



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

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Councilor David Hartnett, *North District*

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Transportation, Energy and Utilities Committee of the City Council

Thursday, February 21, 2019 5:30 PM

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

–AGENDA–

1. **Agenda**
2. **Minutes of 01/08/2019**
3. **Public Forum**
4. **Recycling Cart Update**
 - a. William Ward, Director Code Enforcement presenting
 - b. 10-minute duration
 - c. Action: Informative, no action needed.
5. **Public Engagement Plan Review**
 - a. Rob Goulding, DPW presenting
 - b. 15-minute duration
 - c. Action: Informative, no action needed.
6. **Parklet Pilot Introduction**
 - a. Nicole Losch, DPW and Will Clavelle, CEDO presenting
 - b. 15-minute duration
 - c. Action: Informative, no action needed.
7. **Intervale Road Scoping**
 - a. Phillip Peterson, DPW and Peter Keating, CCRPC presenting
 - b. 15-minute duration
 - c. Action: Action requested.
8. **Bike Share/Scooter Share**
 - a. Nicole Losch, DPW and Chapin Spencer, DPW presenting
 - b. 10-minute duration
 - c. Action: Informative, no action needed.
9. **Councilors' Update**
10. **Adjourn**



February 19, 2019

TO: Transportation Energy Utilities Committee of City Council

FROM: Nicole Losch, PTP, Senior Planner

RE: Parklet Pilot Program Introduction

Recommendations

No action is requested at this time.

Introduction

The Department of Public Works (DPW) and the Community and Economic Development Office (CEDO) are starting a parklet pilot program this year. A Request for Proposals (RFP) has been released as we seek proposals from a business or group of businesses for the creation of a parklet. Applications with design concepts are due on March 4, 2019 and parklets may be installed from May 1 – October 1 this year.

Parklets are public spaces created from a platform at sidewalk level that extends the pedestrian zone into the parking lane. They will cover one or two parking spaces and include an open, accessible place for people to sit, rest, gather, eat, and socialize. For the pilot, parklets may be designated for use by patrons of a particular establishment or group of businesses during their operating hours and open to the general public during all other hours, or may be open to the public at all hours. Applicants are encouraged to document support from nearby businesses and partner with others to support the design, programming, or outreach that will make the parklet successful.

A team of City staff and community partners will review and score parklet applications to select the proposals that have the most potential for success, the most demonstrated support, and balance the locations of parklets within the Downtown and Old North End. If proposals will impact metered parking, the Commission will be asked to consider parking meter removal for the duration of the pilot program. DPW and CEDO staff will return to the Commission at an upcoming meeting to consider this request.

Piloting parklets for one summer allows the City to gauge the public appetite for creating outdoor seating in place of parking. The pilot program is soliciting proposals for multiple parklet locations (up to 10 parking spaces total), both in and out of the Downtown area. The pilot will help inform the policies that should be in place to have a successful Parklet Program, and we hope that the City, as well as the applicants, will be able to learn from this experience to inform any future Parklet Program that may follow.

More information on the RFP, the design guidance, and examples of parklets can be viewed at <https://www.burlingtonvt.gov/rfp>. DPW and CEDO staff will present additional information at the February 2019 TEUC meeting.



**CITY OF BURLINGTON
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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Rob Green
*ASSISTANT DIRECTOR
RIGHT OF WAY*

Memo

February 20, 2019

To: City Council Transportation, Energy & Utilities Committee

From: Rob Green, Assistant Director DPW

Re: Recycling Cart Update

In keeping up with ordinance (18-105) Sanitation and the recycling cart requirement for rental property, I wanted to supply to TEUC with some informational updates;

- 350 recycling carts were purchased in July 2018.
- 330 have been sold to date
- An additional 312 will be ordered on March 6 2019

Additionally, on March 6, 2019 the Consolidated Solid Waste Collection Study with South Burlington and the Chittenden Solid Waste District will begin.



February 20, 2019

TO: Transportation, Energy, and Utilities Committee

FROM: Nicole Losch, PTP, Senior Planner

RE: Intervale Road Scoping Study

Recommendation

We respectfully request that the Transportation, Energy, and Utilities Committee approve the following motion:

To accept the Intervale Road Scoping Report, endorse the Advisory Committee's selection of Alternative 3 as the preferred alternative for the asphalt segment and Alternative 2 along the gravel segment, advance these alternatives for funding and construction; and to recommend that the City Council accept and endorse the same through Resolution.

Summary

The City of Burlington has partnered with the Chittenden County Regional Planning Commission to complete a scoping study of Intervale Road, with strong support from the Intervale Center. The scoping study was led by VHB and was advanced with the support of a local Advisory Committee. The purpose of this Scoping Report was to develop alternatives for bicycle and pedestrian access along Intervale Road. Through public meetings and Advisory Committee meetings:

- Alternative 3 was selected as the preferred alternative for the asphalt segment, to include a curb-separated shared use path and improved roadway;
- Alternative 2 was selected as the preferred alternative along the gravel segment, to include re-grading the roadway with a new five-foot stone dust path on the east side of Intervale Road, within the Intervale Center's property;
- The cost estimate is \$1.9 million.

Implementation of this project will include collaboration with the Intervale Center.

Next Steps

At the Transportation, Energy, and Utilities Committee (TEUC) meeting, we will provide a brief presentation and summary of the Scoping process and outcomes. The final draft report is included in this packet and on the project website: <http://bit.ly/intervale-road>

Following the TEUC's consideration and approval, this will be presented to the full City Council at an upcoming meeting suggested by the TEUC.

Thank you for your consideration of this request. Please don't hesitate to contact me with any questions.

Intervale Road

Bicycle and Pedestrian Access Feasibility Study

November 2018

PREPARED FOR



Chittenden County Regional Planning Commission

110 W Canal Street
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Winooski, VT 05404
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PREPARED BY



VHB

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WITH SUPPORT FROM



**BURLINGTON
PARKS
RECREATION
WATERFRONT
VERMONT**

**City of Burlington Public Works and Parks,
Recreation & Waterfront Departments**

645 Pine Street
Burlington, VT 05401



This study has been prepared for:

The Chittenden County Regional Planning Commission in partnership with the City of Burlington. The Steering Committee consisted of the following stakeholders:

Chittenden County Regional Planning Commission

Eleni Churchill

Peter Keating

Chris Dubin

City of Burlington Department of Public Works

Nicole Losch

Phillip Peterson

City of Burlington Parks, Recreation, and Waterfront

Dan Cahill

VHB

David Saladino, P.E., AICP

Michael Willard, LEED AP

Erica Quallen, E.I.T.

Intervale Center

Travis Marcotte

Chelsea Frisbee

Andy Jones

Gardener's Supply Company

Ellen Desjardin

Burlington Electric Company

Betsy Lesnikoski

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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- Appendix E** – Evaluation Matrix



1

Project Overview

The Chittenden County Regional Planning Commission (CCRPC), the City of Burlington, and project stakeholders worked collaboratively to identify a preferred approach for improving accessibility and safety for all modes along Intervale Road in Burlington, Vermont. The Intervale is a dense agricultural center for the City and is increasingly becoming a community and recreational hub for residents and visitors alike. This study assesses existing conditions, evaluates a set of alternatives, and determines a preferred design alternative for bicycle and pedestrian accessibility improvements along the full length of Intervale Road from Riverside Avenue to north of the Tommy Thompson Community Gardens.

Project Background

The Chittenden County Regional Planning Commission (CCRPC), the City of Burlington, and project stakeholders collaborated on a study to identify a preferred approach for improving accessibility and safety for pedestrians and cyclists along Intervale Road in Burlington, Vermont.

This study advances the recommendations from the Intervale Master Plan, which outlined walking and cycling options from Riverside Avenue into the Intervale. This study assesses existing conditions using updated topographic and boundary survey data, evaluates a set of alternatives, and identifies a preferred alternative for multimodal improvements along Intervale Road. See Figure 1 for the extents of the study area.

The study area runs along Intervale Road from Riverside Avenue north approximately 4,500 feet to the Pent Gate at the northerly limits of the City-maintained portion of Intervale Road.

Intervale Center Vision

The Intervale Center has nearly one million dollars-worth of planned improvements that are anticipated to be completed in the coming years. These improvements include historic preservation enhancements, agricultural facility upgrades, new parking and circulation improvements, and improved amenities for greater community access.

The Intervale has the potential to create a district of its own, complete with enhanced wayfinding, ornamental streetscaping, and a robust collection of community gardens, trails, and spaces for local events. A major part of this vision is to make it accessible for all users trying to access this area. Intervale Road currently does not have any facilities for bicycles or pedestrians which makes site access a challenge and potentially unsafe for cyclists and walkers.



Figure 1: Project Area Base Map

Intervale Road is approximately 4,500 feet long and paved for roughly 1,500 feet from Riverside Ave to the McNeil Plant Driveway. It is city-owned and maintained, providing access to various private and public farms as well as city facilities.



Figure 2: Previous Planning Efforts

Various Chittenden County plans identify Intervale Road as a corridor which should be improved for active modes of transportation, especially cycling.

Review of Previous Studies

Intervale Road has been identified as a **Bicycle Street** in Burlington's 2011 Transportation Master Plan and Complete Street Guidance. The Bicycle Street classification means that the corridor should include five-foot minimum bike lanes and narrowed travel lanes. Under this category, travel lanes can be as narrow as ten-feet. Traffic calming measures are also encouraged on Bicycle Streets.

In addition, Intervale Road and/or the intersection of Intervale Road and North Prospect Street at Riverside Avenue has been identified as an area of interest in the following studies.

The **PlanBTV Walk Bike Master Plan**¹ suggests an advisory lane to improve bicyclist safety on Intervale Road. This treatment is usually used on low-volume roads and warns drivers to the likelihood of encountering a cyclist on the road.

The **2017 Winooski Transportation Master Plan**² proposed a new path along the Railroad Right-of-Way which would connect Clifford Street and River Street with Intervale Road via a pedestrian bridge adjacent to the rail bridge across the Winooski River.

Chittenden County Active Transportation Master Plan³ identifies Intervale Road as a connection to an existing facility which is part of the "Cycle the City" network. It is also noted that Intervale Road is ranked as a high feasibility corridor for implementation of bicycle and pedestrian improvements.

¹ PlanBTV Walk Bike Master Plan, DuBois & King, et. al. Burlington, VT. 17 March 2017

² 2017 Winooski Transportation Master Plan, VHB. Winooski, VT. March 2017.

³ Chittenden County Active Transportation Master Plan, CCRPC. Winooski, VT. 19 April 2017.

2 Existing Conditions

The first phase of this feasibility study is to gather information to provide a clear picture of the existing state of Intervale Road. The existing conditions assembled for this study include topographic, boundary mapping, and geometric information, traffic volumes, crash data, natural resources, and the surrounding characteristics of the area. A robust knowledge of the existing conditions helps to create more realistic and feasible alternatives which are evaluated as a later step in the project scoping process.



