



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

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Councilor Maxwell Tracy, Chair, WARD 2
Councilor, Tom Ayres, WARD 7
Councilor William "Chip" Mason, WARD 5

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Transportation, Energy and Utilities Committee

DRAFT MEETING MINUTES:

Thursday, March 6th - 2014 at 4:45 PM

**DPW – Front Conference Room
645 Pine Street – Burlington, VT**

Members present: Chair, Maxwell Tracy (TEUC)
Tom Ayres (TEUC)
Chip Mason (TEUC)

Others present: Norm Baldwin, DPW
Guillermo Gomez, DPW
Nicole Losch, DPW
Chapin Spencer, DPW

Chair Tracy called the meeting to order at 4:55 pm.

1. Agenda

Chair Tracy moved to approve the agenda with the addition of one item at the end: An update on CCTA negotiation. All in favor.

2. Public Forum

3. Minutes of 1/21/14

Councilor Ayres moved to approve minutes from 1/21/14. All in favor.

4. Spring Street Closure

Losch: Information about the closure was included in the memo attached to the meeting agenda. There was a neighborhood request for Traffic Calming in 2012. Residents were concerned about vehicles speeding and the awkward sight lines at this location. We have been

working together for this closure with Parks and Recreation because of the location, right next to Dewey Park. After discussing the options with residents, there was interest in testing a street closure. DPW did a pilot project, which included data collection, and later analyzed and discussed the results and observations. General results were satisfactory. Only one person complained about the closure. We held a negative poll, which closed last week. The results were in favor of moving forward with the permanent street closure. We plan to implement the closure in two phases. First, we will do the closing with a temporary measure. We are doing this because Parks & Rec is interested in expanding the park. Phase 2 of the closure will be managed by Parks & Rec. Today we are asking the TEUC's approval and advancement of this to the City Council.

Tracy: The results are consistent with what I heard from the neighbors.

Losch: We got feedback from residents, which proved useful in improving the design.

Tracy: What is the temporary measure to be used for the closure?

Losch: We are going through the options. We do not want Jersey barriers. Planter boxes are an option. We are also in conversations with Burlington City Arts to see if the school could participate in this. Parks might also be able to contribute small trees.

Mason: Is there ever a presentation at an NPA level for traffic calming?

Losch: Not usually. The meetings usually include the residents that are directly affected. If there is a major impact, we will hold a larger meeting. The first meeting for this project attracted a lot of supporters.

Tracy: Yes, a good mix of people showed up.

Losch: The neighborhood has been very active throughout the project.

Councilor Mason moved to approve the closure and bring this to the City Council. All in favor.

5. Colchester/Pearl/Prospect Intersection – Nicole Losch, DPW

Losch: We are in the midst of a scoping study for the Colchester/Pearl/Prospect intersection. This study was initiated after the Colchester Avenue Corridor was completed. As part of this project, a short term alternative was conceived, which consisted of changes in signalization and lane configuration at the intersection. The Steering Committee for this study met after the data collection was completed, and based on the feedback received, the committee voted to make the changes at the intersection permanent. The pilot project had already gone through the Public Works Commission, which approved all the regulatory changes.

We are finishing the scoping study. The Steering Committee will meet in the upcoming weeks to vote for the preferred alternative. We will be coming back to this Committee and the Council with this preferred alternative. If the preferred alternative involves a realignment of the intersection, we will work with the Regional Planning Commission to move this project to construction.

Mason: How would the realignment work?

Losch: We would encroach into one of the properties and the UVM Green would be expanded. More details about this will be available at the end of this study.

Tracy: Is UVM on board with this?

Losch: Yes. They are among the stakeholders in the Steering Committee. They want to see a carefully done, well thought design.

6. North Avenue Corridor Study – Nicole Losch, DPW

Losch: We recently held the second Public Meeting for this corridor study. We had a good turnout for this past meeting. Approximately 35 residents attended. The meeting allowed members of the community to go through all the different options envisioned for each of the segments that make up the corridor. The next meeting is scheduled for April, to get feedback from the residents on the different alternatives.

Ayres: I was there for part of the meeting. I had the chance to listen to the presenters in one of the tables set up during the meeting.

Losch: It has been challenging to get the word out for this project. We are currently developing an online tool so we can hopefully reach out to more people and capture their feedback.

Ayres: I was pleased with the attendance for this meeting.

Losch: There are a couple of locations where roundabouts could potentially work and are being considered.

Ayres: I hear a lot about the intersection of Plattsburgh Avenue

Tracy: Are there any cycletracks being considered?

Ayres: I think there is a lot of support for cycletracks

Losch: Many of the options presented include the implementation of cycletracks.

Ayres: Part of the success in the perception of cycletracks I think comes from bike advocates, which have been engaged in the neighborhood.

Losch: We held a special meeting at the Heineberg Center. There was general support for the alternatives that were presented. The responses received show openness to new ideas.

Spencer: We are planning to reach out to the two new councilors.

Ayres: I would like to take part of this.

7. Bicycle & Pedestrian Action Plan – Nicole Losch, DPW

Losch: We received a grant to scope for bicycle and pedestrian improvements. The intent of this grant is to help develop an implementation plan. This study will help identify priorities and allow us to go through a public process. Through this study, we will come up with specific alternatives that can be advanced in the future. The process involves issuing an RFP. There are local and national companies that are interested in doing this study. We have been in conversations with the Regional Planning Commission about expanding the study to include performance measures. If we revisit our status every year and track progress, we might see things move faster.

Tracy: Everyone seems to be in favor of this.

Losch: Funding is always one of the biggest hurdles to move projects forward. Lisa Aultman-Hall recently gave a very interesting presentation about the different obstacles that communities face to move projects forward. It was a very interesting presentation. She mentioned funding, topography and climate among the different factors that difficult the advancement of projects in our area. Larger projects will have to be funded externally, through grants or PPPs (Public-Private-Partnerships). All these different issues will be discussed through this study.

Spencer: Once we have a clear idea of what our needs and priorities are we can have the discussion about how to fund these projects. We have planned a lot, but when it comes to constructing, we have to prioritize so we can move forward.

Tracy: What is the status of the North Winooski Corridor Study?

Losch: The Regional Planning Commission's Technical Advisory Committee is currently reviewing the application. It has been recommended to be funded, but there are still a few steps before the final decision on the application is made.

8. Adoption of the Town Road and Bridge Standards – Nicole Losch, DPW

VTrans is encouraging municipalities throughout the State to adopt the Town Road and Bridge Standards. The standards are a brief document and every year we must send a certification. We recommend the City to adopt these standards. The main advantage of adopting these standards is that in case of emergencies, the local share that the City must provide is reduced. We will get the TEUC members a copy of the standards for review.

Mason: How urgent is this issue?

Losch: It is not very urgent at this time.

Mason: Is there a downside to adopting these standards?

Losch: None that we can identify at this time.

Councilor Mason moves to discuss this in the next TEUC meeting. All in favor.

Spencer: We have also been reviewing a document from NACTO (National Association of City Transportation Officials). The document is "NACTO, A Street Design Guide). We are working to adapt these guidelines. We will come to this committee in the future to discuss this topic.

9. CCTA Negotiations

Spencer: Pending on negotiations on Saturday, the Union could call for labor action on Monday. Our hope is to reach an agreement on Saturday. We are trying to balance the need for full time work. We are proposing a few part time positions and review how we split the shifts. Our goal is to set up a schedule for full time workers to have fixed schedules. I am in a unique position for these negotiations because I am a supporter of labor, but I also understand the business side of CCTA.

Ayres: Can you explain about how CCTA plans to deal with the "time hole" between the two peak periods of each day?

Spencer: There is currently a 5.5 hour "time hole" between the two peak periods. Part timers are being proposed for the peaks. There has been growth service in CCTA, but this growth is concentrated in the morning and peak hours of the day. Under the current model, drivers have to fight over voluntary extra work.

Tracy: Are other municipalities facing similar challenges?

Spencer: I don't know the specifics about what other cities are doing. Larger transit systems have more flexibility, but CCTA is a relatively small system.

Mason: Can workers go on strike or is there a requirement to give notice?

Spencer: No notice is required. Drivers could go on strike with or without the blessing of the Union. If any agreement is reached, the condition will be of not going on strike. The biggest impact of the strike would be on the neighborhood special.

10. Councilors' Updates

Tracy: I will create a summary of our work per request of Council President Shannon.

Spencer: I have a proposal. We need to have a conversation about looking at our asset bases and how they are funded. We are doing OK with roads but we need to explore our sidewalk funding. We have a limited pot of funds. I am interested in meeting with this group so we can present and discuss the different options.

Tracy: I agree. I hear a lot of complaints about the state of our sidewalks.

Spencer: I would like to propose a joint TEUC – Public Works Commission Meeting for the end of March.

The meeting is proposed for March 27th from 4:45 to 5:45 PM

Tracy: Is the administration on board?

Spencer: Bob Rusten has been very receptive and I have also had preliminary conversations with the Mayor.

Tracy: I think there would be great support for this initiative

11. Adjourn

Tracy moves to adjourn. All in favor. Meeting adjourned at 5:49 PM.

Improving Sidewalks & Curbs

April 30th, 2014

Transportation, Energy & Utilities Committee



Goals

- Sustainably maintain our system
 - *35 yr life cycle for sidewalks*
 - *75 yr life cycle for curbs*
- Improve the quality of our concrete infrastructure
 - Provide a walkable network
 - Prevent greenbelt scouring and compaction, improve water quality
- Complete the sidewalk network
- Communicate the state of our system
- Secure funding to implement our goals



Sidewalks

The State of the System

Existing...

- 127.3 mi (672,270 l.f.)
 - Correction from 150.2
- 48% deficient = 61.2 mi
(322,945 l.f.)
- SCI 51.3
 - Project 32.4 in 2024
- \$600k budget
 - Progressive increases
 - Long-run repairs prioritized
- 126 year life cycle

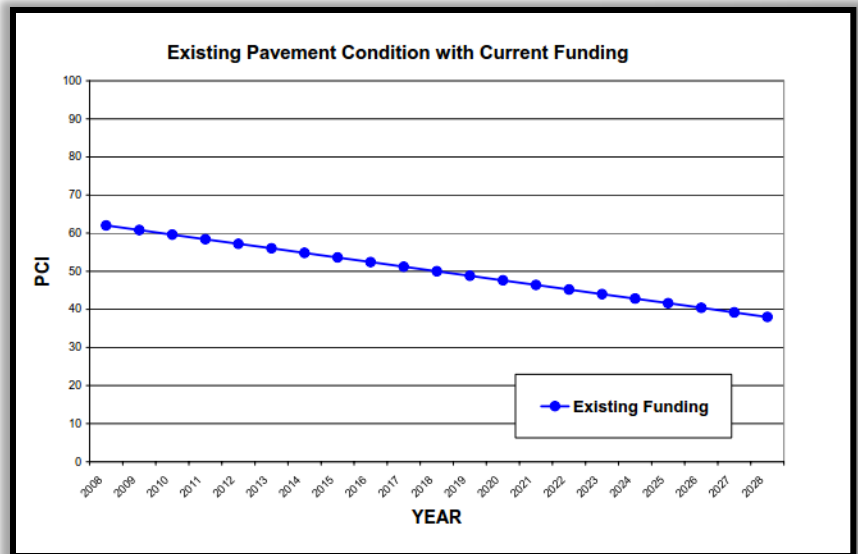
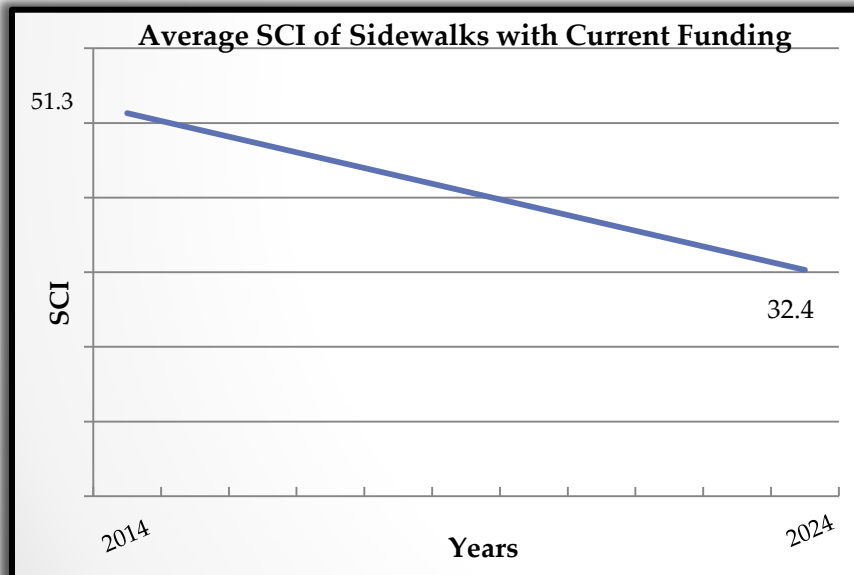
Preferred...

