



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

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Councilor Maxwell Tracy, Chair *WARD 2*
Councilor David Hartnett, *North District*
Councilor Joan Shannon, *South District*

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Transportation, Energy and Utilities Committee of the City Council

Tuesday, May 3rd, 2016 at 4:00 PM

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

–AGENDA–

- 1. Agenda**
 - a. DISCUSSION
 - b. ACTION
- 2. Public Forum**
- 3. Minutes of 11/05/2015**
 - a. DISCUSSION
 - b. ACTION
- 4. CCRPC's Annual Work Plan**
 - a. Nicole Losch presenting
 - b. 5 – 10 minutes duration
 - c. Action: decision needed
- 5. North Avenue Pilot Project Design**
 - a. Nicole Losch presenting
 - b. 10 – 15 minutes duration
 - c. Action: Informative, no decision needed
- 6. Councilors' Update**
- 7. Adjourn**



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DRAFT MEETING MINUTES:

Tuesday, May 3rd 2016 at 4:00 PM

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

–Meeting Minutes–

Members Present: Max Tracy, TEUC
Joan Shannon, TEUC

Others Present: Chapin Spencer, DPW
Nicole Losch, DPW
Laura Wheelock, DPW
Damian Roy, DPW
Jason Van Driesche, Local Motion

Max called the meeting to order at 4:06 pm.

1. Agenda

Joan moved to approve the agenda. Max seconds. All in favor.

2. Public Forum

Jason shared a list from Local Motion outlining the near-term, no-permit, low-cost improvements for biking in Burlington. This list calls out examples of where bike lanes, sharrows, and access points could be expanded, improved, or installed. Jason states that these examples would not detract from other city efforts and would not impact other ROW uses like parking or travel lanes. This list was also shared with the Walk/Bike Masterplan Committee. Jason's effort to make this list is a result of his response to residents asking what is being done to improve multi-modal options in the near-term.

Laura wished to present the Great Streets effort that is set to go before the Board of Finance and City Council. Great Streets' scope is to look at the design standards for the downtown area within the ROW, Main St. construction between Church and Pine, St.

Paul St. construction between Main and Maple, and City Hall Park. Three qualified proposals have been received for 100% of the design standards and 25% conceptual plans for Main, St. Paul, and City Hall Park. Ms. Wheelock spoke of funding sources for each part of the Great Streets effort. She further states that the scope of this project includes a full depth design within the ROW. Joan asked when construction is projected to start. Laura answered that the Mayor would like to see construction on Main Street start in the summer of 2017. Laura explains that the Great Streets Project, the Roundabout Reconstruction Project, and the Champlain Parkway Project (Pine Street portion) must coordinate construction times as they are interdependent in regards to detouring traffic.

3. Minutes of 11/05/16

Joan did not read the minutes from the November meeting and asked to postpone voting on those minutes until the end of the meeting after she reads them. After reading the minutes Joan motioned to accept the minutes. Max seconds. All in favor.

4. CCRPC Annual Work Plan – Nicole Losch, DPW

The upcoming fiscal year 2017 Unified Planning Work Program (UPWP) is approaching. The UPWP includes Transportation projects, land-use projects, and stormwater projects; work on these items does not exceed the planning or conceptual design. DPW submitted requests for assistance on three ongoing projects and ten either new projects or supported regional projects. The CCRPC has responded with the following projects they expect to assist on:

- North Avenue Pilot Project
- Winooski Ave Corridor Study
- Colchester/Riverside/Barrett Intersection Scoping
- Church Street Market Place – Bank/Church Intersection improvements

Future projects may include:

- The Burlington/Winooski Main Street Bridge
- Adaptive Signal Control work with South Burlington

Chapin added that one other project that CCRPC is leading is an effort to figure out how to make the Union Station accessible for Amtrak services.

Nicole is seeking approval from the TEUC to advance these projects for FY17 UPWP.