Existing Roadway and Traffic Data

Right of Way (ROW): 3 rods (49.5 feet) from Riverside Ave to south of Gardener's Supply Company Driveway

2 rods (33 feet) north of Gardener's Supply Company Driveway

Roadway Length:

- Asphalt – 1,500 feet
- Gravel – 3,000 feet

Roadway Geometry: Varies between 18 – 28' of pavement width with no striping

Speed Limit: 25 mph

Surrounding Characteristics:

- Utility poles on east side of road and switches to west side 300 feet north of railroad crossing
- Railroad crossing 950 feet north of Riverside Avenue

Pedestrian Facilities: None

Bicycle Facilities: None

Land Uses:

- Burlington Electric McNeil Generating Station
- Gardener's Supply Company Store and Headquarters
- Intervale Farm and Trailhead Access
- Burlington Community Gardens
- City of Burlington Water Division Soil Yard



Figure 3: Intervale Road (Looking North from Railroad Tracks)

Intervale Road has a posted speed limit of 25mph and no on-road striping for lane assignments.

Crash Data

Between 2012 and 2016, there were three reported crashes on Intervale Road. Two of these crashes resulted in property damage only. One crash resulted in an injury and none involved a cyclist or pedestrian. This area is not listed as a High Crash Location by VTrans for this time period⁴.

Cultural and Natural Resources

A desktop review of cultural and natural resources found the following natural resources in the project area:

- Significant wetlands are located along the Winooski River and in northern Intervale Community Farm fields;
- A closed wood ash landfill is located in the northwest corner of the McNeil Generator Station Property;
- Significant Natural Community of Silver Maple-Ostrich Fern Riverine Floodplain Forest.

A map of all natural resources in the area can be seen in Figure 4. A full-size map can be found in the appendix.

Events at the Intervale

Throughout the year, the Intervale Center hosts a variety of events such as Summervale, Wintervale, weddings, and agricultural events. In 2017, there were an average of over 800 people in attendance at each Summervale event. A traffic count done by VHB found that approximately 30% of Summervale attendees walked, 10% rode their bike, and the rest arrived by car.

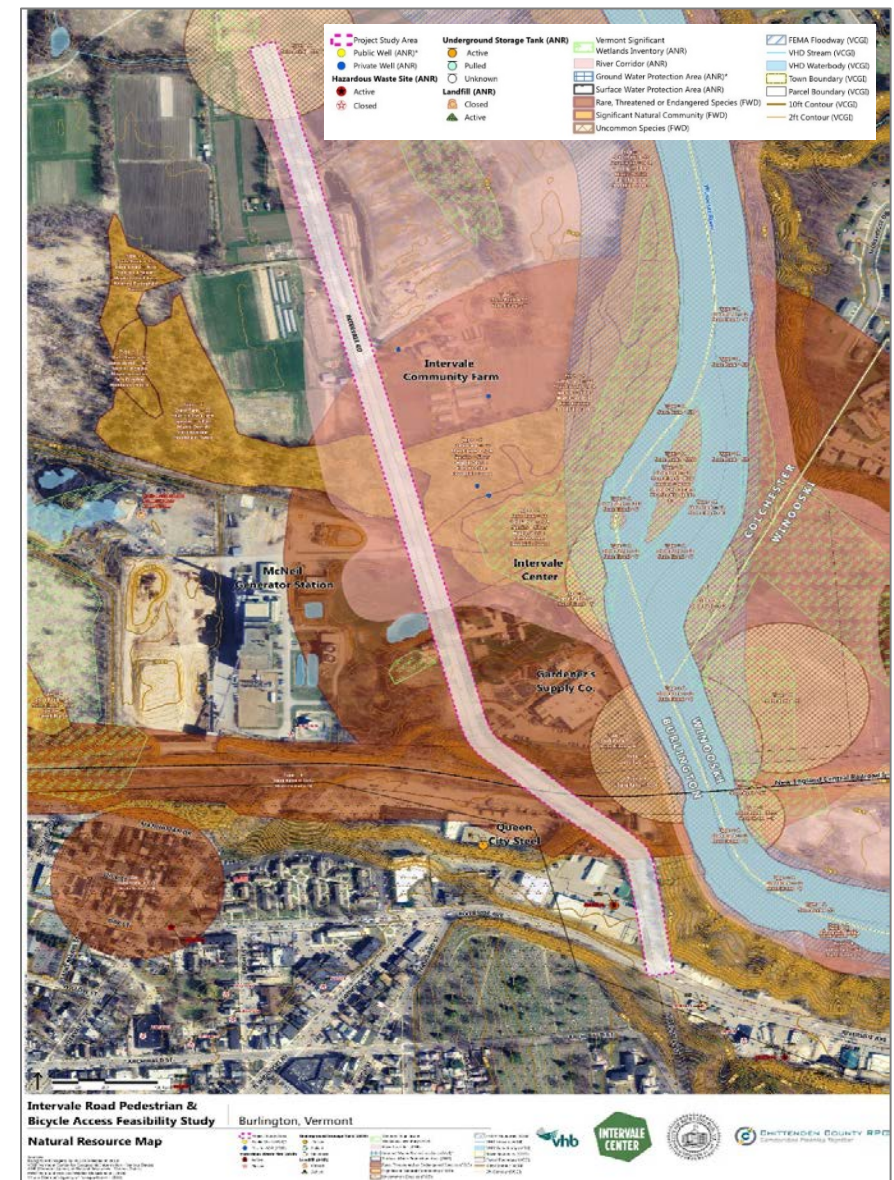


Figure 4: Natural Resource Map

⁴ High Crash Location Report: Sections and Intersections (2012-2016), Vermont Agency of Transportation, Office of Highway Safety Division, August 2017.

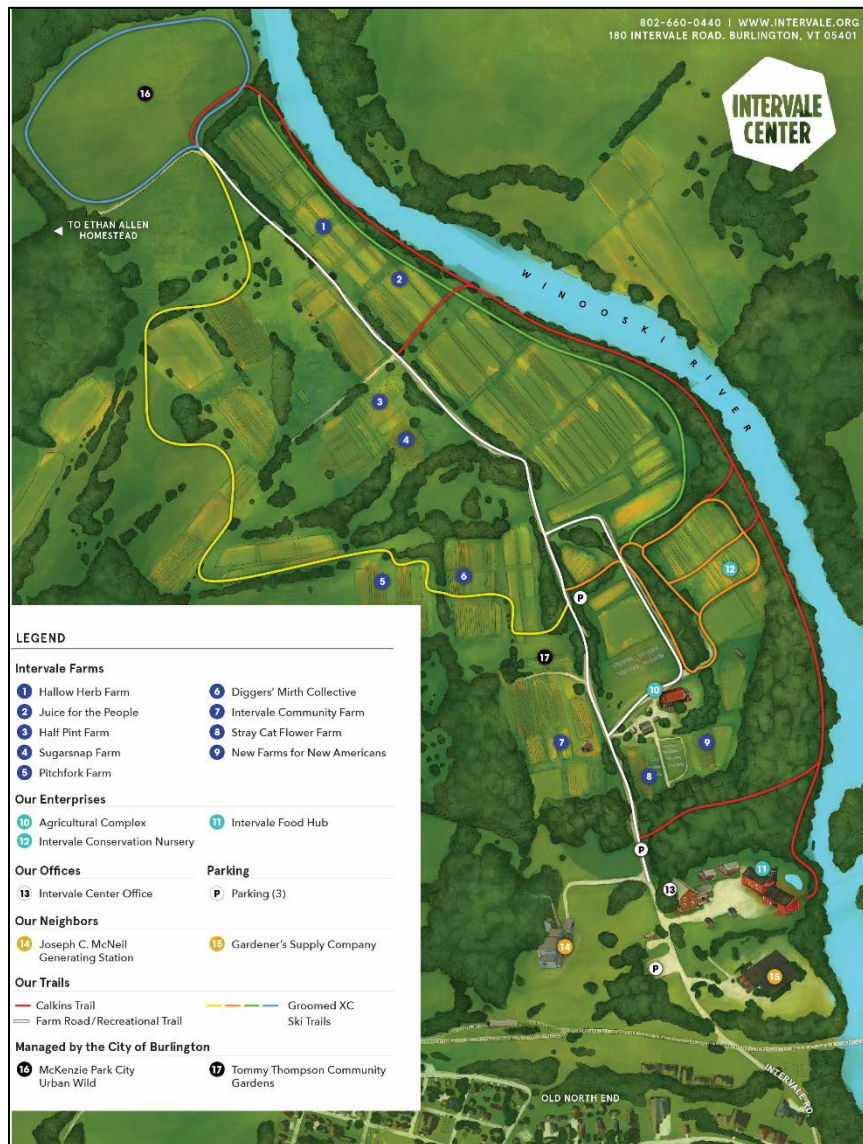


Figure 5: Intervale Trail Map

The Intervale Trail System meanders near the Winooski River with opportunities to connect through various farms. (Image courtesy of the Intervale Center)

Intervale Trail Network

The Intervale Center has an existing robust trail network which provides access to the Winooski River corridor and connects many of the farms within the Intervale. The Intervale bike path begins at the end of Intervale Road and continues to the Ethan Allen Homestead in the New North End of Burlington. A map of the current Intervale Trail Network can be seen to the left.

Alternatives for the gravel section of Intervale Road are intended to be able to interact easily with the existing trail network by providing access to the commonly used trailheads.

Winooski Valley Parks District

Salmon Hole Park and the Riverwalk Trail are located along the Winooski River southwest of the Winooski One Hydro Dam. The Riverwalk Trail is 0.8-mile trail connecting Salmon Hole Park on Riverside Avenue to a scenic viewing area near the southern end of Intervale Road.

Burlington Community Garden

The Tommy Thompson Community Garden began in 1975 and is named after Tommy Thompson, who started the Community Garden initiative in Burlington. This garden is home to 150 plots maintained by over 300 gardeners and is part of a vibrant network of 14 community gardens across Burlington.

Joseph C. McNeil Generating Station

The McNeil Generating Station is co-owned by Burlington Electric Department, Green Mountain Power, and Vermont Public Power Supply Authority. The generating station generates approximately 50 megawatts of electricity and operates mainly on wood chips which come from within 60 miles of the station.

3 Alternatives Analysis

The alternatives analysis process involves the development of design alternatives for both the paved segment and the gravel segment of Intervale Road. These designs were developed in concert with the Project Steering Committee and then evaluated through various means: public input, stakeholder comment, and a technical evaluation matrix. These methods of evaluation were then reviewed by the Steering Committee to arrive at a locally preferred alternative.



Planning and Design Criteria

At the onset of the alternatives development process, planning and design criteria were assembled from various sources. These criteria provided the basis for design to ensure that the alternatives presented in this study are feasible and correlate with the existing standards for the City of Burlington and State of Vermont. The criteria selected includes preferred lane width, sidewalk width, and stopping sight distance. The major sources used for this study are *A Policy on Geometric Design of Highways and Streets* and *The City of Burlington's Complete Streets Guidance*. A copy of the planning and design criteria table is shown in Table 1.