- 131.8 mi
 - 4.5 mi new to meet city policy
- Manageable deficiencies
- SCI TBD
- Adequate funding
- 35 year life cycle



Sidewalk Program

- Annual funding ≠ improved sidewalk condition



Sidewalk Deficiencies



Exposed Aggregate



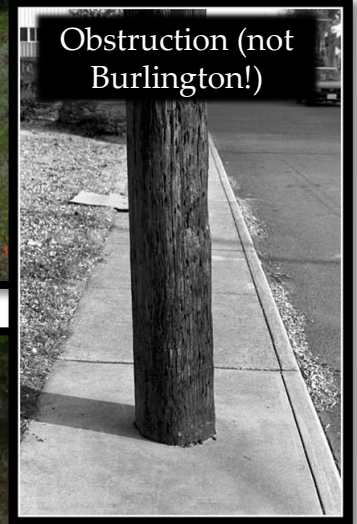
Spalling



Horizontal Displacement



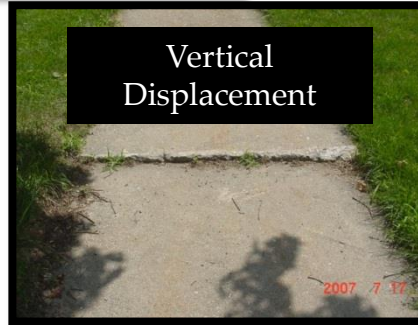
Obstruction (not Burlington!)



Cracking



Vertical Displacement



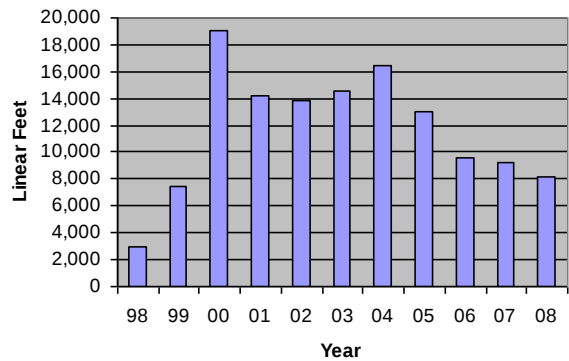
Drainage Problems



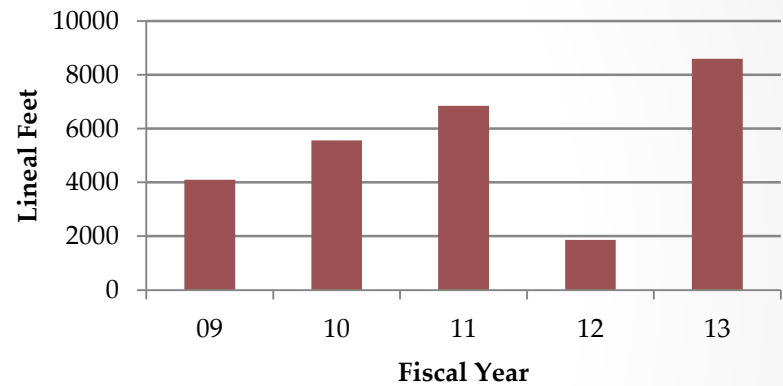
Historical Investments

Sidewalk Replacement Program

Linear Feet per Fiscal Year
(5,280 feet = 1 mile)

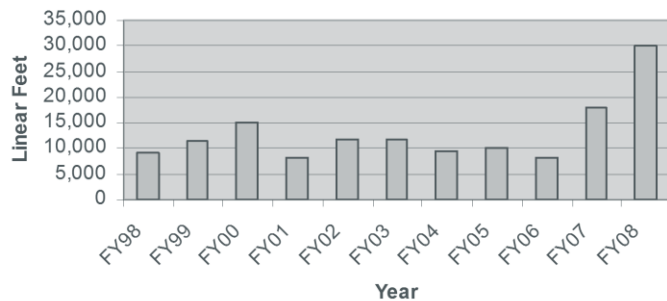


Sidewalk completed (ft)



Street Paving Program

Linear Feet per Fiscal Year
(5,280 feet = 1 mile)



Curbs

The State of the System

Existing...

- unknown mileage
- No dedicated funding
 - 10% of sidewalk budget, shared with greenbelt restoration
 - Limited stormwater program funding
- Life cycle uncalculated

Preferred...

- 132.7 mi (700,500 l.f.)
- Adequate funding, dedicated funding
- 75 year target lifecycle



Moving Forward

Funding Strategies

Universe of Options

- Property tax variations
 - Property tax + bond – future option
- Material options
- District-based modeling

Comparing Options

- Lifecycle targets
- SCI not yet relevant for projections



Property Tax Preliminary Options

Sidewalk Improvement Options - CONCRETE				
Option #	Life Cycle	Linear Ft. of Sidewalk Annually	Annual Cost	Add'l Tax in Cents(¢)
Existing	126	5,355.0*	\$421,143.98	0
1	35	19207.7	\$2,225,886.49	3.76
2	40	16806.8	\$2,046,305.02	3.28
3	45	14939.3	\$1,909,046.61	2.92
4	50	13445.4	\$1,801,366.72	2.63
<i>*average repair over 5 years</i>				
Sidewalk Improvement Option - ASPHALT				
	15	44,818.0	\$2,754,134.83	5.17

Curb Improvement Options				
Option #	Life Cycle	Linear Ft. of Curb Annually	Annual Cost	Add'l Tax in Cents(¢)
Existing	N/A	0.0	0	0
1	50	14010.0	\$1,877,009.81	5.01
2	75	9340.0	\$1,561,223.56	4.16
3	100	7005.0	\$1,426,337.09	3.80
4	125	5604.0	\$1,360,275.40	3.63

Assumptions		
CPI-U last 10 years	0.02331	
Tax:	\$375,000/¢ on tax	



District Financing

- Ithaca Model:
 - Create “Sidewalk Improvement Districts” based on projected foot traffic
 - Assess variable fees based on Districts
 - low foot traffic = \$70 / year
 - high foot traffic = \$140 / year + \$0.015 / s.f. of buildings + \$30/each 55' of lot frontage



Next Steps

- Direction from Commission about options to detail or reject
- Return to May Commission for funding recommendation
- Proceed to TEUC, City Council, and general public



North Avenue Corridor Study

Transportation, Energy & Utilities Committee

April 30, 2014



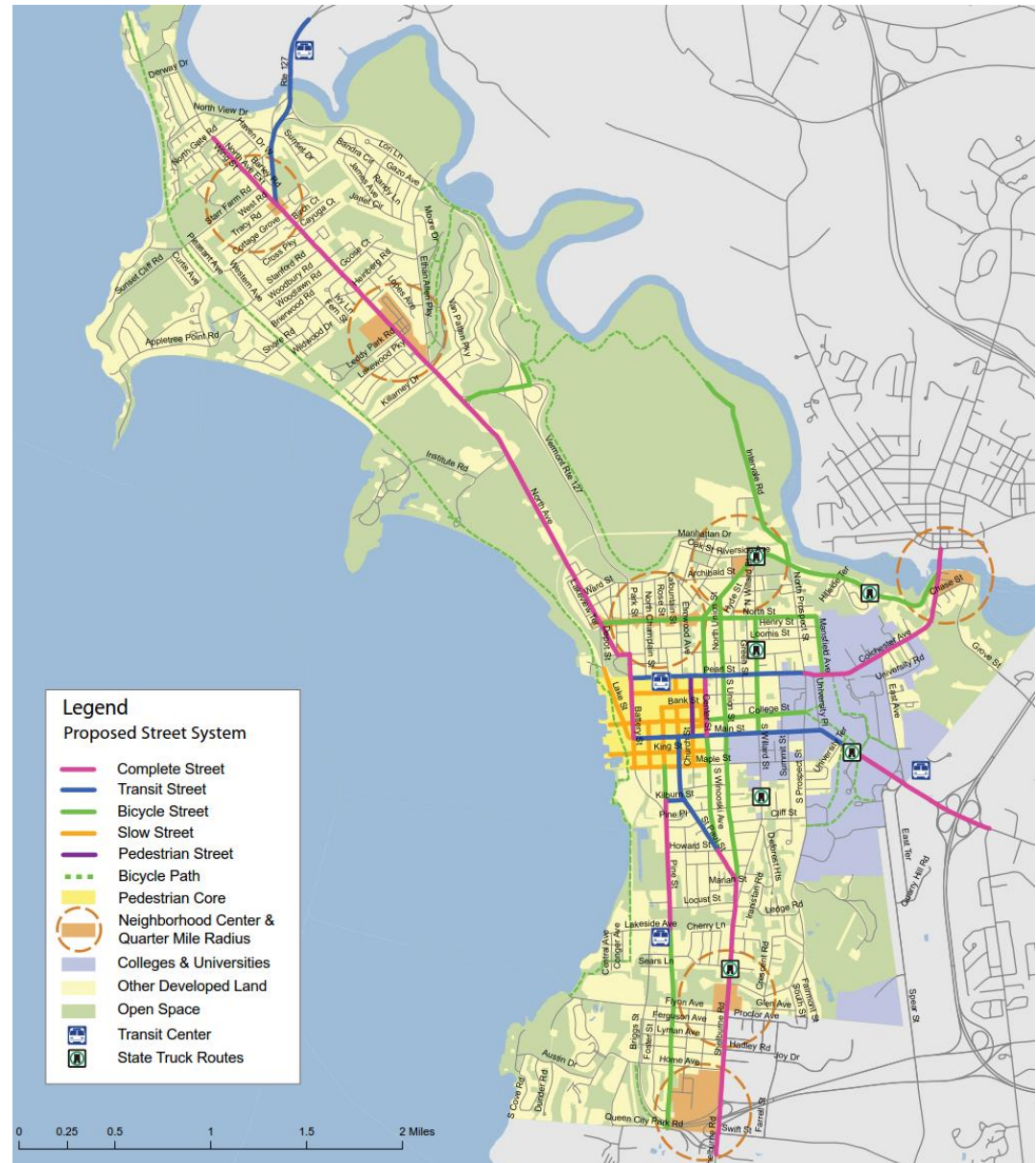
**PARSONS
BRINCKERHOFF**

Agenda

- **Corridor Study initiation**
- **North Ave Study Goal**
- **What Are Complete Streets?**
- **Study Process, Schedule and Work To-date**
- **Preliminary Corridor Strategies**
- **Next Steps**
 - **Public Workshop #3: May 20th, 7:00 PM at St. Mark's Church**