Joan motions to approve. Max seconds. All in favor.

5. North Avenue Pilot Project Design, Nicole Losch – DPW

Nicole provides an informational update to the TEUC with requests for feedback. The two main takeaways from the Task Force meetings of the past year are how the public input data is measured and how the quantitative data is measured. To help illustrate this, Nicole presents the document titled “North Avenue Corridor Metrics” as a working document. Nicole points out that the two key metrics to follow are the “Intersection Operations/Side Street Delays” and the “Crashes/Observational Safety Improvements”. The approach is to observe for two weeks and make adjustments as necessary. Nicole stresses that projects like this are often a balancing act between the various needs but that the goal is for overall helpful and positive change. One such balance concern is between travel times and safety.

Joan states that projected travel times would be important to provide NNE constituents, that while safety is first priority, travel times are second, bikeability third.

Jason warns that a no-win situation may develop when trying to simultaneously preserve the suburban commuter nature of North Ave while trying to introduce the urban walkability/bikeability values of the rest of the city.

Joan responds that residents who’ve chosen to live in the NNE, understanding it’s suburban nature, do not necessarily want to be held to the urban walkability/bikeability standards of the rest of the city. And that understanding needs to be upheld and respected.

Nicole speaks of the challenge of assigning targets/goals for these metrics due to the balancing, context-sensitive nature of the work with the absence of hard defined thresholds.

Nicole then presented the “Measuring Public Input” document which outlines the vision, goals, and objectives for measuring public input in addition to an online survey. Nicole states that the contractor collecting this information should be doing the work in late June into July.

Nicole summarizes the next steps as:

- Keep working on measuring public input metrics draft.
- Working with the contractors on this – bids due this Friday.
- Convert this technical information into something digestible and relatable to the public.
- Inform the public on what tools are being used for measuring public input.
- Community meeting in early June.

6. Councilors Updates

None Given.

7. Adjourn

Meeting was adjourned at 5:12 pm

The date for the next TEUC meeting was not decided.

NEAR-TERM, NO-PERMIT, LOW-COST IMPROVEMENTS FOR BIKING IN BURLINGTON

October 2015

What street	Where to Where	Type of Improvement
Pine St.	Maple to mid-block between Main and King	Add southbound bike lane
Pine St.	Locust to Lakeside	Add northbound bike lane for bikes traveling from Lakeside up into Five Sisters
Pine St.	Lakeside intersection	Carry southbound bike lane across intersection and add bike lane for section next to Cumberland Farms
Pine St.	Flynn Ave. northward	Reposition sharrows as needed to the correct distance from curb (11' from right-hand side of stencil to curb)
Lakeside Ave.	Pine to RR bridge	Add bike lanes on both sides
Prospect St.	Just south of Main	Repave entrance to bike path that cuts across to Main
College St.	Prospect to Union	Reposition sharrows as needed to the correct distance from curb (should be positioned such that right-hand side of stencil is at least 12-13' from curb given high speed of downhill traffic -- i.e., not the minimum recommended distance)
College St.	Intersection with Prospect	Add sharrows to both of the eastbound turn lanes and continue sharrows across the intersection to the path and to Prospect northbound
Leddy Park Rd.	Entire	Add sharrows in both directions
Austin Dr.	Terminus of Island Line Trail to Industrial Pkwy	Stripe 10' travel lanes; mark bike lanes on both sides of the street
Home Ave.	Industrial Pkwy over train tracks to entrance to Champlain Parkway path	Add sharrows in both directions to connect bike lanes to path entrance; center sharrows between curb and island
Ledge St.	Shelburne Rd. to Prospect St.	Add climbing bike lane and downhill sharrows; sharrows should be positioned such that right-hand side of stencil is at least 12-13' from curb as above
Queen City Park Rd.	Pine St. to Shelburne Rd.	Stripe 10' lanes and add bike lanes to both sides of street (note that South Burlington DPW has already agreed to do the same on their part); terminate lanes at entrance to small path that goes up to Shelburne Rd.