Public Participation

Public input was gathered at multiple points throughout the planning, design, and evaluation stages of this study. A Local Concerns Meeting was held on January 1, 2018 to gather initial thoughts on potential alternatives to be considered in this study. On June 18, 2018, a second public meeting was held to solicit feedback on the alternatives which were a result of public, advisory committee, and technical input. This meeting was held at the Intervale Center and provided an interactive opportunity for the public and Intervale stakeholders to see the alternatives, ask questions of the project team, and provide their thoughts on their preferred alternative. Copies of the public comments received at this meeting can be found in the Appendix.

Table 1: Planning and Design Criteria

	Intervale Road	Standard Reference
AADT (2003)	1,300	
Complete Street Classification	Bicycle Street	(2)
Posted Speed Limit	25 mph	
Stopping Sight Distance	155 feet	(1)
Lane Width		(2)
Minimum	10 feet	
Existing	14 feet unstriped	
Planting Strip		(2)
Minimum Width	5 feet	
Existing	None	
Sidewalks		(2)
Minimum Width	5 feet	
Existing	None	
Bike Lanes		(2)
Minimum Width	5 feet	
Existing	None	

- (1) *A Policy on Geometric Design of Highways and Streets, 6th Ed.* American Association of State Highways and Transportation Officials, Washington, DC. 2011.
- (2) *Burlington Complete Streets Guidance, Draft.* Burlington Department of Public Works, January 2013.

Asphalt Segment of Intervale Road

The asphalt segment of Intervale Road goes from Riverside Avenue at the southern end and continues north for approximately 1,500 feet to the McNeil Generator Station Driveway. Three alternatives were created for this section of roadway and are presented in the following sections.

Alternative 1

The first alternative analyzed along the paved section of Intervale Road involves the addition of striping to the existing roadway without any additional construction. No pedestrian accommodations are included as part of this alternative.

The striping includes center yellow lines, white edge lines, and shared lane markings for bicycles. The striping is intended to keep vehicles on the proper side of the roadway, particularly around the curves, and provide increased visibility for bicyclists along the roadway. In addition to striping, new signage is proposed to further increase bicyclist and pedestrian visibility. A cross section of this alternative is shown in Figure 6.

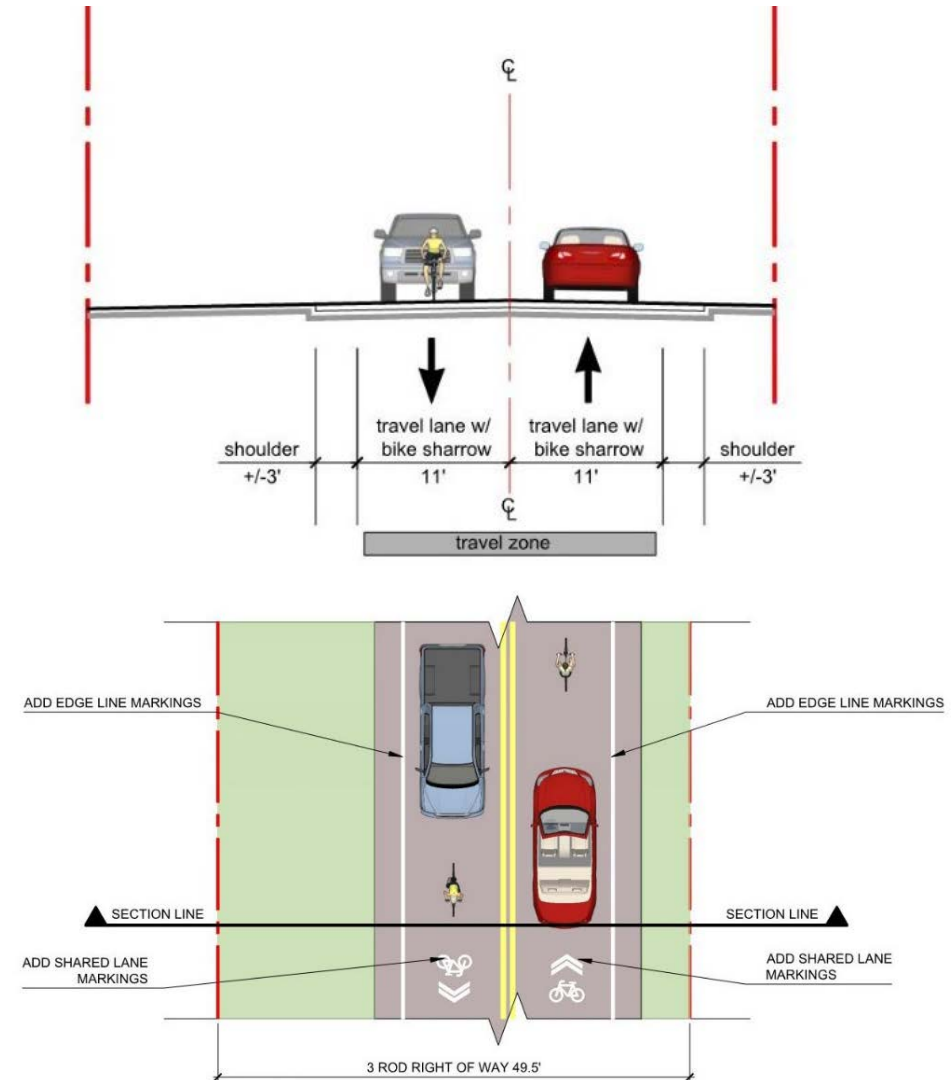


Figure 6: Alternative 1 (Asphalt Segment)

Alternative 2

The second paved segment alternative includes the widening of Intervale Road to the west to accommodate construction of a shared use path as shown in Figure 7. The proposed travel way is made up of a two-foot eastern shoulder, two 11-foot travel lanes with "sharrows", a three-foot striped buffer which may include physical barriers such as bollards, curb, or planters, and an at-grade eight-foot shared use path. At two points along the corridor, the shared use path cuts into a steep slope and requires new retaining walls in both of these areas. The western side of the road was selected for the shared use path as there is less earthwork required for construction and provides greater separation for vulnerable users from trucks travelling downhill at higher speeds.

The intent of this alternative is to increase visibility and provide separation for bicyclists and pedestrians along the corridor at a lower cost. Drivers should be more aware of cyclists who choose to use the road through the inclusion of the shared lane markings in the travel lanes and signs along the roadway. PlanBTV Walk Bike recommended advisory lanes along this corridor but this was not advanced after receiving feedback on the high volume of trucks along this corridor servicing the McNeil generating station.

For pedestrians and bicyclists who do not feel comfortable on the road, a separated facility is provided in the form of a shared use path on the western side of the roadway. As with Alternative 1, center line and edge line markings are recommended.

The current Right-of-Way along Intervale Road varies from 3-rod (49.5 feet) to 2-rod (33 feet) as the roadway travels north. When the ROW narrows to 33 feet, an expansion of the ROW would be required to accommodate the shared use path on the western side of the roadway. This expansion would occur on City owned property. These impacts are shown in the alternative plans provided in the Appendix.

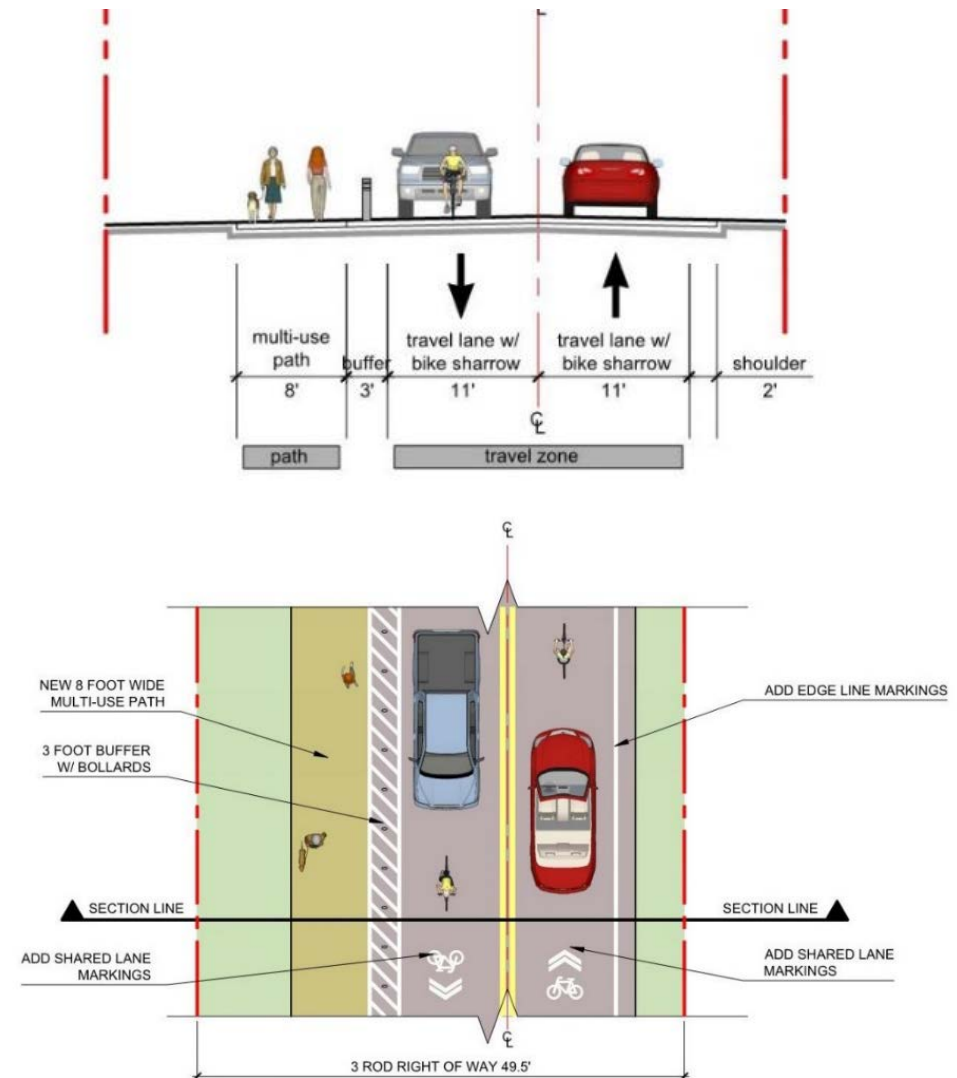


Figure 7: Alternative 2 (Asphalt Segment)

Alternative 3

The third paved alternative includes the most robust changes and improvements to the roadway. The changes associated with this alternative are the inclusion of a curb-separated ten-foot shared use path with three-foot vegetated buffer and the striping of two 11-foot travel lanes with shared use markings in both directions. This alternative requires the construction of closed drainage infrastructure to accommodate stormwater runoff. As with the second alternative, the shared use path cuts into a steep western slope at two points along the corridor and requires retaining walls in these locations. A cross-section of this alternative is shown to the right.

This alternative also focuses on the improved visibility and separation from vehicles for vulnerable users which was mentioned in the previous alternative. The intention of this alternative is that cyclists that are comfortable on the road will continue to use the road and drivers will be made more aware of their presence through the inclusion of shared use pavement markings and improved signage. All pedestrians and any cyclist not comfortable using the road would have a wider shared use space that could accommodate all of these modes. It is also recommended that pedestrian-scale, ornamental lights be included in the vegetated buffer to improve visibility of roadway users as well as improve aesthetics along the roadway.