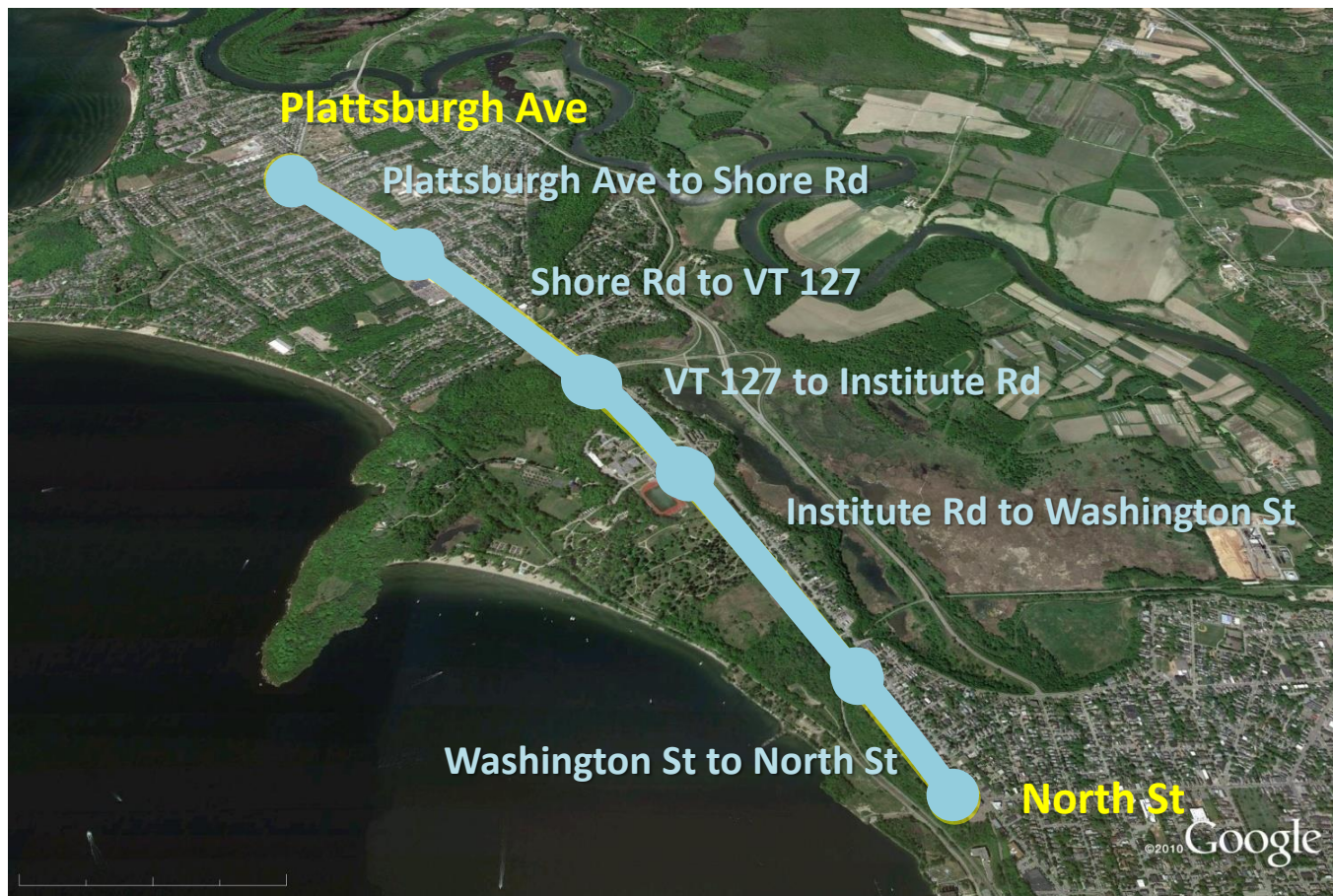
Corridor Studies in Burlington

- 2011
Transportation
Plan



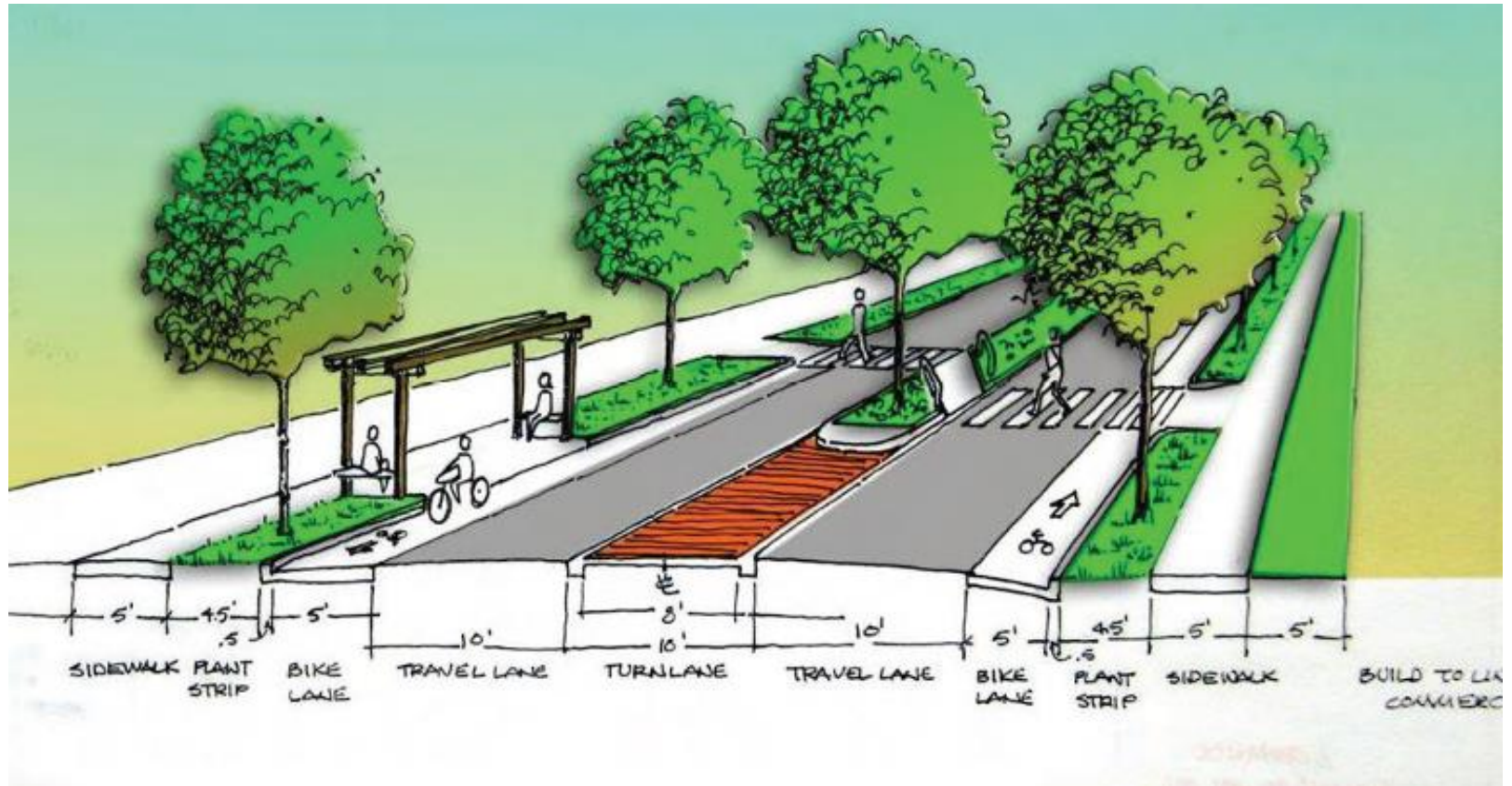
Corridor Study Goal

The study will evaluate North Avenue from a “**Complete Streets**” perspective and develop recommendations for remaking the corridor to accommodate all users.



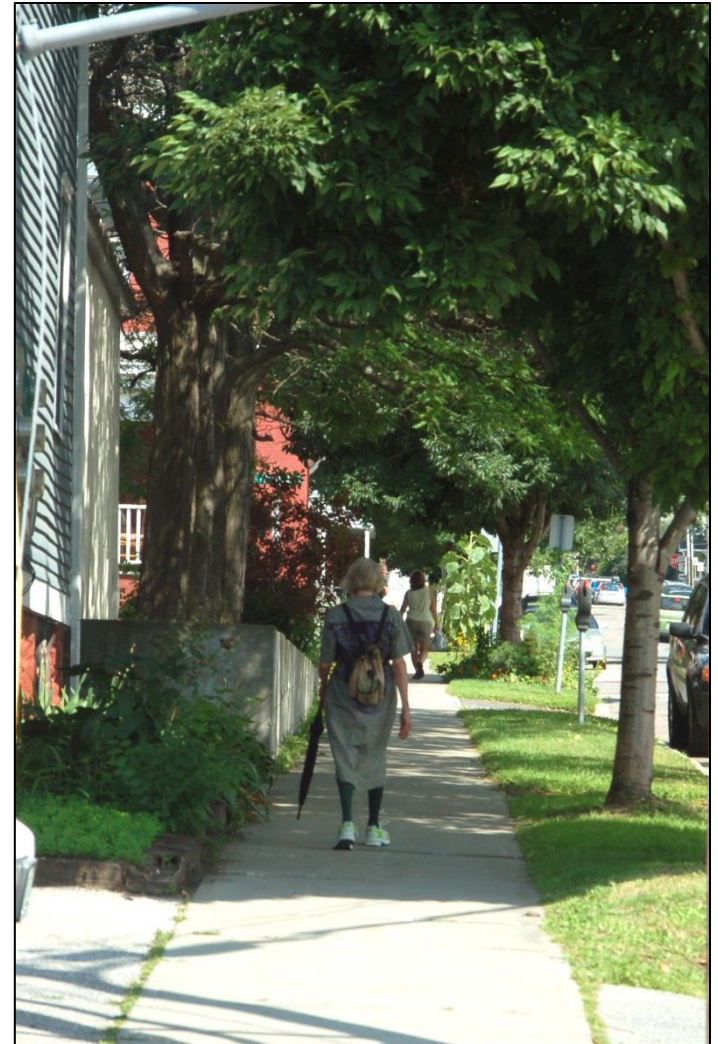
What Are Complete Streets?

Streets designed to safely accommodate all users regardless of age, ability or modal preference - pedestrians, bicyclists, motorists, and bus riders



Why Complete Streets?

- Provide **greater mobility, accessibility and opportunity** to those without a car.
- Offer a choice for **less costly and environmentally sound** modes of transportation.
- Active travel (walking and bicycling) can **improve health** and provide needed daily exercise.

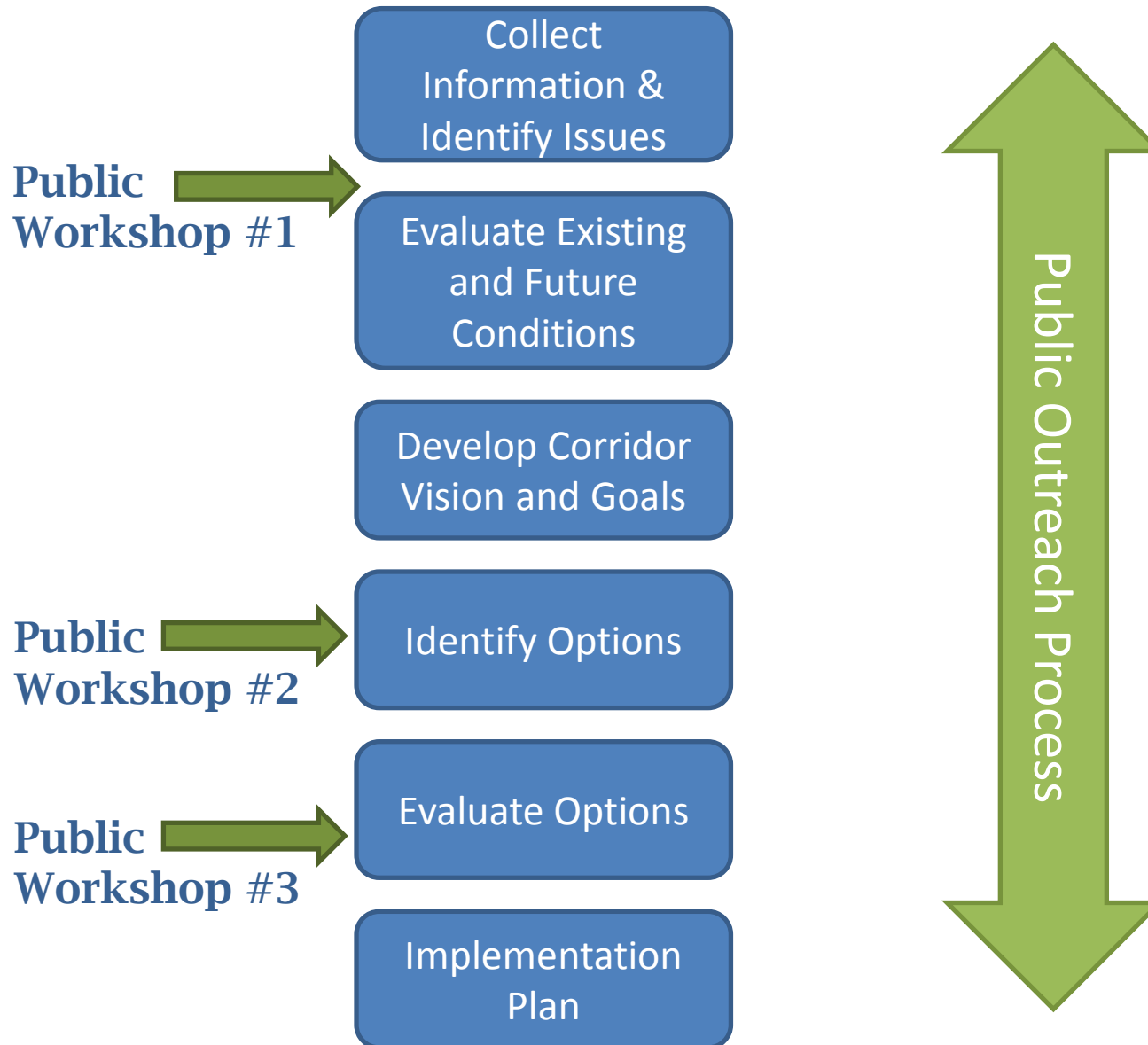


2011 Complete Streets Legislation

- Effort to pass H. 198 was led by AARP and many other state organizations.
- Act 34 went into effect July 1, 2011
- “. . . purpose . . . is to ensure that the needs of all users of Vermont’s transportation system—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities...”