		Metric	Where is it Measured	Before Data	Target	After Data	Metrics for troubleshooting	What we're measuring	How it's measured	
First 2 weeks = observe. If metric results are poor after 2 weeks, adjustments may be made to intersections. If metric results are poor after adjustments are made, the affected portions of the pilot project may be converted to the "before" configuration.		Intersection operations / side street delays		June - August 2015			*Intersection queues on any approach exceed the 95% threshold more than 5 times during the peak hour under normal corridor operations.	Level of service, queues	Count # of cars queued at intersections waiting for signal / to enter North Ave	
			Rt 127							
			Ethan Allen Parkway							
			Shore Road							
			Killarney Drive							
			Saratoga Ave							
			Lakewood Parkway							
Working to define a threshold for acceptable vs. unacceptable change. If a threshold is defined, this will be included in the timeline shown for first 2 rows of metrics.		Crashes / observational safety improvements		Will separate broadsides, rear ending, sideswipes etc. for 5-year average by month.			Severity or types of crashes increase	Frequency, type, location, severity, modes	BPD/BFD crash reports, unreported observations, # of emergency vehicles	
All metrics to be considered within the overall corridor benefits / challenges, assessing what tradeoffs and changes are acceptable.		Travel times		August / September			Travel time increases are unacceptable	Length of time to traverse the corridor	Driving North Ave between Shore Rd - Rt 127 during AM / PM peak hour (+15 min. before/after)	
			AM peak northbound	1:53 min.						
			AM peak southbound	1:50 min.						
			PM peak northbound	2:01 min.						
			PM peak southbound	2:11 min.						
			Traffic speeds		June - August 2015	reduce 85th percentile closer to 30mph, change pace speed to 26mph - 35mph or increase % in this pace		% vehicles exceeding 30 mph increases % of vehicles in target pace range decreases	85th percentile, % vehicles at high speeds, % of vehicles in pace	Tubes for 3-5 days at each location
		Rt 127 to Saratoga Ave northbound		85th percentile 38mph, 79% in 31-40mph pace						
		Rt 127 to Saratoga Ave southbound		85th percentile 38mph, 78% in 31-40mph pace						
		Ethan Allen Shopping Center to Shore Rd northbound		85th percentile 34mph, 72% in 26-35mph pace						
		Ethan Allen Shopping Center to Shore Rd southbound		85th percentile 34mph, 75% in 26-35mph pace						
		Others TBD								
		Traffic volumes		June - August 2015			% of vehicles "abandon" the corridor	All modes	Tubes for vehicles, intersection movements for non-motorized traffic, video for bikes	
			Plattsburg Ave	8200 AADT						
			VT 127 connector	7500 AADT						
			Plattsburg Ave - Shore Rd	12000 AADT estimate						
			Shore Rd - Ethan Allen Shopping Center	14100 AADT						
			Ethan Allen Shopping Center - EA Pkwy	14600 AADT estimate						
			Ethan Allen Parkway	3300 AADT estimate						
			EA Pkway - VT 127	15900 AADT						
			VT 127 - Institute Rd	10200 AADT estimate						
		Bikes on North Ave (on-road, peak hour totals)					Decrease in on-road bicycling			
			Shore Rd southbound	15						
			Shore Rd northbound	12						
			Heineberg Rd westbound	3						
			Shore Rd eastbound	1						
			Ethan Allen Shopping Center southbound	5						
			Ethan Allen Shopping Center northbound	7						
			Farrington Park westbound	6						
			Ethan Allen Shopping Center eastbound	8						
			EA Pkwy southbound	13						
			EA Pkwy northbound	19						
			EA Pkwy wesbound	3						
			VT 127 southbound (extra hours for school count)	26						
			VT 127 northbound (extra hours for school count)	25						
			SOUTH OF VT 127 TBD							
		Peds on North Ave					Decrease in ped activity			
			Shore Rd	101						
			Ethan Allen Shopping Center	82						
			EA Pkwy	39						
			VT 127	88						
		Parking utilization						Excessive complaints about loss of parking + no measurable increase in bicycling activity	# of cars parked on-street & destination	AM, mid-day, PM counts
						July / August				
		Two-way-left-turn-lane operations				n/a		TBD	TWLTL functioning as intended	Observations, feedback (surveys, other input?)
		Emergency vehicle operations				TBD		TBD	Travel times, perception of accessibility	BPD / BFD response times and feedback from Captains
Quality of service, level of comfort, safety, public perception				winter 2015 / 2016 - Survey Team		TBD	Perception of quality, comfort and safety of travel by mode on the corridor	Survey (online, randomized, CCTA rider survey, intercept surveys, others?)		
Business impacts				TBD		TBD	assess any increase / decrease in activity at adjacent businesses	sales tax records, self-reporting by businesses		
School drop offs, walking/biking to school				spring 2016?		TBD	# of cars dropping off, # kids walking / biking to school	Volunteers? Help from SRTS coordinator, Local Motion, PTOs?		
Transit operations				routine data		TBD	On time performance, ridership, operations	CCTA data and driver feedback		
Traffic violations				routine data			# of traffic violations for all modes	BPD data, Nixl, Socrata		
*Intersection Operations	Changed Leddy Park Road to Lakewood ParkwayRemoved Manhaan and Plattsburg intersections from list of immediate metrics; will evaluate as needed									
	Jason will compile LOS/delay/queue for all that are available.									
	2016 spring re-counts are planned for the side streets (total queue + turning movements).									
	Signal comparisons are not based on current timing but on optimized signals									
*Travel Times	May reassess travel times at 30mph									
*Traffic Speeds	AADT on 127 has consistently declined since 1990s, so an increase should still be within an acceptable range									
*Traffic Volumes / Bike Volumes	South of RT 127 and North of Shore Rd may be measured in early 2016									