The current Right-of-Way along Intervale Road varies from 3-rod (49.5 feet) to 2-rod (33 feet) north of the Gardener's Supply driveway. When the ROW narrows to 33 feet, an expansion of the ROW would be required to accommodate the shared use path on the western side of the roadway. Again, this expansion would occur on City owned property. These impacts are shown in the complete plans provided in the Appendix.

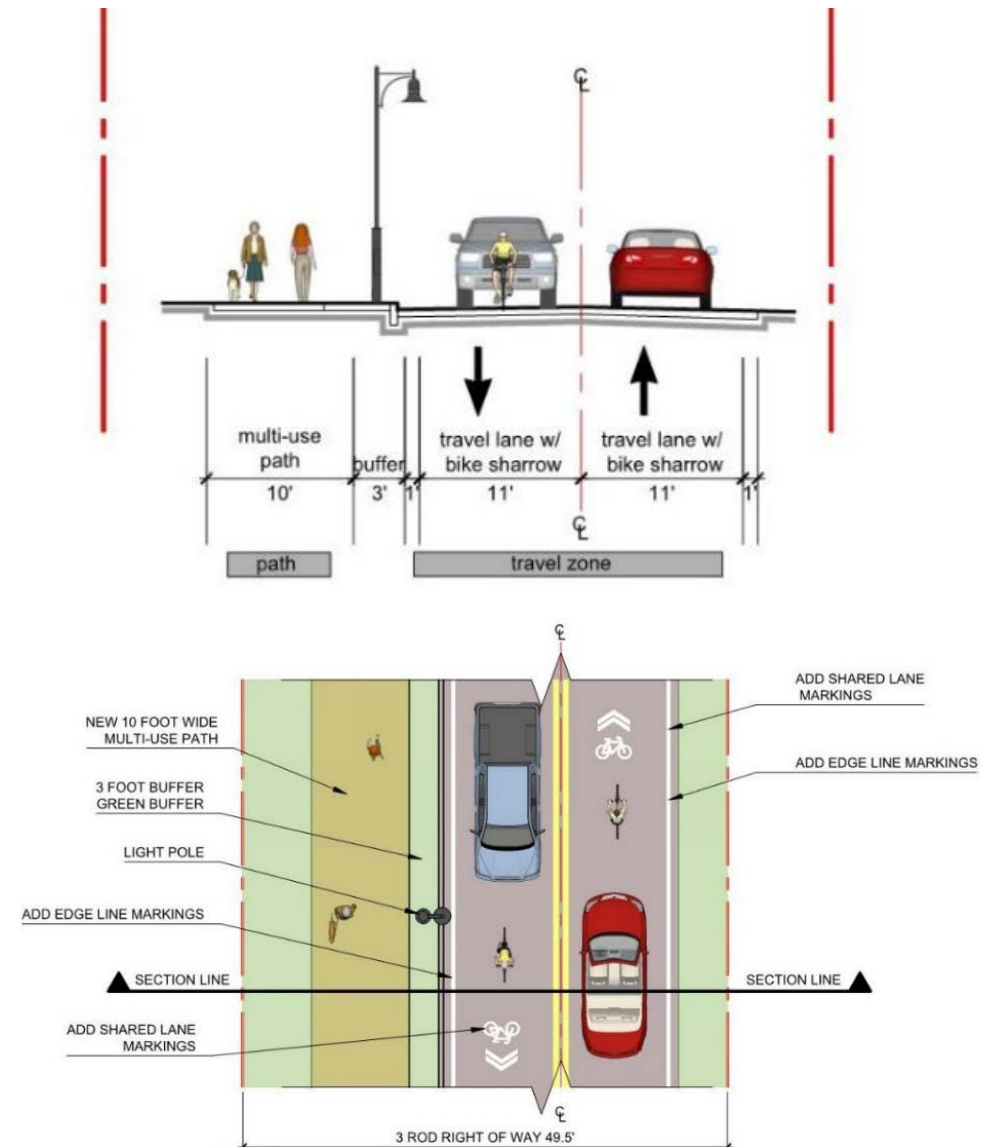


Figure 8: Alternative 3 (Asphalt Segment)

Gravel Segment of Intervale Road

The gravel segment of Intervale Road is approximately 3,000 feet in length and goes from the McNeil Generating Station driveway to the Pent Gate at the end of the City of Burlington's Right-of-Way. The two alternatives analyzed for this segment of roadway are summarized in the following sections.

Alternative 1

The first alternative proposed for the gravel section of Intervale Road involves maintaining the current road width and creating a natural barrier along the roadway between a five-foot pedestrian space and a narrow vehicle travel space. This barrier could be created using large planters, boulders, or bollards which would be spaced such that a vehicle could pull into this space to allow for passage of vehicles in the opposing direction. This configuration may present challenges for large farm equipment.

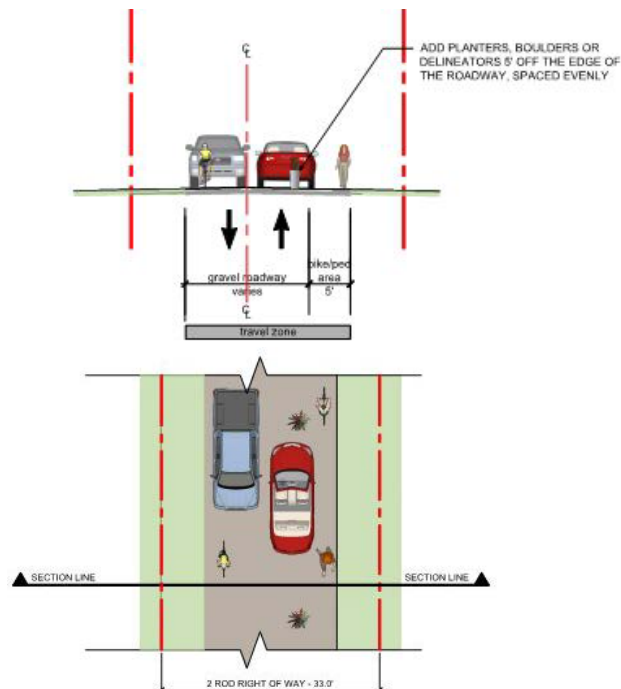


Figure 9: Alternative 1 (Gravel Segment)

Alternative 2

The second alternative along the gravel portion of the roadway proposes the construction of a five-foot separated stone dust path on the eastern side of the roadway. The western edge of the path would be offset five-feet from the edge of the gravel roadway with variations along the alignment to avoid any large legacy trees. The eastern side of the roadway was chosen for this design because most trailheads and parking areas are located on the eastern side of the road. As the current Right-of-Way is only 33-feet wide, the path would be almost entirely on Intervale Center property. This would either require a partnership between the City and the Intervale or the City to expand its ROW lines to include the path or the Intervale Center could construct the path entirely outside the ROW and be responsible for future maintenance.

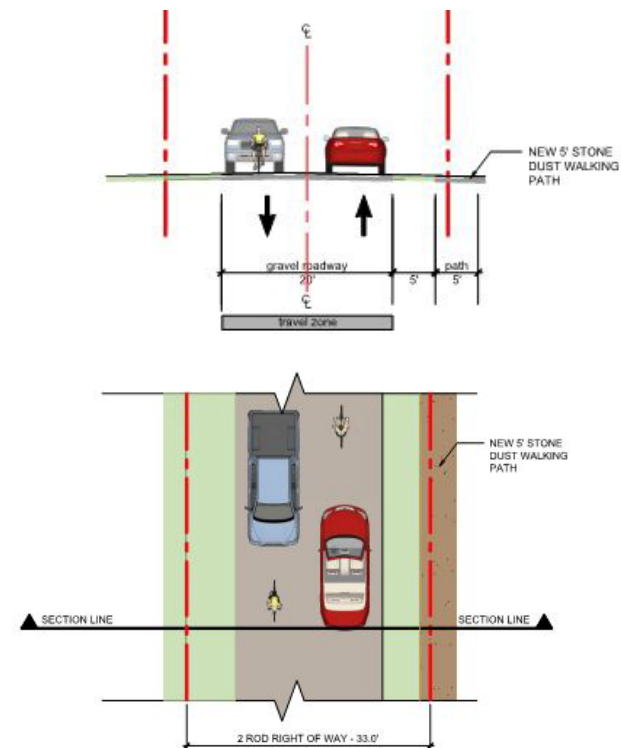


Figure 10: Alternative 2 (Gravel Segment)

Evaluation Matrix

The evaluation matrix shown in Figure 11 on the following page uses an objective approach to score each alternative based on expected costs, improvements to safety and access, environmental impacts, and permitting needs.

Costs

Costs for each alternative were calculated using pay item unit costs provided by VTrans or from previous projects and bid histories. The total estimated costs, including construction, engineering, permitting, and contingency for each alternative are as follows:

- Paved Alternative 1 - \$10,000
- Paved Alternative 2 - \$960,000
- Paved Alternative 3 - \$1,670,000
- Gravel Alternative 1 - \$9,000
- Gravel Alternative 2 - \$230,000

Engineering

This section of the matrix discusses changes in access, safety, and ROW impacts for each alternative. Bicycle and pedestrian access are improved in nearly every alternative to some extent for the paved segment of Intervale Road. The improvements range from pavement markings at the least to fully separated areas at the best. Bicycle access is not expected to change for the second gravel alternative as it is anticipated bicyclists will continue to use the roadway. As discussed in previous sections, there are expected ROW impacts for all alternatives, except for the first alternatives along both segments of roadway.

Impacts

The impact section of the of the Evaluation Matrix evaluates archeological, historical, hydrologic, and ecologic impacts based on the proposed construction. These impacts are estimated based on a desktop review of existing GIS data available in the area and field

investigations. There will likely be archeological impacts for all alternatives, except for the first paved and gravel alternatives as The Intervale is an area with known archeological resources. There are potential impacts to the floodplain, wetlands, and various fish and wildlife species with any construction in this area due to the proximity to the Winooski River.

Local Criteria

Aesthetics and Community Character were evaluated on a more subjective level for each alternative. The inclusion of pavement markings in Alternative 1 is not going to change the aesthetics of the area but all other alternatives will improve the character and aesthetics at some level. This was evaluated based on the creation of and access to community areas along Intervale Road. The third alternative for the paved section was assumed to highly improve both aesthetics and community character by creating a welcoming environment for all roadway users and improving aesthetics through ornamental lighting, plantings, and other features.