North Ave Study Process

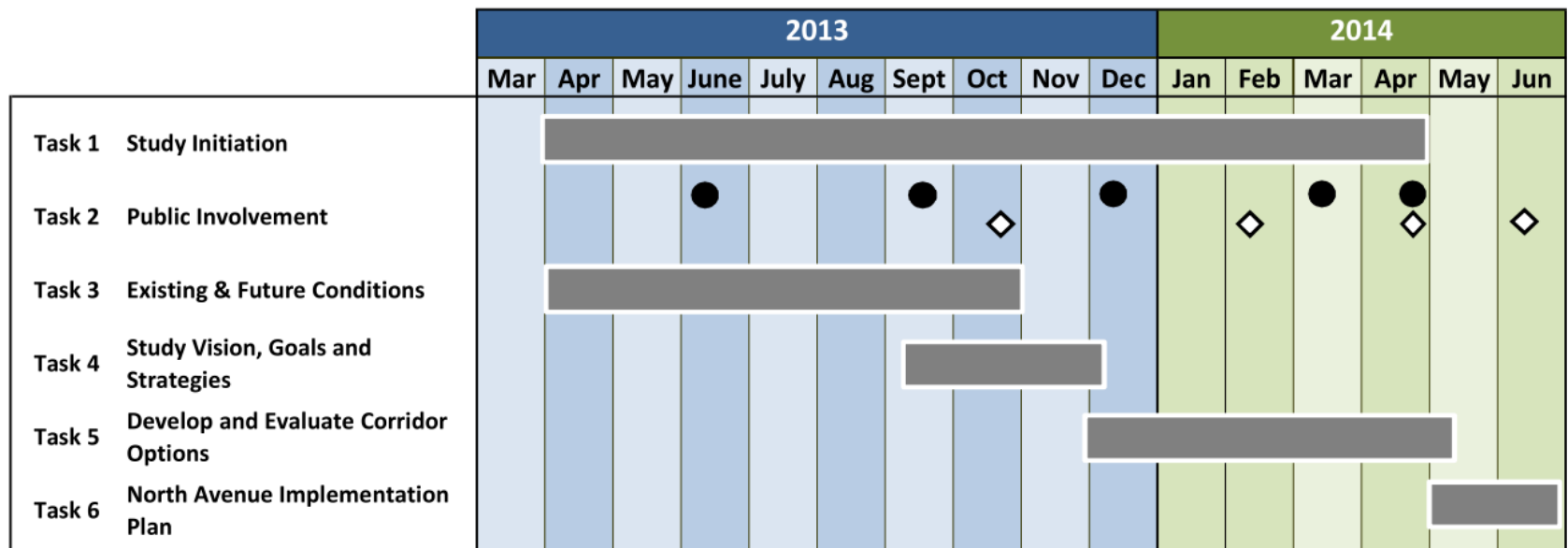


Advisory Committee

Participants

- Burlington City Council
- Burlington School District
- City of Burlington Departments
- CCRPC
- CCTA
- AARP
- NPA Reps from Wards 3, 4 and 7
- Livable Communities
- Local Motion

Study Schedule



KEY



Public Meetings/Workshop

- 1 Overview, existing & future conditions, issues
- 2 Concepts workshop
- 3 Select preferred alt(s)
- 4 Final recommendations



Advisory Committee Meeting

- 1 Study overview/process
- 2 Existing & future conditions, vision & goals
- 3 Finalize vision & goals, initial concepts
- 4 Refine concepts, preliminary preferred alts
- 5 Recommendations

Vision Statement for North Avenue

North Avenue will continue to serve as the primary transportation corridor connecting Burlington's New North End with the rest of the City.

As the North End's "Main Street," North Avenue will provide for safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders.

The need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions.

The corridor will develop into an attractive public space through creative streetscape, signage, and other site design features.

The corridor will become more livable and desirable by promoting social interaction, public health, economic development and environmentally sustainable initiatives.

Goals for North Avenue

- **Remake the North Ave corridor into a “Complete Street” that accommodates the safe and efficient travel for all users of all abilities and provides transportation choices.**
- **Improve safety for all users.**
- **Provide a range of convenient and efficient travel options and improve multimodal connections.**
- **Develop strategies that support vibrant and livable neighborhoods in the New North End; enhance the quality of life of residents and visitors; and support sustainable economic growth.**

Corridor Conditions

Corridor Conditions

- Consider issues from the perspective of bicyclists, motorists, bus riders and walkers.
- 5 distinct corridor segments.



Shore Rd to Plattsburg Ave



Legend

- Traffic Signal
- Southbound Bus Stop
- Northbound Bus Stop
- Bike Lane
- Paved Multi Use Trail
- Unpaved Multi Use Path

Data Source: Local Motion (2013), GoogleEarth (2012), VTrans

Aerial Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Plattsburg Ave to Shore Rd

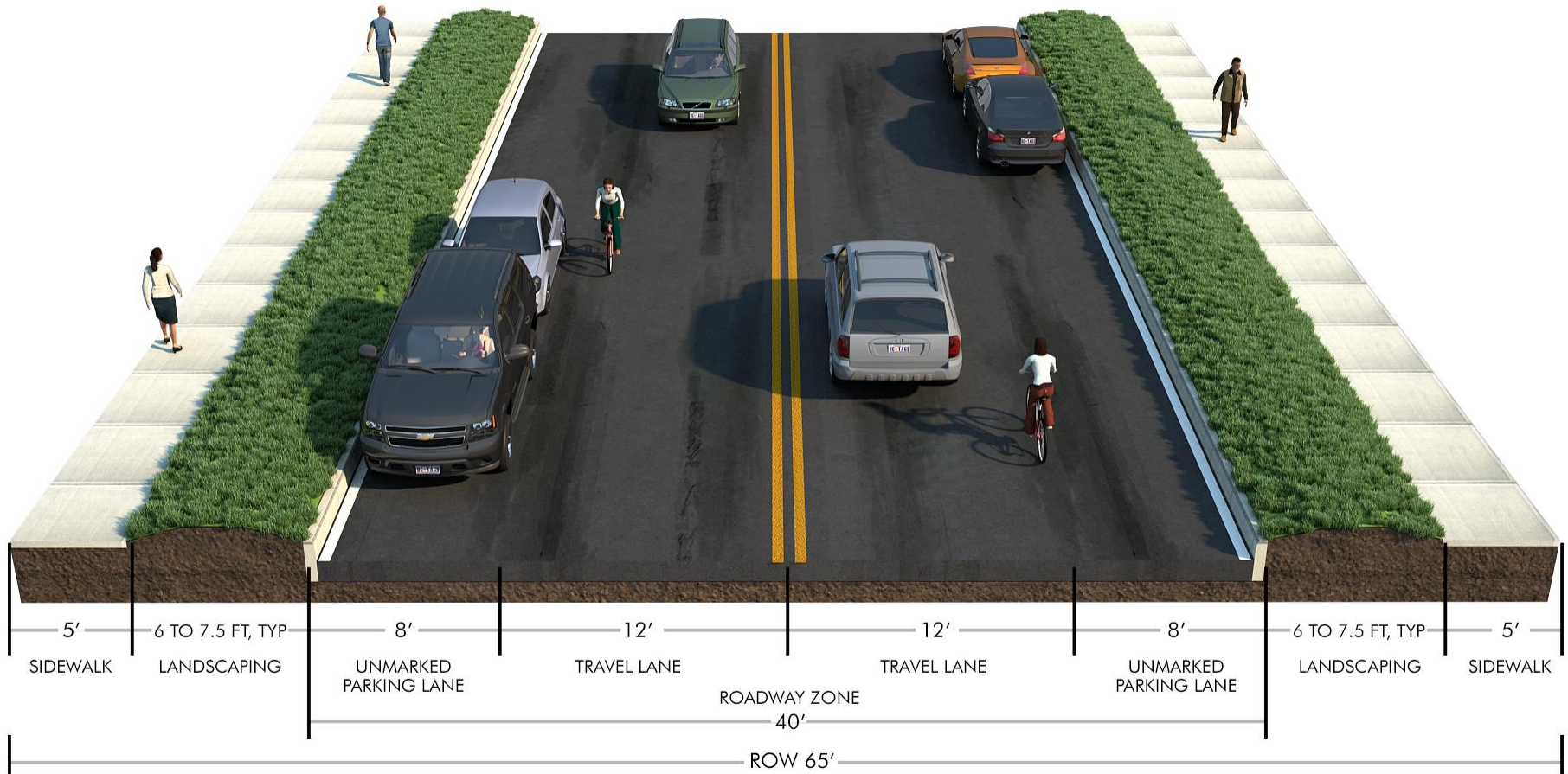
Updated: September 13, 2013



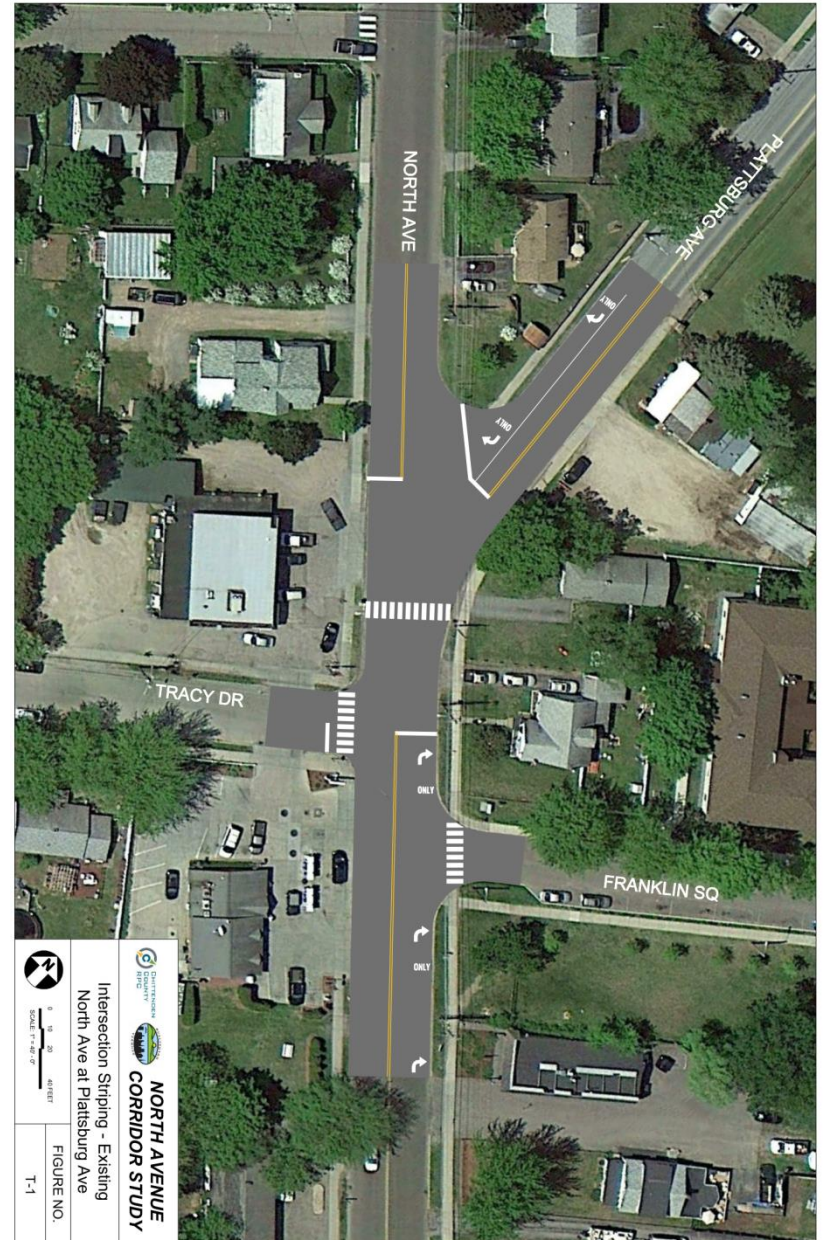
0 0.05 0.1 0.2 Miles



Shore Rd to Plattsburg Ave



Plattsburg Ave Intersection



Plattsburgh Ave to Shore Rd

Physical Characteristics

- 40' curb to curb width
65' R.O.W. (corridor-wide)
- One travel lane in each direction
- On-street parking
- Sidewalks with landscape strip
- No bicycle accommodations
- Traffic signals at Plattsburg Ave, Woodbury Rd and Shore Rd.