North Avenue Pilot Project



Measuring Public Input

"By its nature as a pilot study, if public input from the New North End does not support its continuation, the City will restore the 4-3 lane pilot area to its original configuration..."

City Council Resolution Relating to the North Avenue Corridor Plan, October 2014

Vision

Provide clear information about how and when public input will be measured, how and where the public can participate and provide feedback throughout the project, and how quantitative data will be used in comparison with public input.

Goals

1. DPW will measure New North End (NNE) support of the North Avenue 4-3 lane conversion pilot.
2. DPW will measure the community's support of the North Avenue pilot project in its entirety, including:
 - a. 4-3 lane conversion
 - b. Intersection improvements
 - c. Bike lane improvements outside of the 4-3 lane section
3. DPW will lead a public education effort with assistance from a third party.
4. DPW will collaborate with the North Avenue Task Force.

Objectives for Measuring Public Input

- ✓ Collect public comments continuously throughout the pilot project, separate from the measured public input.
- ✓ Disseminate results of the quantitative data collected during the pilot and prior to initiating the formal public input process.
- ✓ To measure NNE support of the 4-3 lane pilot specifically, gather input from a significant number and diverse segment of people living, working, and attending schools in the NNE.
- ✓ To measure community support of the pilot project comprehensively, gather input from a significant number and diverse segment of people living, working, attending schools or churches, or visiting the NNE.
- ✓ Structure the input tools to limit responses to 1 per person.
- ✓ Create input tools with the assistance of third parties outside of DPW.
- ✓ Develop survey questions and public input schedules in collaboration with the Task Force and with leaders of "keep 4-lanes."
- ✓ Identify a threshold of "no support" from the NNE as (TBD)
- ✓ Define how public input will be compared to quantitative data results.
- ✓ Disseminate this Public Input Plan to the community through the Task Force, DPW project website, area Councilors, and the TEUC.