Figure 11: Evaluation Matrix

			Asphalt Segment (Riverside Avenue to McNeil Plant)			Gravel Segment (McNeil Plant to Pent Gate)	
		No Build	Alternative 1 Shared Lanes	Alternative 2 Shared Lanes + 8' Path	Alternative 3 Shared Lanes + 10' Path + Lighting	Alternative 1 Shared Road w/ Dividers	Alternative 2 5' Aggregate Path
Costs	Engineering, Permitting, Construction Inspection	\$0	\$2,000	\$150,000	\$410,000	\$0	\$40,000
	Roadway/Path Construction	\$0	\$8,000	\$810,000	\$1,260,000	\$9,000	\$190,000
	Total*	\$0	\$10,000	\$960,000	\$1,670,000	\$9,000	\$230,000
Engineering	Typical Section	No Change	11' Shared Use Lanes Striped Shoulders (1'-3')	11' Shared Use Lanes 3' Striped Buffer 8' Shared Use Path	11' Shared Use Lanes 3' Curbed, Landscaped Buffer 10' Shared Use Path	+/- 15' Unstriped Gravel Roadway 5' Separated Bike/Ped Area	+/- 20' Unstriped Gravel Roadway 5' Natural Pathway with 5' Separation from Roadway
	Bicycle Access	No Change	Shared Use Lane Markings	Shared Use Lane Markings 8' Shared Use Path	Shared Use Lane Markings 10' Shared Use Path	Separated Area	No Change
	Pedestrian Access	No Change	Delineated Shoulders	Shared Use Path	Curb Separated Shared Use Path	Separated Area	Separated Walkway
	Vehicle Safety	No Change	Narrowed Lanes	Narrowed Lanes	Narrowed Lanes	Narrowed Lanes	No Change
	ROW Impacts	None	None	Minor Shared Use Path encroaches on private property from Gardener's Supply Company driveway to Intervale Center Entrance	Minor Shared Use Path encroaches on private property from Gardener's Supply Company driveway to Intervale Center Entrance	None	Minor All impacts occurring on Intervale Center land which has shared interest in a partnership
Impacts	Agricultural Lands	None	None	None	None	None	Likely
	Archaeological	None	None	Likely	Likely	Likely	Likely
	Historic	None	None	None	None	None	None
	Hazardous Materials	None	None	None	None	None	None
	River Corridor	None	None	Potential	Potential	Potential	Potential
	Fish & Wildlife	None	None	None	None	None	None
	Rare, Threatened & Endangered Species	None	None	Potential	Potential	Potential	Potential
	Wetlands	None	None	Potential	Potential	Potential	Potential
	New Impervious Surfaces	None	Very Minor	Yes	Yes	None	Yes
Stormwater Accommodations	No Change	No Change	No Change	Curb and Closed Drainage Added	None	None	
Local	Aesthetics	No Change	No Change	Improved	Highly Improved	Improved	Improved
	Community Character	No Change	No Change	Improved	Highly Improved	Improved	Improved

* Total estimated cost includes 25% contingency. Does not include right-of-way costs.

4 Preferred Alternative

Based on the Evaluation Matrix and public input, the Steering Committee concluded that the preferred alternative is Alternative 3 along the asphalt segment and Alternative 2 along the gravel segment of Intervale Road. This chapter discusses the logistics of implementation and presents recommendations for future efforts related to this project.



Paved Section of Roadway

The preferred alternative selected for the paved section of Intervale Road is Alternative 3 which includes a curb separated ten-foot shared use path, a mostly reconstructed roadway with new pavement markings, two retaining walls, and ornamental features in the vegetated buffer.

Right-of-Way Impacts

As was previously described, the ROW narrows from 49.5-feet to 33-feet south of the Gardener's Supply Company driveway. At this point, the proposed shared use path encroaches onto property outside of the ROW. In this location, the property is owned by the City of Burlington and can be constructed on without any property acquisition. It is recommended that the official ROW lines be expanded to 49.5-feet for approximately 800-feet through this area for consistency. It can then return to 33-feet at the beginning of the gravel roadway.

Implementation Plan

This alternative has the most comprehensive improvements of all of the proposed alternatives and the components of this design could be implemented using a phased approach if the project could not be funded as a stand-alone project. Elements that could be constructed separately are described below with approximate costs. The costs shown here include design, permitting, construction, and a contingency. If the elements were to be constructed separately, the costs would be higher.

- Shared Use Path (with or without curb) and retaining walls - \$800,000 - \$1,000,000
- Curbed Vegetated Buffer (with or without lighting and amenities) - \$200,000 - \$700,000
- Roadway Reconstruction with Updated Pavement Markings - \$300,000

Total Cost

The total cost for the preferred alternative includes a ten-foot curbed shared use path, partial roadway reconstruction, two retaining walls, an upgraded railroad crossing, new crosswalks at the Intervale Center, and landscaping for the greenbelt. In addition to the material costs, there is also a 25% contingency, 15% mobilization and traffic control, 15% engineering and design, and 10% resident construction engineering incorporated into the total cost. The total costs for the preferred design is \$1,670,000. A detailed cost estimate is provided in the Appendix. As previously mentioned, this could be phased if the entire sum is not readily available. It is recommended that the City add the Intervale Road bicycle and pedestrian improvements to their list of projects and begin applying for funding for the design and construction of the proposed project.



Figure 12: CAD Sketch of the Preferred Alternative at New England Central Railroad Crossing

Gravel Section of Roadway

The preferred alternative selected for the gravel section of Intervale Road is Alternative 2 which includes a five-foot stone dust path on the eastern side of the roadway and a regrading of Intervale Road. The edge of the path is separated five-feet from the edge of the gravel roadway.

Right-of-Way Impacts

As was previously described, the ROW is 33-feet wide along the gravel section of Intervale Road. The proposed path is located entirely on Intervale Center property. In order to build the path as a public utility, the ROW would have to be widened or an easement would have to be acquired. If the path were to be constructed and maintained by the Intervale Center, they would be solely responsible for all capital, operating, and maintenance costs.

Implementation Plan

This alternative only contains one element, so it would be constructed at once, unless the length of the path was created in segments. Discussions with the Intervale Center indicated that there is a possibility of this being constructed in the near future if it were to be built as a volunteer effort. The Intervale often hosts volunteer days for local companies or farmers and this path could be constructed as labor and materials are available.

Total Cost

The total cost for the preferred alternative includes a five-foot stone dust path and tree trimming and thinning. In addition to the material costs, there is also a 25% contingency, 15% mobilization and traffic control, 15% engineering and design, and 10% resident construction engineering included in the total cost. The total costs for the preferred design is \$230,000. A detailed cost estimate is provided in the Appendix. As previously mentioned, this could be done using volunteers and would therefore dramatically reduce costs. Material costs are estimated at approximately \$150,000.

Path Ownership Implications

As mentioned, this path could be owned and maintained by either the City or the Intervale Center. If the City were to own and maintain the path, the design would have to follow standards set forth by the state, federal government, and the Americans with Disabilities Act. These standards require stricter conformance to preferred grades and material specifications to ensure universal accessibility.

If the Intervale Center were to own and maintain the path, these standards would not have to be complied with and it could be treated like other trails which already exist on the property.



Figure 13: CAD Sketch of the Preferred Alternative



Burlington Public Works Public Engagement Plan

Robert Goulding, Public Information Manager
Nicole Losch, Senior Planner

BACKGROUND

Public Engagement Plan

Final Presentation to DPW Commission,
October 2017

Final Presentation to City Council, December
2017

Modified (*sidewalk notifications*), April 2018

April 2018



We sustain Burlington's infrastructure and environment by delivering efficient, effective and sustainable public services.

Public Engagement Plan

OVERVIEW

Best practices, public safety, regulatory requirements and the needs of the community inform every decision we make. DPW undertakes a variety of projects and performs a variety of services in Burlington. Finding the right ways to reach the community and providing opportunities for the community to reach us are essential elements of effective public engagement. This engagement strategy will be tailored to meet the needs of our city.

Burlington is a dynamic and diverse city with residents who deserve and expect well-planned, well-built and properly maintained infrastructure. As Vermont's largest city, with a population of over 40,000, Burlington has a wide range of residents, business owners, residents, commuters and tourists who come to rely on DPW provided services and infrastructure. From recycling and street maintenance to the implementation of long-term capital projects, our residents and visitors should have meaningful opportunities to be informed, to provide input and to make recommendations to DPW's planning process.

This plan uses the Community, Economic, and Development Office's (CEDCO) civic engagement framework as a guide and directly references their "Core Values of Civic Engagement" below, and provides a step around helping DPW achieve its public engagement goals while continuing to serve Burlington. This plan will evolve as public engagement needs expand and as DPW and the community refine the public engagement process.

¹ These are cited directly from a the CEDCO civic engagement document and are based on a meeting Alexandria, Virginia previously published.

Decision-Making

- Public Safety
- Best Practices
- Regulatory Requirements
- Needs of the Community

Core Values

- Transparency
- Mutual Accountability
- Easy Participation
- Meaningful Engagement
- Inclusiveness & Equity
- Respect
- Evaluation

Goals

- Communicate what we do
- Provide opportunity for input
- Set expectations for feedback

Strategic Initiatives

- Strengthen Public Engagement + Standardization
- Reflecting the City's Diversity
- Online Presence
- Quick-Build

Determining Levels of Engagement

1. Who is positively impacted from the project?
2. Who may be negatively impacted and for how long?
3. What are the main concerns, issues and interests of the community?
4. Will any individuals, institutions or groups be disproportionately impacted?
5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
6. Are there any linguistic or cultural barriers to engaging with impacted residents?