Traffic

- 10,800 AADT

Land Use

- Single-family residential, multi-family, scattered retail, institutional.

Observations

- *Few opportunities to cross North Avenue (corridor-wide issue)*
- *Many school children walking to/from school*
- *ADA curb ramps are present but outdated (corridor-wide issue)*
- *Wide travel way – unclear where on-street parking is allowed*
- *Frequent driveways (corridor-wide issue)*
- *Several offset intersections*

Corridor Issues – General

- **Few opportunities to safely cross North Avenue**
- **Outdated curb ramps and poor sidewalk conditions**
- **Missing pedestrian crossings** at certain intersection approaches
- **Lack of audible countdown pedestrian signals**
- **Frequent driveways** along certain corridor segments
- Several **offset/skewed intersections** (Ethan Allen Parkway, Shore/Heineberg, Plattsburg Ave) – difficult to navigate as a cyclist or pedestrian
- **Missing/substandard bicycle facilities** in certain corridor segments
- **Safety issues for all modes**
- Wide travel way from **Plattsburg Ave to Shore Rd** – unclear where on-street parking is allowed

Corridor Issues – Specific Segments

- **Plattsburgh to Shore:**

- ❑ *No bicycle facilities*
- ❑ *Wide travel way – unclear where parking is allowed*

- **Shore Road to VT 127:**

- ❑ *Left turns frequently block through lanes*
- ❑ *Travel lanes are relatively narrow*

- **VT 127 to Institute Rd**

- ❑ *No provision for southbound bicyclists*
- ❑ *Bike lane discontinuity at Institute Road*

- **Institute Rd to Washington St**

- ❑ *High vehicle speeds*

- **Washington St to North St**

- ❑ *Northbound bike lane is narrow*
- ❑ *Narrowest road width (curb to curb) of any segment along the corridor*

**Improvement Options
Public Workshop #2
February 20, 2014**

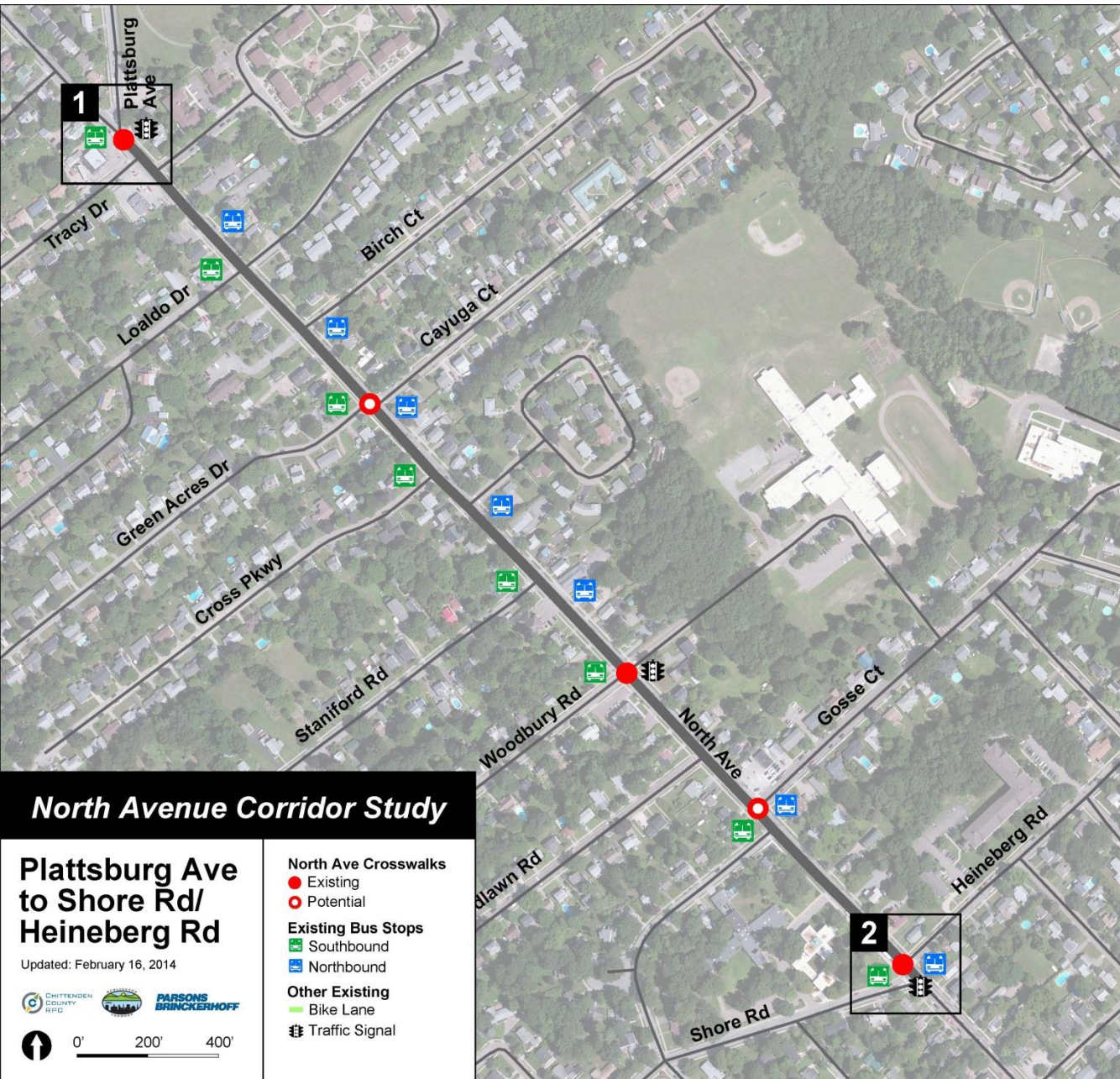
Initial Universe of Improvement Options

- **Intersection treatments** at Institute Rd, VT 127, Ethan Allan Pkwy, Shore Rd/Heineberg Rd, and Plattsburg Ave
 - Roundabouts, signalized intersections with improvements, re-alignment
 - Improved pedestrian and bicycle travel through intersections
 - Eliminate high speed right turns
- **Rightsize the corridor** between VT 127 and Shore Rd/Heineberg Rd intersection
 - One travel lane each direction, a center left turn lane & designated bike facilities
- **Selective elimination of on-street parking** for some corridor segments

Initial Universe of Improvement Options

- Configuration of **bicycle accommodations** for short and long term
 - ❑ Sharrows or designated bike lanes (in combination with rightsizing and selective parking elimination)
 - ❑ One or two-way cycle tracks or buffered bike lanes
- **Improvements to pedestrian facilities**
 - ❑ Add pedestrian crossings at signalized intersection approaches
 - ❑ Add mid-block crossings at high activity areas
 - ❑ Add audible countdown signals
 - ❑ Consider gateway treatments and raised crossings

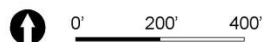
Plattsburg Ave to Shore Rd



North Avenue Corridor Study

Plattsburg Ave to Shore Rd/ Heineberg Rd

Updated: February 16, 2014



North Ave Crosswalks

- Existing
- Potential

Existing Bus Stops

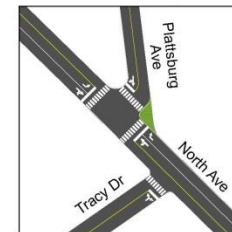
- Southbound
- Northbound

Other Existing

- Bike Lane
- ⓧ Traffic Signal

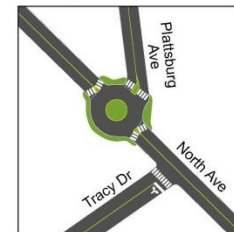
1 Plattsburg Avenue Intersection Options

Short Term (< 3 Years)



Minor realignment (shown above) with bulb out.
West and north crosswalks.
Pedestrian-actuated signals.
Bike treatments (shown on cross section diagrams).
Resolve Tracy Dr alignment.
Resolve market access.

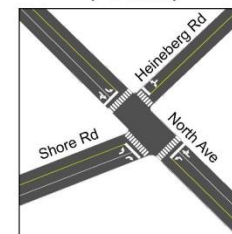
Mid (< 7 Years) or Long Term (> 10 Years)



Short-term treatments +
Roundabout (shown above, requires additional property) or mini-roundabout.
Gateway treatments.

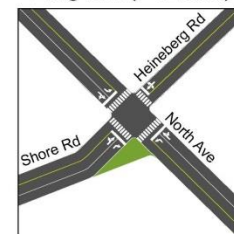
2 Shore Road/Heineberg Road Intersection Options

Short Term (< 3 Years)



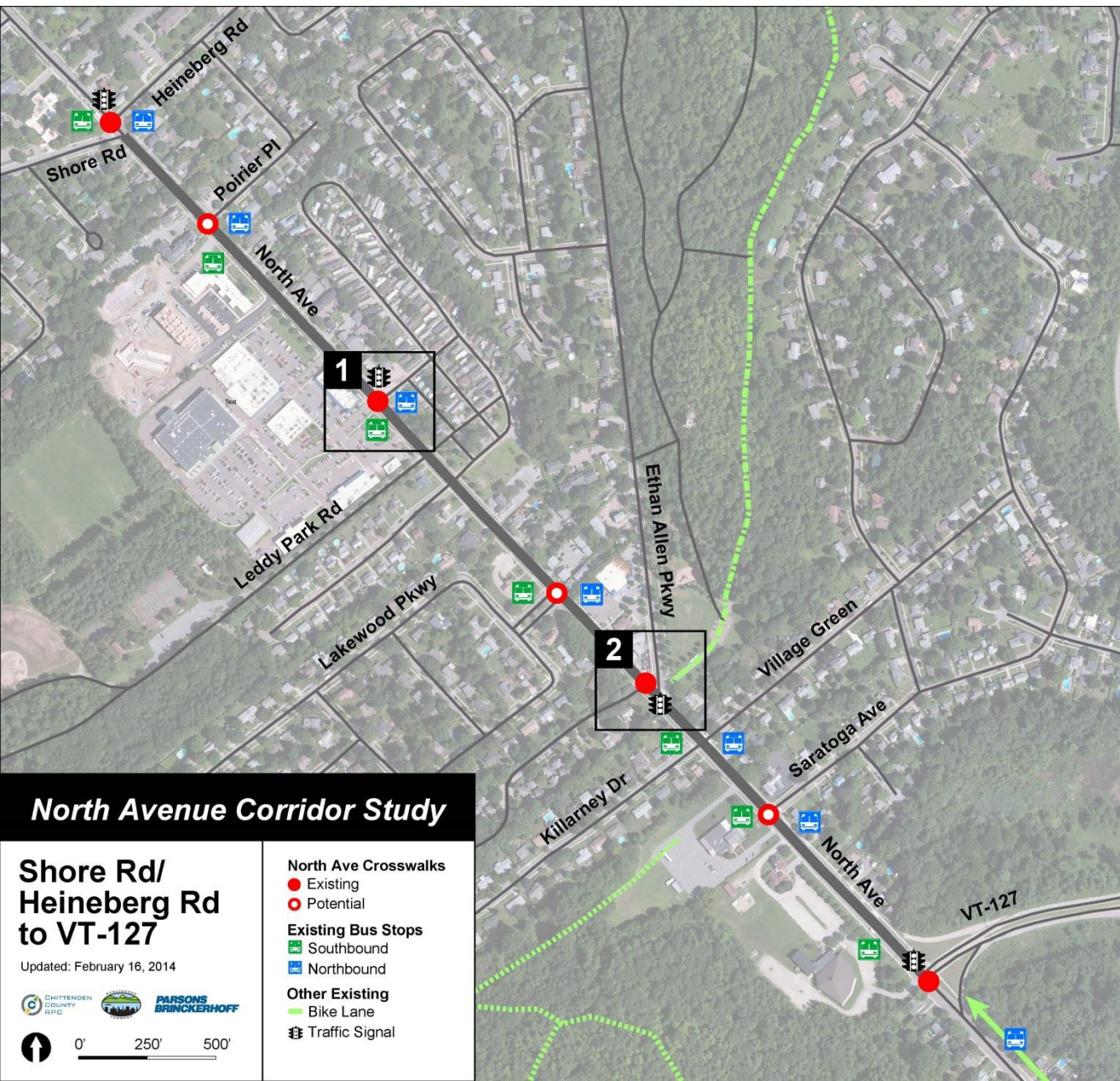
Rightsize corridor (shown above).
South crosswalk.
Audible walk signals and longer crossing times for seniors.
Bike box or two-stage turn box.
Bike treatments (shown on cross section diagrams).
Investigate No Right Turn on Red.
Investigate split phasing.

