv.

xlvi. Bushor: Who approves steps beyond 30%?

xlvi.

xlvii. K: City

xlvi.

- xlix. B: Who?
 - I.
 - li. K: Council?
 - lii.
 - liii. B: So, nobody gets to weigh in after 30%? I've been burned by pretty pictures and final designs. Is there any stop by the wayside at 50% or so to check in? Want to know how many trees are getting taken down and "conceptual design" of replanting?
 - liv.
 - lv. Deane: Is there a cost estimate milestone?
 - lvi.
 - lvii. Tracy: Ready for motion?
 - lviii.
 - lix. K reads motion
 - lx.
 - lxi. B: I will recommend to move forward to CC and recommend they consider this. I am thinking of asking for an amendment that the design get brought back for presentation to council and public.
 - lxii.
 - lxiii. K: Maybe end of June is a good check in
 - lxiv.
 - lxv. Hartnett: Can we make that a part of the motion
 - lxvi.
 - lxvii. B: 75% design marker so that this can come back to council and presentation
 - lxviii. H: We would have two more opportunities now: at 30 and 75
 - lxix.
 - lxx. MOTION PASSES: Hartnett & Bushor (Tracy opposes)
 - lxxi.
 - lxxii. First Wednesday of each month at 5:30 as meeting
 - lxxiii.
 - lxxiv. Tracy: Winooski Scoping & potentially other items
 - lxxv.
 - lxxvi. Hartnett: Future bike lanes will be coming forward. We need more idea on designs. If designated bike lanes will be part of street, we need clear idea of what they will look like. Current designs don't work.
 - lxxvii.

lxxviii. N: Moving Curb, etc may be necessary. Aesthetic is important.

lxxix.

lxxx. H: Not opposed to north and south bike lanes.

lxxxi.

lxxxii. N: need to have courage to have space properly sized.

lxxxiii.

lxxxiv. H: understand it is a given to have bike lanes, but need clear idea of what they will look like

lxxxv.

lxxxvi. B: some streets don't lend themselves to what you're referring to, but connectivity is important

lxxxvii.

lxxxviii. N: Main and Pearl are mobility streets

lxxxix.

xc. T: i want to discuss bike lane maintenance, but will address that offline

xc.

xcii. MOTION TO ADJOURN: UNANIMOUS

- d. Action: Counselor Bushor moves for approval Counselor Hartnett seconds, (Counselor Tracey-no, Counselor Bushor-yes, Counselor Hartnett-yes) Recommend approval of Bank and Cherry Streets Public Improvements Concept Designs to City Council, and that there will be a presentation to City Council at 30% and 75% of design

6. Scheduling Future Meetings, First Wednesday of each month at 5:30 as meeting

7. Councilors' Update

8. Adjourn

- a. Councilor Tracy motion to adjourn, Councilor Bushor Seconded; 6:46.