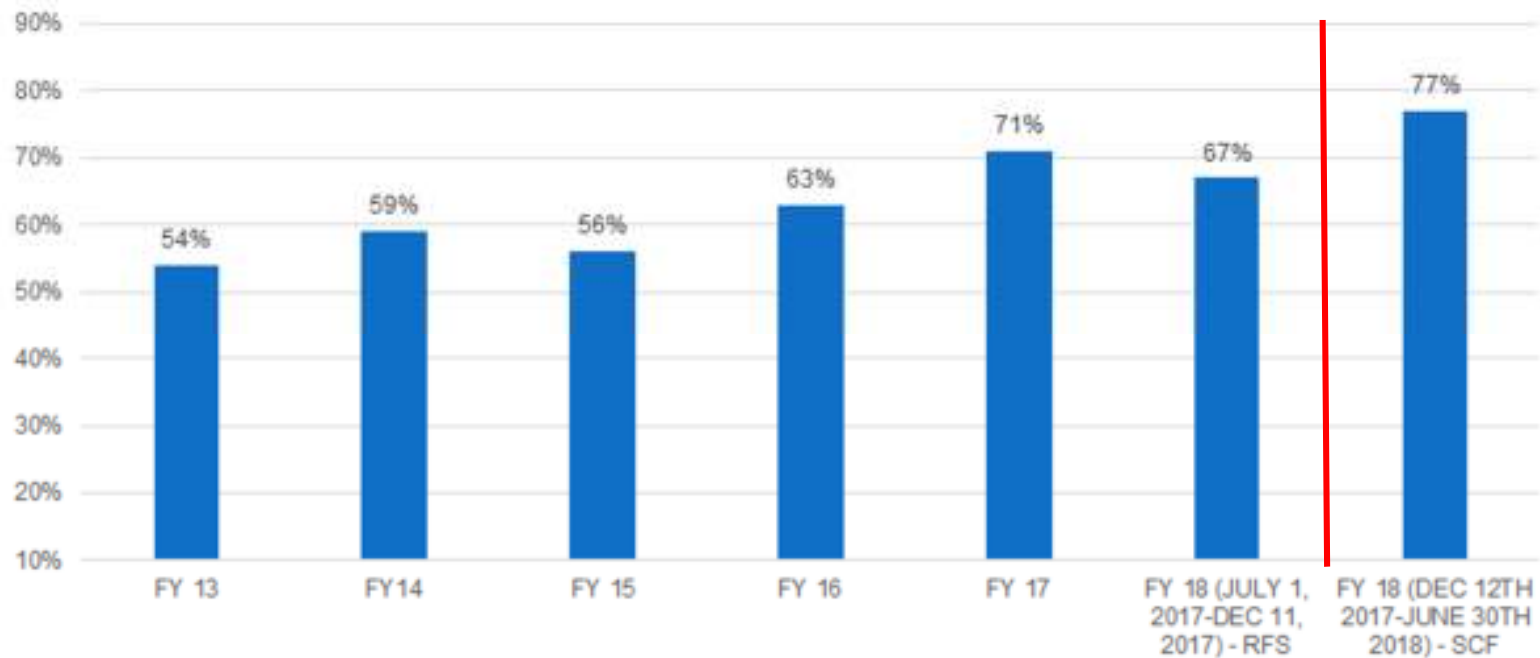
Levels of Engagement

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
<i>Engagement strategies may be needed at many levels, depending on the project or its phase.</i>	Provide the public balanced and objective information.	Obtain public feedback (usually indirectly) on analysis, concepts/alternatives, or decisions.	Work directly with the public to understand concerns and aspirations as they are considered for the project.	Co-lead the project in partnership with the public on each aspect of the decision.	Place the final decision in the hands of the public.
Project Types	Minor Maintenance Adapting Standards Sidewalk Re-construction	Quick-Build Major Maintenance/Road	Traffic Regulation Change Street Redevelopment New Sidewalks	Scoping / Feasibility Studies Corridor Studies	Traffic Calming Special District Projects
Role of the DPW	Share information. Ensure public safety, access, and utility of basic public services that do not have regulatory impacts or change the line/grade of a road.	Indirectly engage the public. Improve public safety, implement projects that have no regulatory impact or impact on traffic distribution.	Directly engage the public. Implement public safety and/or access improvements through regulatory changes or through full reconstruction of a roadway or intersection.	Collaborate to identify a preferred alternative. Facilitate a conversation about transportation improvements.	Ask questions and provide information for informed decision making. Distribute impartial information, usually after engaging the public across the entire spectrum of

Measurement & Evaluation

- See Click Fix & Social Media Responsiveness
- Social Media User Growth
- Website
- Media Coverage
- Annual Internal Review, re: Equity
- Feedback from City Council & Public Works Commission

Customer Service: % of Requests Closed Within SLA by Fiscal Year



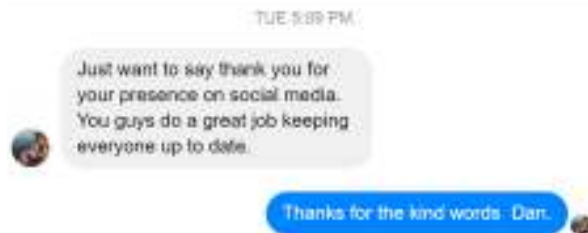
NOTES:

- For FY 13-17, RFS data is exclusively used
- FY 18: Transition to full See Click Fix usage on 12/12

Online Engagement & Community Feedback

**Humor & Candor,
Engaging w/ followers on
all topics**

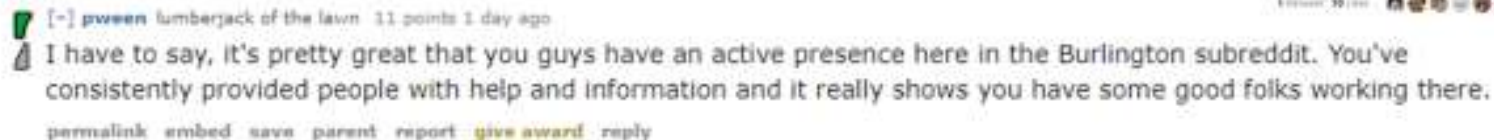
Direct Messages of support



Using Technology



Finding new opportunities to reach people



Front Porch Forum: An Integral Tool

2018: 53 Front Porch Forum Posts (up from 37)

Constrained by 2 citywide posts per month, but do try to amplify with neighborhood specific posts and replies

Re: Fixes for Infrastructure and Traffic Needed Now

[View post](#) Customer Service - dpw.pdw@burlingtonvt.gov • Dept. of Public Works, Burlingt

Posted to: The Addition

Feb 3, 2018

Discussion

We want to offer a response to the valid concerns raised by this original post yesterday (2/6/18). First and foremost, we are incredibly sad to have heard about the accident. While we have not heard updates, we hope everyone is safe. We sent out a citywide FPF post on Thursday 2/1 with an update on our strategic planning regarding road improvements, and want to ensure everyone has seen that. I am sharing that again below. I believe it addresses some of the concerns raised. We will be taking fuller corrective action in spring - when weather and temperatures will allow it, and when hot asphalt is available. In the meantime, we will continue pursuing new solutions and evaluating all options to improve these weather-degraded roads.

Thank you all for your concern, reports and patience. We hope to update you again soon.

...
The Department of Public Works is considering all options to improve the significant weather-related problems affecting some of Burlington's roads. This includes important commuting and commercial streets, like Colchester Avenue, North Avenue, Pine Street and Plattsburg Avenue, among others. Our region, state and city have seen an accelerated and intensified problem this year due to nearly record cold and freeze-thaw cycles.

As residents and employees, we use these same roads and share your concerns with the winter road conditions on these streets. We appreciate every report you've made to us about the roads, as it helps us quickly identify problematic stretches, and we are grateful for trusting us to steward your infrastructure. Due to the voter-approved Sustainable Infrastructure Bond in November 2016, we have been able to double our annual paving budget and lane miles paved per year. In an effort to provide further transparency, we want to share with you our framework for how we will apply our resources to improving these road conditions.

Winter Maintenance

- We continue to patch potholes - those pavement problems that are deep enough in which the available winter material ("cold patch") can be suitably packed in to "hold" through additional bouts of winter weather and travel impacts. When the temperature drops below freezing and when pavement temperatures are consistently low, more effective methods than cold patch are unavailable.
- The "deterioration" (shallower depressions that are longer and wider than a typical pothole) we are experiencing on Pine Street, and other streets, does not respond well to "cold patch." We are trying a novel

Non-Traditional Online Engagement



Social Media User Growth

Facebook Account	Follows as of 8/21/2017	Follows as of 8/21/2018	Follows as of 2/9/2019
DPW	1,649	1,958	2,211
BFD			5,824
Parks			5,054
BPD			2,130
Twitter Account	Followers as of 8/21/17		Followers as of 2/9/2019
DPW	2,474	Comparison data not available	2,913
BPD			7,866
BFD			1,954
Parks			1,885

DPW Website

THE CITY OF BURLINGTON

DEPARTMENTS - PROJECTS PRIORITY INFO CALENDAR CITY COUNCIL NMA

In observance of President's Day, our offices will be closed on Monday February 18th. We will re-open during normal business hours on Tuesday February 19th.
Parking is free and recycling will be picked up.

BURLINGTON, VT
PUBLIC WORKS

Department of Public Works

Our Mission is to steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

About DPW
Snowplowing in Burlington: Construction Season F.A.Q.
Parking in Burlington
Construction Permits
Recycling & Solid Waste Collection
Water Resources: Water, Wastewater and Stormwater
Transportation Policy & Programs
Transportation Projects & Planning
Street & Sidewalk Maintenance Operations
Public Works Commissioner
Press Releases



Report Issues
Potholes, Water Service Issues, Damaged Signs, Etc.
View See Click Fix!



Contact Us
Hours, Addresses, Phone/Email, Info for DPW and Water
View Contact Info



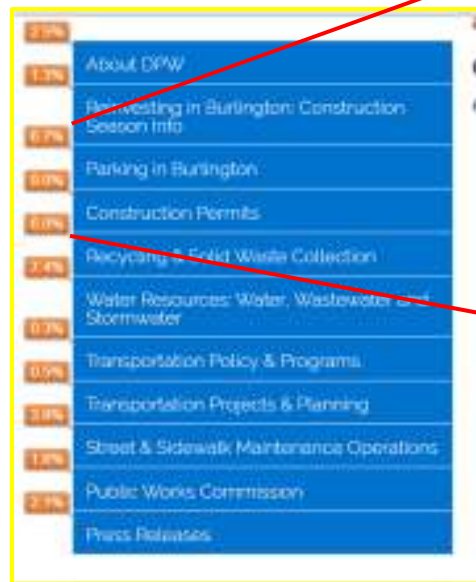
Calendar
View details on public meetings that DPW hosts or participates in
See More

WHAT'S HAPPENING AT PUBLIC WORKS

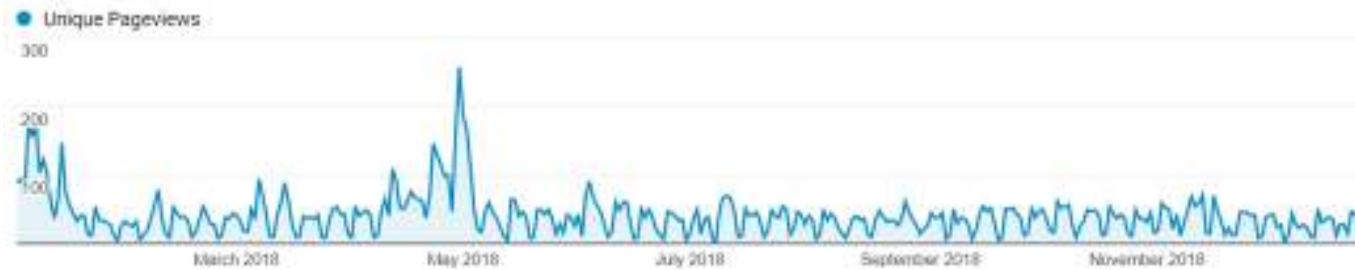
Contact DPW



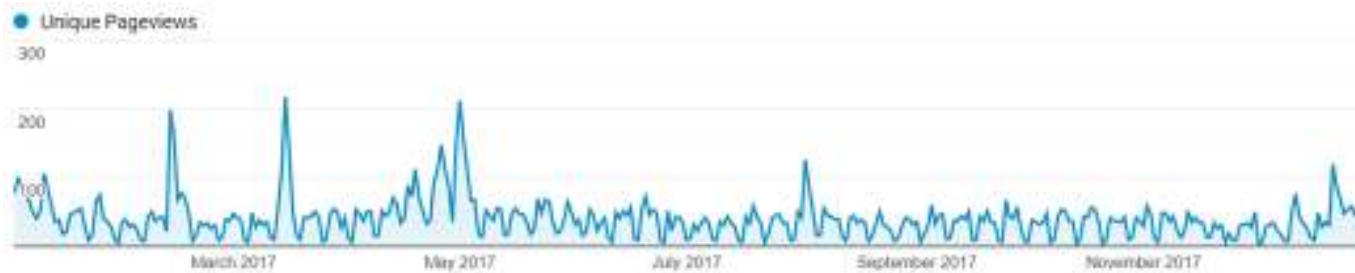
DPW Website



DPW Website



2018: 15,176 views



2017: 14,939 views

Unique Pageviews: ↑ 1.56% (YoY, CY 2017 to 2018)

Construction Portal

https://www.burlingtonvt.gov/construction

Office of the Mayor | City Council | Board of Commissioners | A-Z Directory

SELECT LANGUAGE

THE CITY OF BURLINGTON

DEPARTMENTS + PROJECTS PROPERTY INFO CALENDAR CITY COUNCIL INFO



▼ Reinvestment Projects
Under Construction
Stop Projects
Completed Projects
All Projects

Construction Portal

The schedule listed for each project is subject to change. Please email planning@burlingtonvt.gov with any questions.