Mid (< 7 Years) or Long Term (> 10 Years)



Short-term treatments +
Realignment (shown above, requires additional property)

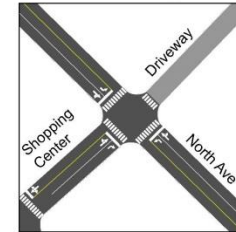
Shore Rd to VT 127 Segment



1

Ethan Allen Shopping Center Intersection Options

Short Term
(< 3 Years)



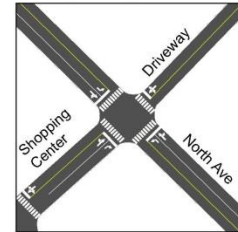
Rightsize corridor (shown above).

Investigate *No Right Turn on Red*. South and east crosswalk.

Audible walk signals and longer crossing times for seniors.

Bike treatments (shown on cross section diagrams).

Mid (< 7 Years) or Long Term (> 10 Years)



Short-term treatments +

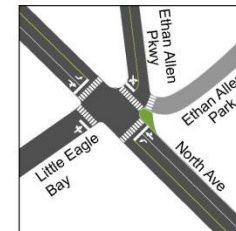
Normalize mobile home driveway into true street (shown above).

Better define access to Bamboo Hut with curbs and driveways.

2

Ethan Allen Parkway Intersection Options

Short Term
(< 3 Years)



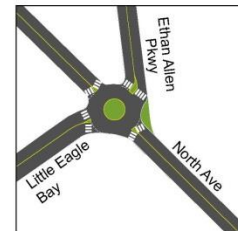
Rightsize corridor + minor realignment (shown above) with bulb out.

South, west, and Ethan Allen Park entrance crosswalks.

Bike treatments (shown on cross section diagrams).

Expand signal to include Little Eagle Bay.

Mid (< 7 Years) or Long Term (> 10 Years)

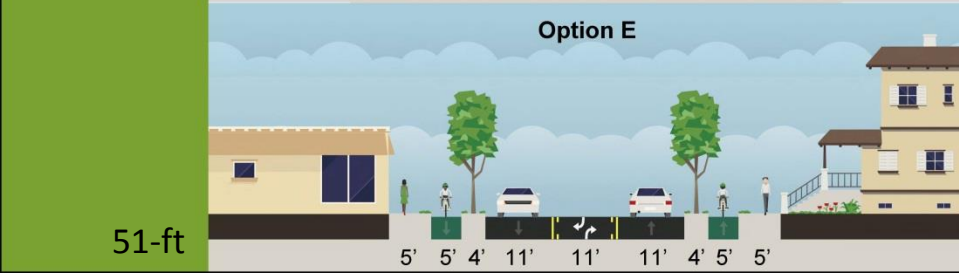
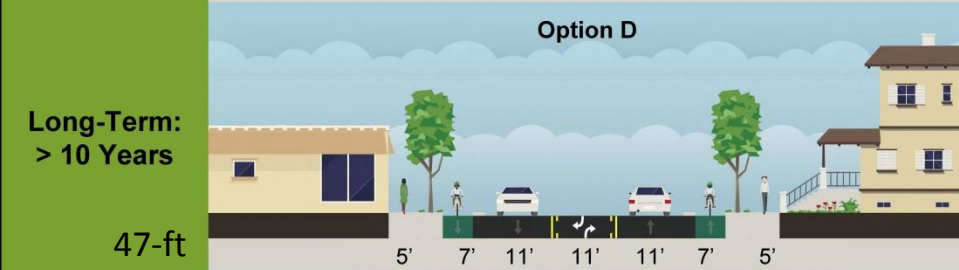
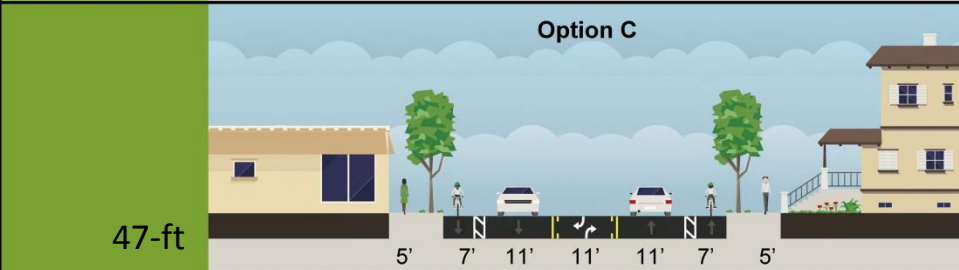
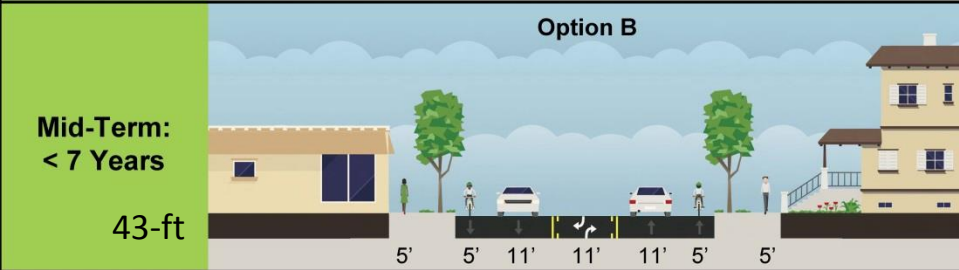
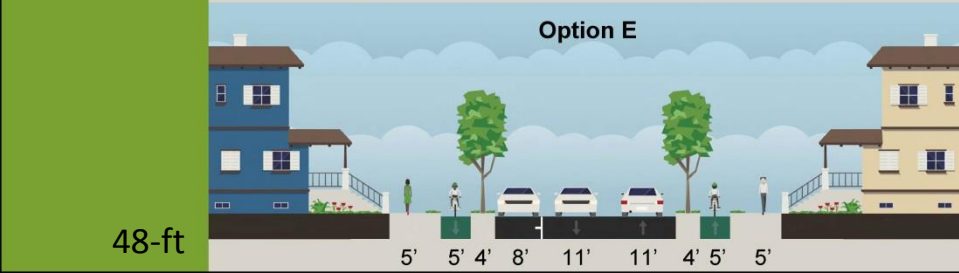
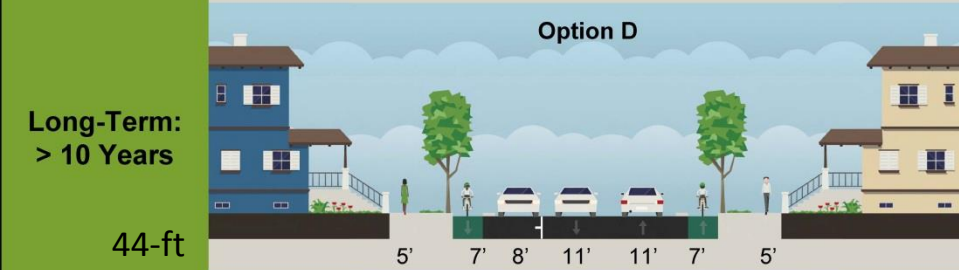
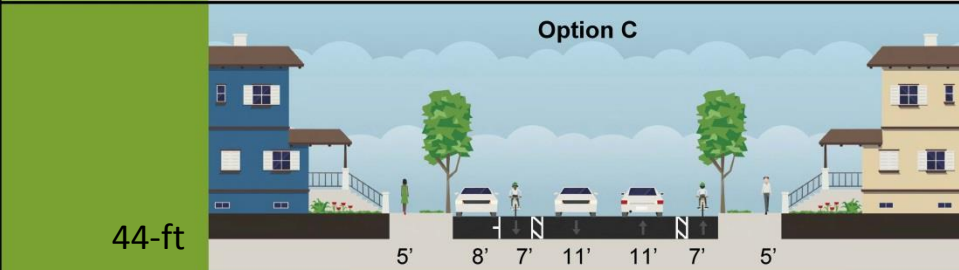
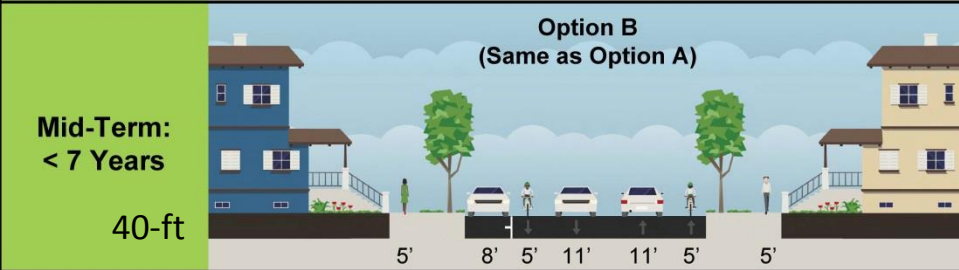
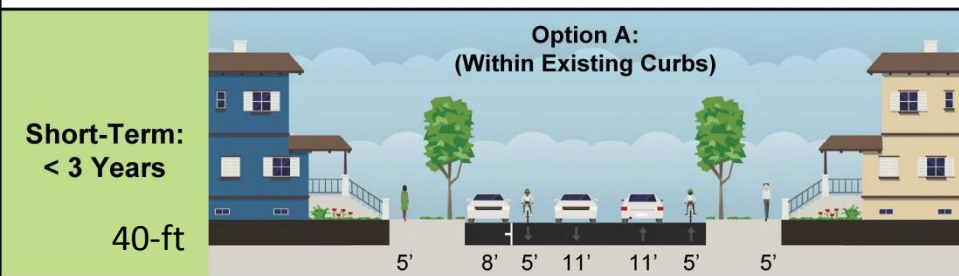


Short-term treatments +

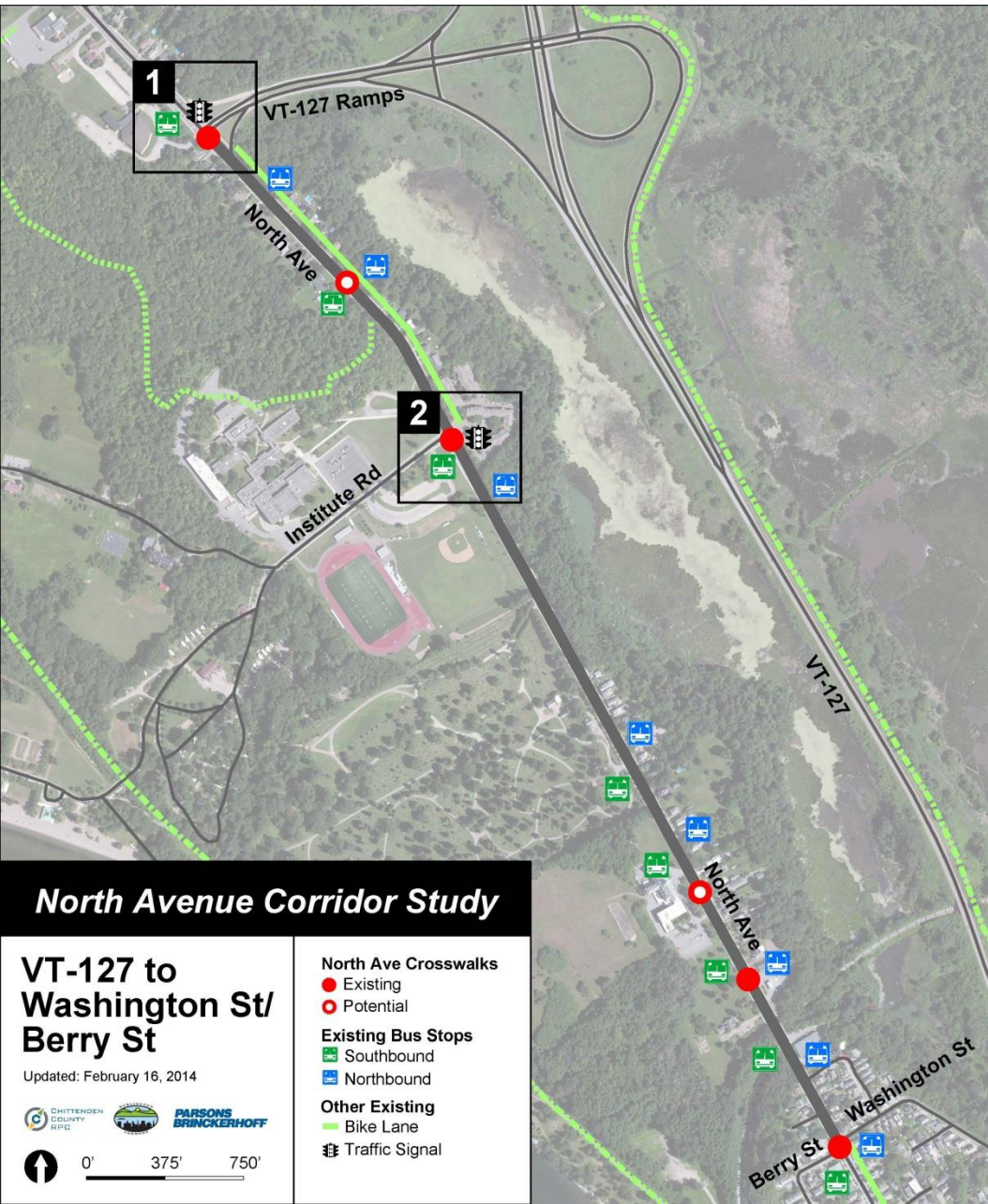
Roundabout (shown above, requires additional property).

Resolve driveway access on west side of intersection.

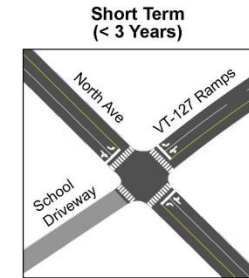
Relocate Ethan Allen Park entrance.



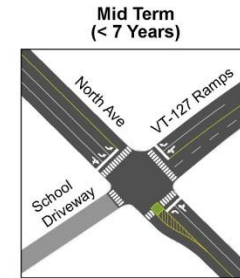
VT 127 to Washington St



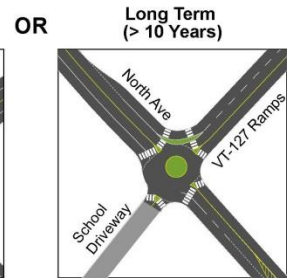
1 VT-127 Ramps Intersection Options



Rightsize corridor + removal of northbound high-speed right turn ramp (shown above).
Remove gantry north of the intersection.
West and north crosswalks.
Bike treatments (shown on cross section diagrams).

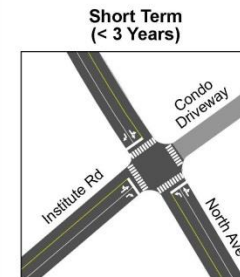


Short-term treatments +
Signalized intersection with dual southbound left-turn lanes (shown above).

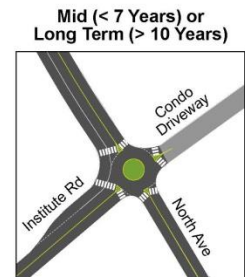


Short-term treatments +
Roundabout (shown above, requires additional property).

2 Institute Road Intersection Options



Reduce bus pull-out size south of intersection.
Enlarge shelters.
North and east crosswalks.
Fix broken detection.
Shared bicycle/vehicle right-turn lane.
Bike treatments (shown on cross section diagrams).
Investigate No Right Turn on Red.



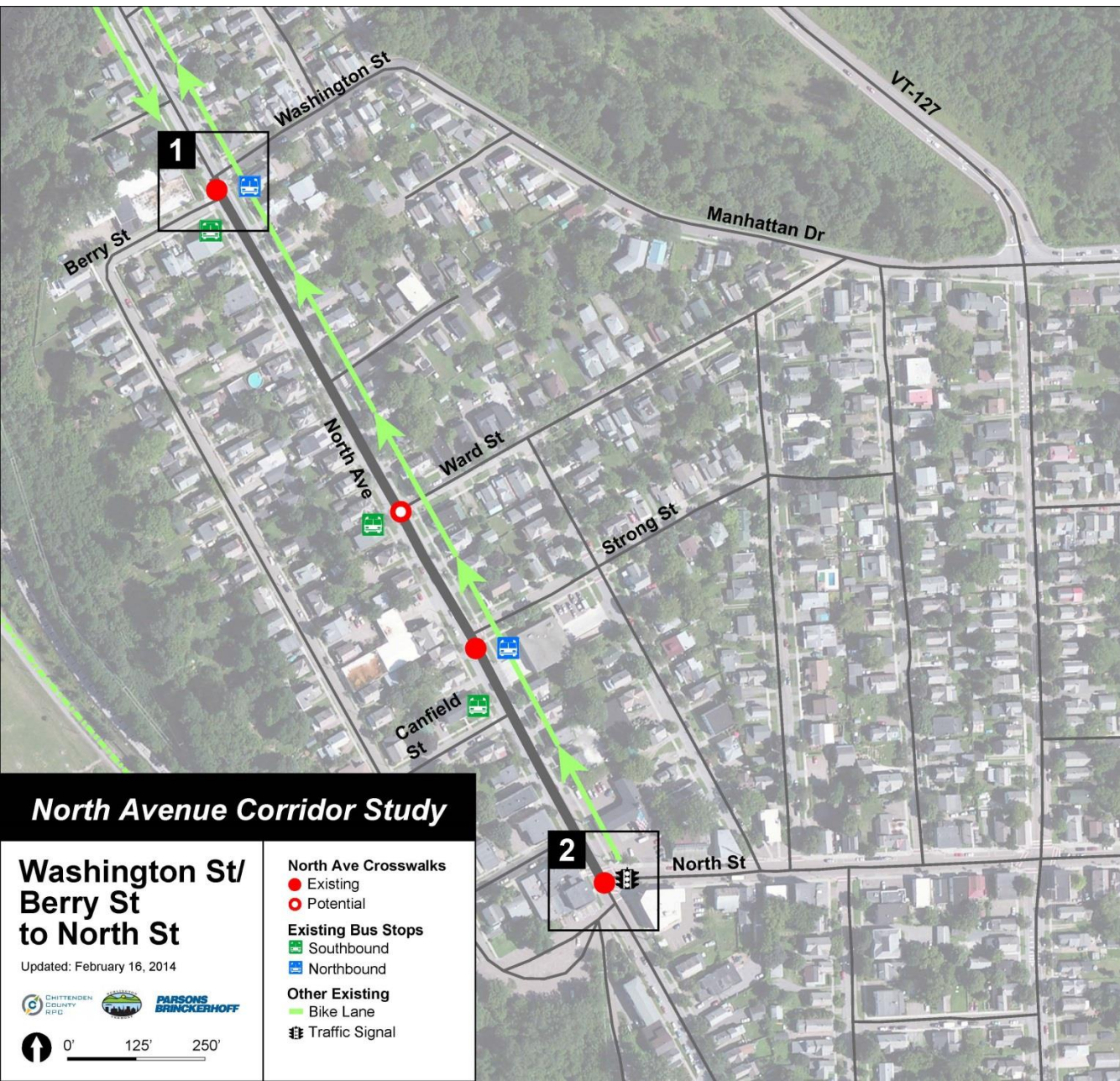
Short-term treatments +
Roundabout (shown above, requires additional property).
Move northbound bus stop to far side of intersection.

North Avenue Corridor Study VT-127 to Washington St/Berry St



	VT-127 to Institute Rd	Institute Rd to Washington St/Berry St
Short-Term: < 3 Years	Option A: (Within Existing Curbs) 40-ft 5' 8' 5' 11' 11' 5' 5'	Option A: (Within Existing Curbs) 35-ft 5' 5.5' 12' 12' 5.5' 5'
Mid-Term: < 7 Years	Option B (Same as Option A) 40-ft 5' 8' 5' 11' 11' 5' 5'	Option B: (Same as Option A) 35-ft 5' 5.5' 12' 12' 5.5' 5'
Long-Term: > 10 Years	Option C 44-ft 5' 8' 7' 11' 11' 7' 5'	Option C 35-ft 5' 6.5' 11' 11' 6.5' 5'
	Option D 44-ft 5' 7' 8' 11' 11' 7' 5'	Option D 36-ft 5' 7' 11' 11' 7' 5'
	Option E 48-ft 5' 5' 4' 8' 11' 11' 4' 5' 5'	Option E 40-ft 5' 5' 4' 11' 11' 4' 5' 5'

Washington St to North St



North Avenue Corridor Study

Washington St/ Berry St to North St

Updated: February 16, 2014

North Ave Crosswalks
 ● Existing
 ○ Potential

Existing Bus Stops
 Southbound
 Northbound

Other Existing
 Bike Lane
 Traffic Signal

CHITTENDEN COUNTY RPD TOWN OF WASHINGTON PARSONS BRINCKERHOFF

0' 125' 250'

1 Washington Street/Berry Street Intersection Options

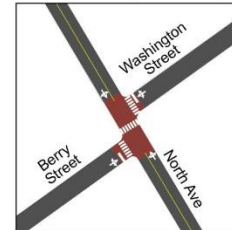
**Short Term
(< 3 Years)**



Rapid flash beacon for crosswalk.

Bike treatments (shown on cross section diagrams).

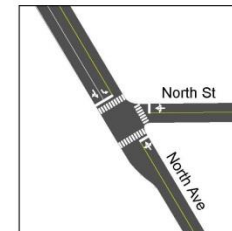
**Mid (< 7 Years) or
Long Term (> 10 Years)**



Short-term treatments +
 Raised intersection (shown above).

2 North Street Intersection Options

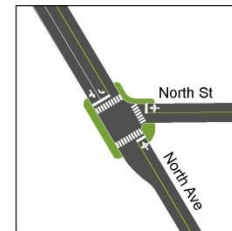
**Short Term
(< 3 Years)**



Realign crosswalks (shown above) to shorten distances. Investigate protected/permitted southbound left turns or split phasing signal/removal of turn lane.

Investigate **No Right Turn on Red**. Bike treatments (shown on cross section diagrams).

**Mid (< 7 Years) or
Long Term (> 10 Years)**

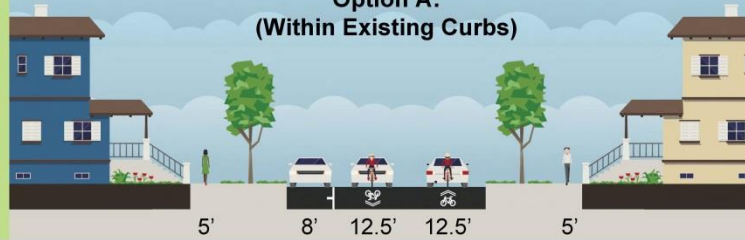


Short-term treatments +
 Gateway treatments.