2019 Projects

See all capital projects planned for 2019. This includes all paving, sidewalk, transportation, water and sewer projects.

[View Map of](#)

[View List](#)



Active

See all capital projects currently under construction in Burlington. For exact schedules, please contact 802-883-0064.

[View Map of](#)

[View List](#)



All Projects

See all projects proposed, under construction or built since passage of the local infrastructure bond.

[View Map of](#)

[View List](#)

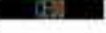


Completed

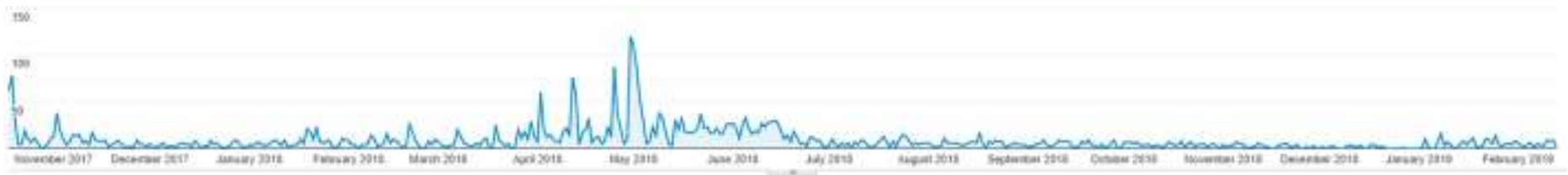
See all of the completed capital projects in Burlington since passage of the local infrastructure bond.

[View Map of](#)

[View List](#)



Construction Portal



Unique Pageviews since 10/19/17 (public launch)

- BTV Homepage: 129K
- BPD: 37K
- DPW: 20K
- Portal: 4.2K
- 2019 Goal: 10K

Media Coverage: A Year of Progress & Challenges

Proactive Pitching



Community Focus



Correcting Misinformation

Burlington responds after wastewater spill into Lake Champlain



Marketing the good news



Personalizing the workforce



Equity

- Continue improving our ability to reach and communicate with all Burlingtonians
- By nature of our work, our services do reach the entire city
- Projects chosen on technical merit

Equity

On-Going

- Recent highlights
 - Parent's University
 - AALV-sponsored meeting in NNE
 - Participated in drafting draft citywide equity report
- Transportation Accessibility
 - Quick-Build
 - ADA transition plan
 - Accessibility Committee
 - Sidewalk preventative maintenance + plowing

Opportunities

- Pursue coordinated city equity: translation services, engagement opportunities, etc
- Enhance engagement to recruit candidates of diverse backgrounds
- Finding new opportunities to reach underrepresented communities

Direct Engagement

Quick Builds, Demonstrations & Direct Engagement

Meet people in their neighborhoods

Share the project examples on the ground, rather than on paper

Multiple days, daytime and weekend outreach



Community Engagement

Kids Day, BPD BBQ, etc



Infrastructure Tours

H₂O Where Does It Come From?
Where Does It Go?

Find out first-hand on
Water Quality Day, Aug. 21

On Thursday, August 21, Burlington residents and visitors can meet the water quality experts and see the science and high-tech that protect public health and keep Vermont's water clean! Facility tours are fun, fascinating, and free.

BURLINGTON, VT PUBLIC WORKS

For tour information and directions, contact
water-reserves@burlingtonvt.gov, (802) 863-4501

- Burlington Stormwater •
Starts at ECHO Center! Tours at 8:30 a.m. and 3:30 p.m.
- Burlington Drinking Water Plant •
235 Penny Lane -- Tours at 9:45 a.m. and 2:15 p.m.
- Burlington Wastewater Facility •
53 Lavalley Lane -- Tours at 11:00 a.m. and 1:00 p.m.

Water Quality Day 2018
events are sponsored by

Corridor Studies

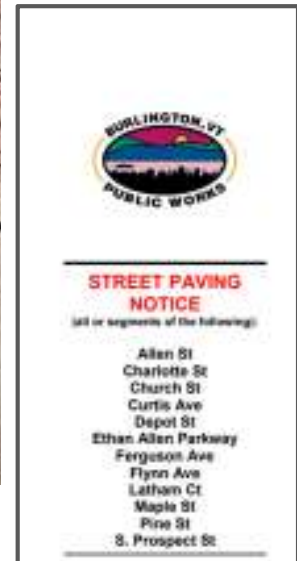


BTV Block Party



Tree Lighting





Public Meetings

- 2018 -- 3 full rounds (+ others) of NPA Tours: Construction, Water Bond, Residential Parking
- Business Meetings
- Citywide Meetings
- Community Meetings



Next Steps

Incorporate feedback from DPW Commission & TEUC

Re-set measures of success

Continue Implementation

Resolution Relating to

BICYCLE AND PEDESTRIAN ACCESS
FEASIBILITY STUDY OF INTERVALE ROAD

RESOLUTION _____
Sponsor(s): **Councilors** _____
Introduced: _____
Referred to: _____
Action: _____
Date: _____
Signed by Mayor: _____

CITY OF BURLINGTON

In the year Two Thousand Nineteen

Resolved by the City Council of the City of Burlington, as follows:

- 1 That WHEREAS, the 2018 Intervale Road Feasibility Study presents a high-level plan for future transportation
2 infrastructure along Intervale Road, including a recommendation which will address the safety, and pedestrian and
3 bicycle issues on Intervale Road; and
4 WHEREAS, the Chittenden County Regional Planning Commission provided funding and support to initiate a
5 Feasibility Study to evaluate potential improvements; and
6 WHEREAS, the Purpose and Need for the Feasibility Study was established by the Project Advisory Committee after
7 input from the public at community meetings: define a safer corridor that enhances mobility and access for all users
8 while contributing to livable and vibrant communities and ensuring efficient operations; address the need to improve
9 safety and mobility for all users of Intervale Road, simplify the overall transportation network, and enhance the gateway
10 to the Intervale; and
11 WHEREAS, the Project Advisory Committee and the public considered design alternatives for both the paved segment
12 and the gravel segment of Intervale Road; and
13 WHEREAS, these designs were evaluated through various means: public input, stakeholder comment, and a technical
14 evaluation matrix; and
15 WHEREAS, based on the Evaluation Matrix and public input, the Advisory Committee concluded the preferred
16 alternative is Alternative 3 along the asphalt segment and Alternative 2 along the gravel segment of Intervale Road to
17 include a curb-separated ten-foot shared use path and a five-foot separated stone dust path on the eastern side of the
18 roadway along the gravel portion of the roadway; and
19 WHEREAS, the Transportation, Energy and Utilities Committee (TEUC) of the City Council has reviewed and supports
20 Alternative 3 along the asphalt segment and Alternative 2 along the gravel segment of Intervale Road for improvements.
21 NOW, THEREFORE, BE IT RESOLVED that the City Council directs the Department of Public Works (DPW) to add
22 this project to the City’s capital project list and pursue implementation of the preferred alternatives, keeping the City
23 Council’s Transportation, Energy, & Utility Commission and project area Councilors informed of this work.

Transportation, Energy and Utilities Committee of the City Council

Thursday, February 21, 2019 5:30 PM

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

SIGN-IN SHEET

NAME	EMAIL
SAMUEL LURIE	slurie@qnavt.net
Dan Pecore	
Cindi Wight	
Patrick Dunneigh	patrick@intervale.org
Peter Keating	pketing@cccept.org
B. Headrick	
G. Hostetter	hostetter.greg@gmail.com
Samuel Lucci	slucci@vt@gmail.com

One Code Enforcement goal for FY 19

Reduce the incidents of recycling related code violations by more than 50% within a 12-month period.

This is a high priority neighborhood quality of life goal. We will reduce instances of violations by more than 50% in the target area using a comprehensive strategy of education, directed enforcement and documented consequences for violators. Our staff will survey a group of problem streets in the Spring and Fall of 2018 to determine a baseline for compliance and violations. The same streets will be surveyed in 12 months to determine the number of violations compared to the baseline data. Code Enforcement staff members toured the Chittenden Solid Waste District Material Recycling Facility on May 9, 2018. Education materials and specific strategies will be developed by our staff members with the assistance of CSWD staff. Additional resources and strategies for FY20 and FY21 will be created using the lessons learned in FY 19.

FY 2019 Stages

Evaluation

Daily surveys for specific weeks to determine baseline problem.

Education

Daily surveys for specific weeks where inspectors will proactively notify tenants and landlords of the deficiencies and remedy required to avoid penalties in the future.

Enforcement

Daily surveys for specific weeks where inspectors will issue municipal tickets for violations of city ordinance. Violations are \$100 for the first offense and \$200 for the second or subsequent offense in a 12 month period. Tickets can be issued to the property owner or tenant depending on the circumstances.