Short-Term:
< 3 Years

33-ft

Option A:
(Within Existing Curbs)



Mid-Term:
< 7 Years

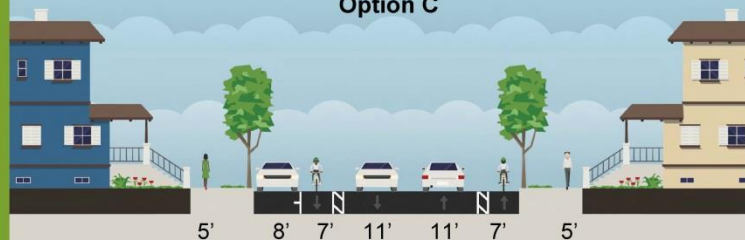
40-ft

Option B



44-ft

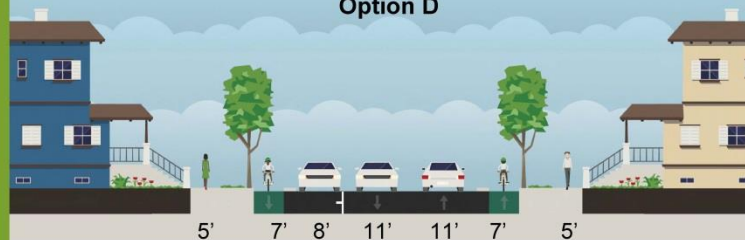
Option C



Long-Term:
> 10 Years

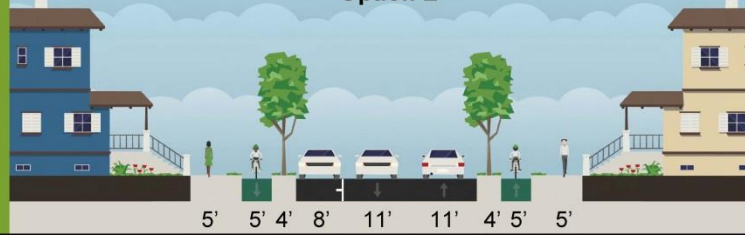
44-ft

Option D



48-ft

Option E



Next Steps

- **Analyze transportation improvement options to address identified issues and meet corridor vision and goals**
 - All modes
 - Short, Medium, Long Term
- **North Ave Public Workshop #3:**
 - Tuesday, May 20th at 7:00pm, St. Mark's Church Family Center (1251 North Avenue)

Thank You!



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

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Councilor, Tom Ayres, WARD 7
Councilor William “Chip” Mason, WARD 5

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Transportation, Energy and Utilities Committee

DRAFT MEETING MINUTES:

Wednesday, April 30th - 2014 at 4:45 PM

**DPW – Front Conference Room
645 Pine Street – Burlington, VT**

Members present: Chair, Maxwell Tracy (TEUC)
Tom Ayres (TEUC)

Others present: Pat Buteau, DPW
Guillermo Gomez, DPW
Nicole Losch, DPW
Chapin Spencer, DPW

Chair Tracy called the meeting to order at 4:51 pm.

1. Agenda

Chair Tracy moved to approve the agenda. All in favor.

2. Public Forum

3. Minutes of 3/6/14

Councilor Ayres moved to approve minutes from 3/6/14. All in favor.

4. Traffic Fund Discussion – Pat Buteau, Chapin Spencer - DPW

Spencer: Traffic fund is currently strained. We are looking for opportunities to find efficiencies and increase revenues.

Buteau: There are four areas that we are trying to change

1. Eliminate Operating Deficit

2. Capital Investment (Assessment)
3. Stabilize Traffic Fund
4. Secure cash to purchase technology upgrades

We are considering different measures to achieve these objectives:

- Easy fixes, such as garage automation.
- Turning garages into 24/7 facilities
- Provide extra security
- Potential increases and extended hours for meter enforcement in downtown
- Demand sensitive pricing
- Increase monthly leases

Multiple options are on the table. We wanted to bring this issue to the TEUC to get some input before going in front of the full commission.

Tracy: Are all these measures expected to be rolled out at the same time?

Bureau: No. Different measures must follow different processes. For example we are looking at the 2 free hours of parking. The charter says that 2 hours of free parking must be provided, but it doesn't specify where. The Marketplace garage is the busiest facility in Downtown; however, some 70% of the users are non-paying users (users under 2 hours). One option is eliminating the 2 free hours in the Marketplace Garage, but providing those 2 free hours at other locations.

Ayres: Could you talk about the extended meter enforcement time and the timeline for rollout?

Bureau: Some of the current parking meters that we have are 3-hr meters, plus some that are 10-hr meters. Current enforcement is between 8 am and 6 pm.

Ayres: If we change enforcement hours, I am concerned about the consequences on art events. I know the Flynn can sometimes have events that go over the 3-hr mark.

Bureau: With the implementation of new technologies, such as smart meters, we want to get rid of the time restriction

Ayres: Is it true that there are apps that will give notifications to users?

Bureau: We are currently looking at different types of technologies. There are apps with multiple features in the market. Apps can inform users when their meter time is about to expire. There are technologies that read license plates, so if someone has put money in their meter and still have time left, they can park elsewhere and still make use of this time.

Spencer: We are planning to talk to the Mayor to see which of these technologies we should roll out and how. We have a study underway that will provide recommendations, but in the meantime, we consider that we should take interim measures to address all these issues. We would love the TEUC's input. We plan to talk to the Mayor and then to the Public Works Commission. We want to know if you consider all these measures something defensible.

Tracy: I think all of what you are presenting here is defensible. I support what you are proposing and I will be happy to attend the commission meeting.

Spencer: After our meeting with the Mayor, we will come to the TEUC with a formal proposal

Ayres: If I have no conflict, I will also be happy to attend the Public Works Commission meeting. I will also be happy to convey my support to the Mayor.

Buteau: Hoyle Tanner & Associates was selected recently to conduct a Parking Assessment Study.

Ayres: Regarding the installation of smart meters, what is the timeline for this city-wide?

Buteau: Each of the smart meters costs between \$6,900 and \$7,900. Each meter is supposed to be for approximately 10 parking spaces, which is related to how much people are typically willing to walk to the meter. We are looking to use technologies that do not require pay and display. Mostly likely, payment will be tied to license plates. And we are also trying to figure out some of the enforcement issues. Our initial plan would be for approximately 280 in the downtown core. We are looking also for other technologies, such as in-car meters. We have also other improvements coming, such as improved wayfinding.

5. DPW Fiscal Year 15 Budget Discussion – Chapin Spencer

Tracy: We requested to include this item in the agenda to start getting an idea of what the priorities for Public Works will be for the upcoming fiscal year. We don't want to talk about the numbers yet.

Spencer: We are getting ready to start rolling out a full blown budget for the new fiscal year. This time, we are happy to announce that water and waste water are not seeking a rate increase for next year. As you may already know, we are down one engineer in our staff, so we are in the process of hiring someone to replace Erin Demers. We do have multiple projects along the way. There will be some investment this fiscal year in new equipment. There will be no major changes in the budget for FY 15. We should be going to the full City Council in the upcoming weeks for the budget sessions. Preparation of the budget is well underway.

6. Sidewalk Funding – Nicole Losch, DPW

Spencer: We presented this topic to the Public Works Commission. This topic is line with one of the objectives of the City of providing operational excellence.

Losch: In order to sustainably maintain our current system, we want to reach a 35 year life cycle for sidewalks and a 75 year life cycle for curb. There are current identified issues with our network, but we are not investing enough keep up with the maintenance needs. Our goal is to improve the quality of our concrete infrastructure, by providing a safe and walkable network, and invest in curb repair and construction to prevent greenbelt scouring and compaction. The deterioration of curbs also has an impact in the water quality. We want to document the current state of our system and secure funding to implement our goals.

Our current sidewalk system consists of approximately 127 miles of sidewalk. 42% are deficient, with a Sidewalk Condition Index (SCI) of 51.3. Our yearly budget for sidewalks is approximately \$600,000. Since 2008-2009 we started prioritizing our work, but even with this, at the current rate of investment, sidewalks are on a 126 year life cycle. In the future, we want to add approximately 4.5 miles of new sidewalks to meet the City policy and secure adequate funding to bring the life cycle to 35 years.

Ayers: What are some of the deficiencies in the sidewalks?

Losch: Exposed aggregate, spalling, horizontal displacement, vertical displacement, obstructions, cracking, and drainage problems. Most of the repairs are done by our right-of-way crews.

We don't have as much information about our curb system. We don't know how many miles of curb we have, but we would like to have approximately 132 miles of curb. Currently there is no dedicated funding source for curb repair or construction. We dedicate yearly approximately 10% of our sidewalk budget on curbs but that is not nearly enough. There are multiple funding strategies that we have been researching, such as property tax variations, material options and district based modeling (see presentation). We brought this subject to the last Public Works Commission. They provided some input regarding the funding options we should consider or reject. We are planning to return to the Public Works Commission next month for a funding recommendation. After this, we will come back to the TEUC and then the full City Council, before going to the general public.

Tracy: Is the plan to bring this to the next Town Meeting Day?

Spencer: I am supportive of a dedicated funding source. We are still waiting to hear from the Public Works Commission. They asked to take a closer look at the funding alternatives.

Tracy: I am glad this conversation is happening. This has been one of my top goals, based on the feedback I received from residents. I think if this is put on the ballot, it would be supported.

Ayres: I think this would get a positive reaction at the New North End as well.

Spencer: What do you think is the next step we should take?

Ayres: What was the reaction from the Public Works Commission?

Losch: We would also like to present the option of reducing or cutting other services together with a few other alternatives and gauge the reaction to see how we should proceed after.

Tracy: We will need to know the timeline for this and clarity on who needs to approve what.

Spencer: If it is a tax increase, it will have to be approved by the City Council.

Losch: We can't really advocate for any of the options. We can research, present and inform people, and then the decision makers will eventually have the final word.

Ayres: I think multiple groups should be involved in this effort, such as the local NPAs, the Crossing Guard Program, AARP, etc.

Tracy: I will check with the Mayor to see how this fits with the City's priorities.

Spencer: Is this something that we should pursue for the November election?

Tracy: I think that November is a good time, since the winter will allow time for preparation.

Ayres: Given all that there is under discussion currently, it might be better to give it some more time.

Spencer: Can you bring this to your respective caucuses?

Tracy: We will bring up the subject.

Ayres: Please send the material related to this presentation.

7. North Avenue Corridor Study Update – Nicole Losch, DPW

Losch: We have an upcoming Public Meeting. I will now provide a brief review of the study.

The corridor study is evaluating North Avenue from a Complete Streets perspective and is developing recommendations for remaking the corridor to accommodate all users. There are numerous stakeholders that are part of the Advisory Committee for this study (City Council, the School District, City of Burlington, CCRPC, CCTA, AARP, NPA Reps from Wards 3, 4 and 7, Local Motion, Livable Communities).

The corridor was divided into five distinct corridor segments for the purpose of the study. Each segment has its own characteristics and issues. The existing conditions and improvement options were documented and presented at a Public Workshop that took place on February 20, 2014. A wide range of options were presented to attendees and short-term, mid-term and long-term solutions were developed throughout the corridor.

The next step is to analyze the specific transportation improvements options and how they address identified issues to meet the corridor vision and goals. The next Public Workshop will be held on Tuesday, May 20th at 7:00 PM at St. Mark's Church Family Center.

Ayres: What has been the response from the other Councilors?

Losch: I have met with councilors Hartnett and Wright. I haven't heard from Bianca.

Ayres: Any input?

Losch: Councilor Wright encouraged us to reach out more to the New North End residents because there are still a lot of people that we haven't heard from.

Ayres: How many of the proposed concepts can be initially implemented as pilot projects?

Losch: We are looking into this, but it is a challenge. As we realign travel lanes, traffic will depend on what treatments we have at the intersections.

Ayres: I have a feeling this will be contentious. On one side you will have the bike advocates and on the other you have the drivers. If there are any concepts that can be initially installed as pilots, this could probably help easing some concerns. We are also interested in economic development.

Losch: There is a strong link between land use and transportation. We are definitely interested the opportunity that this study provides to promote economic development.

Ayres: I am committed to this process. Multimodal safety was one of my priorities during my campaign. Are there any concerns about the length of trips along the corridor?

Losch: This is something we are looking into. With changes on the road, there will likely be some kind of impact. It is a matter of determining what the impact will be and if it is acceptable.

8. Councilors' Updates

The next TEUC meeting will take place on Wednesday, May 28th at 4:45 PM at the Front Conference Room at Burlington Public Works.

9. Adjourn

Tracy moves to adjourn. All in favor. Meeting adjourned at 6:31 PM.

DRAFT