Streets being evaluated

Buell

S. Willard

Isbam

Loomis

Weston

Brookes

Hyde

Bradley



Intervale Road Pedestrian and Bicycle Access Feasibility Study

February 21, 2018



Project Background

- **Goal:** Enhance community access to a dynamic Intervale District through implementation of **bicycle and pedestrian** improvements along Intervale Road.
- **Current Effort:** *Scoping Study* to identify existing conditions, evaluate alternatives, engage stakeholders, and select a preferred alternative.
 - *Scoping:* Phase in the Project Development process that moves a recognized problem from an idea through the development of alternatives and environmental screening



Existing Conditions

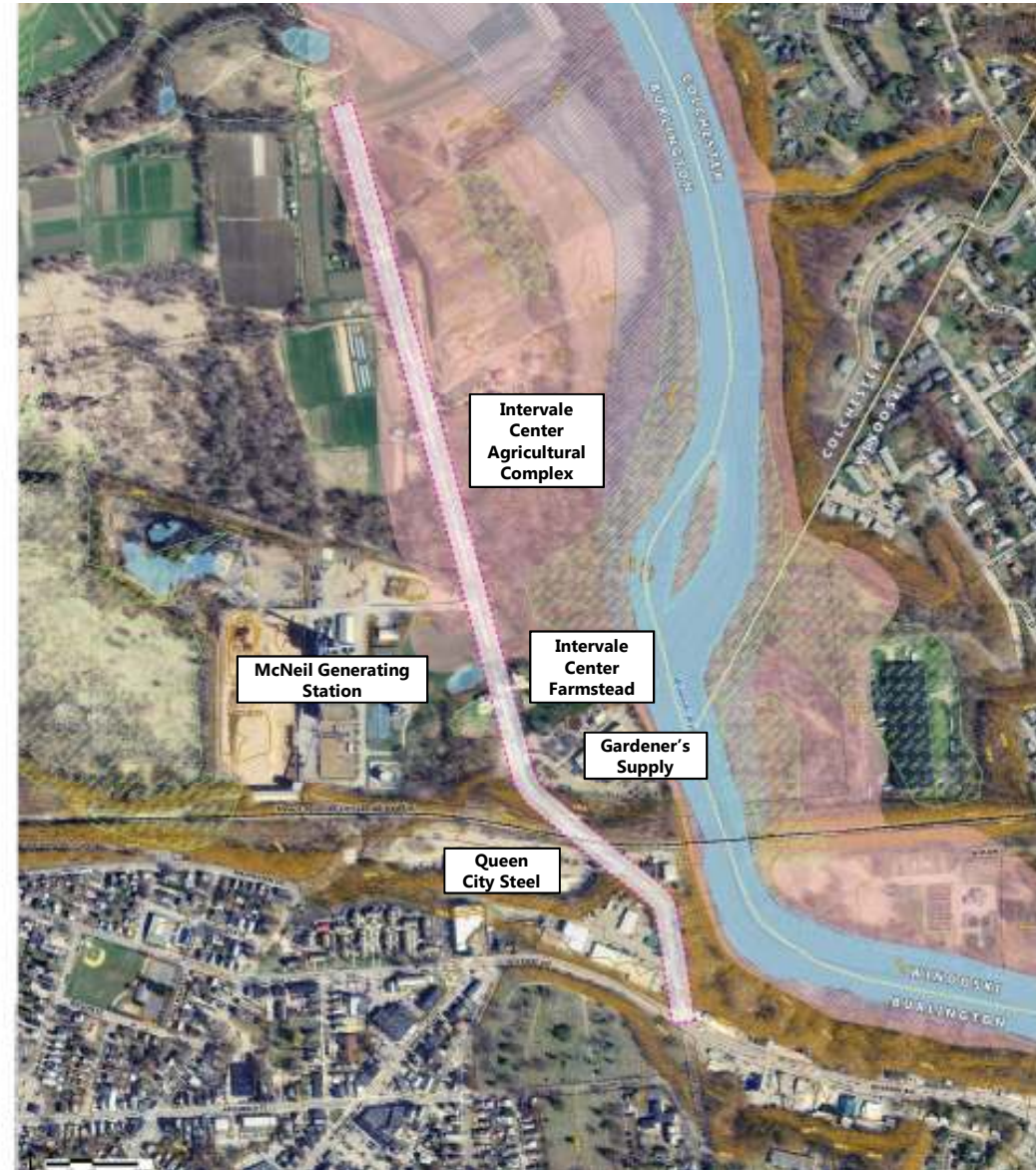


Figure 3: Intervale Road (Looking North from Railroad Tracks)

Intervale Road has a posted speed limit of 25mph and no on-road striping for lane assignments.

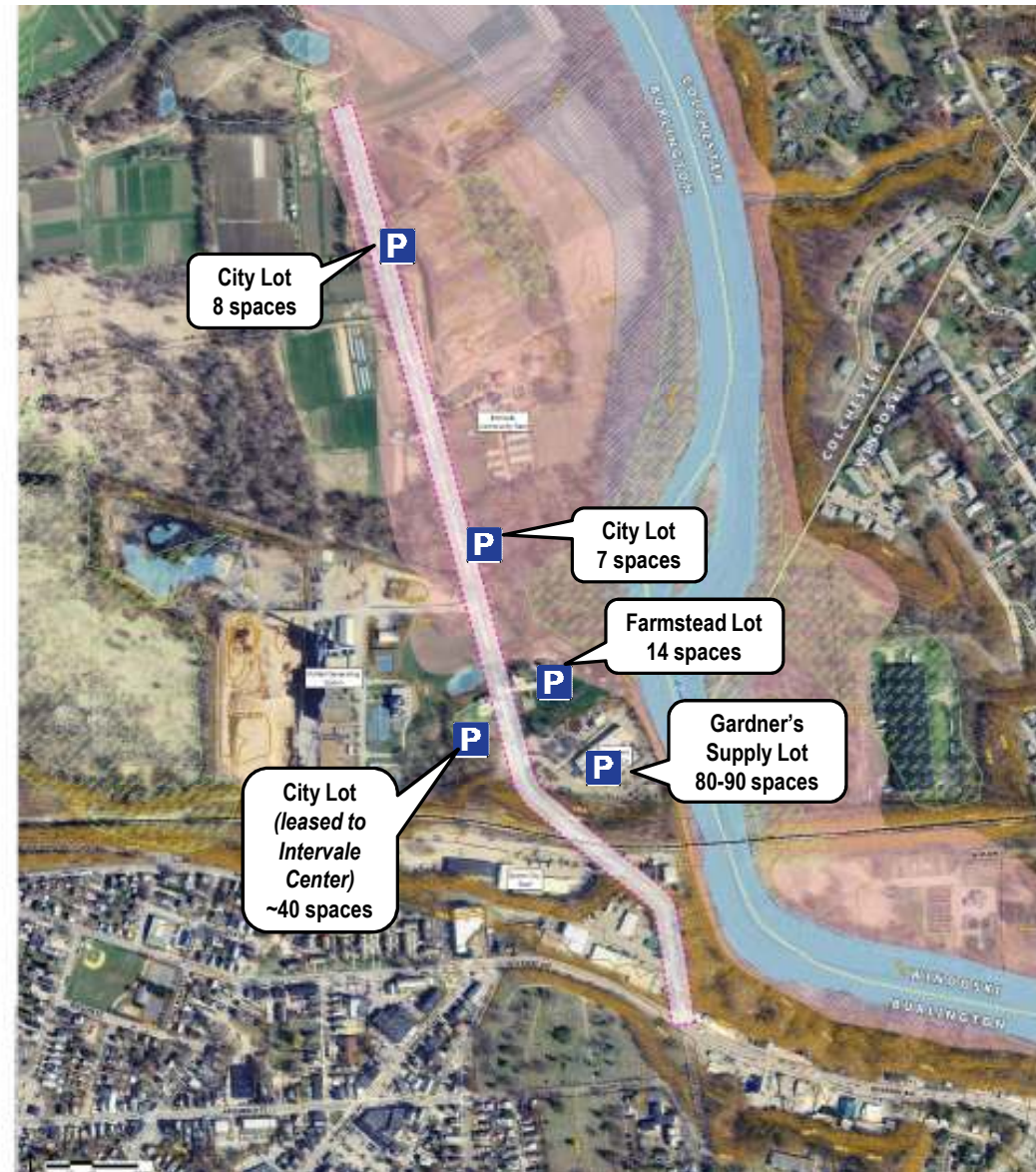
Project Area Overview

- Project Area Length – 4,500 feet
 - 1,500 feet paved
 - 3,000 feet gravel
- Posted Speed
 - 25 mph south end
 - 15 mph north end
- Right-of-way
 - 49.5' south end
 - 33' north end
- New England Central Railroad At-Grade Crossing



Project Area Overview

- Traffic mix:
 - Chip trucks, farmers, CSA pick-ups, Intervale event visitors, Gardener's Supply customers
- No formal bicycle and/or pedestrian facilities
- 3 reported crashes between 2012-2016
 - None involving bicyclists or pedestrians
- Various public & private parking lots along Intervale Road



Review of Previous Studies

- **Burlington Transportation Plan**
 - Identified as a "*Bicycle Street*" classification
- **Burlington Parks, Recreation & Waterfront Master Plan**
 - Mid-term recommendations (FY19 – 22) include formalizing and improving recreation trails
- **PlanBTV Walk Bike Master Plan (*right*)**
 - Long term recommendation for Advisory Bike Lane
- **Intervale Recreation Survey**
 - Monday August 31, 2015
 - 65% Vehicles
 - 18% Walkers and Joggers
 - 13% Bicyclists
 - 4% Trucks
- **Intervale Traffic Study**
 - July 2017 Summervale:
 - 60% Vehicles
 - 30% Walkers
 - 10% Bicyclists



Community Involvement

- Advisory Committee
 - Chittenden County Regional Planning Commission
 - Department of Public Works
 - Department of Parks, Recreation, and Waterfront
 - Intervale Center
 - Gardener's Supply Center
 - Burlington Electric
- Community meetings
 - Local concerns meeting in January 2018
 - Open house at the Intervale Center on June 18



4 Preferred Alternative

Based on the Evaluation Matrix and public input, the Steering Committee concluded that the preferred alternative is Alternative 3 along the asphalt segment and Alternative 2 along the gravel segment of Intervale Road. This chapter discusses the logistics of implementation and presents recommendations for future efforts related to this project.



Alternative 3 (Asphalt Segment)

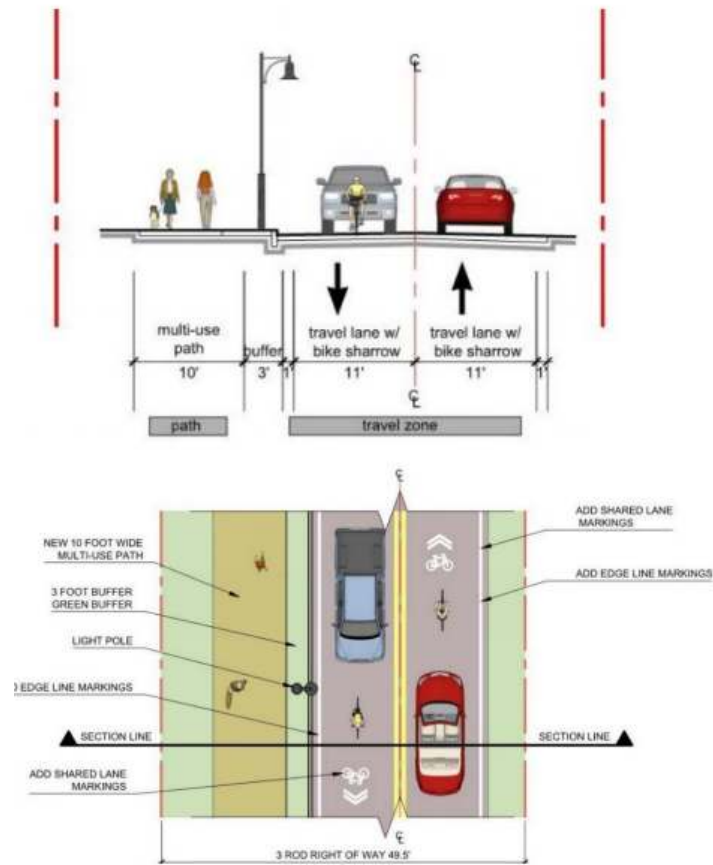


Figure 8: Alternative 3 (Asphalt Segment)

Alternative 3 Plan View (Asphalt Segment)



Figure 12: CAD Sketch of the Preferred Alternative at New England Central Railroad Crossing

Alternative 2 (Gravel Segment)

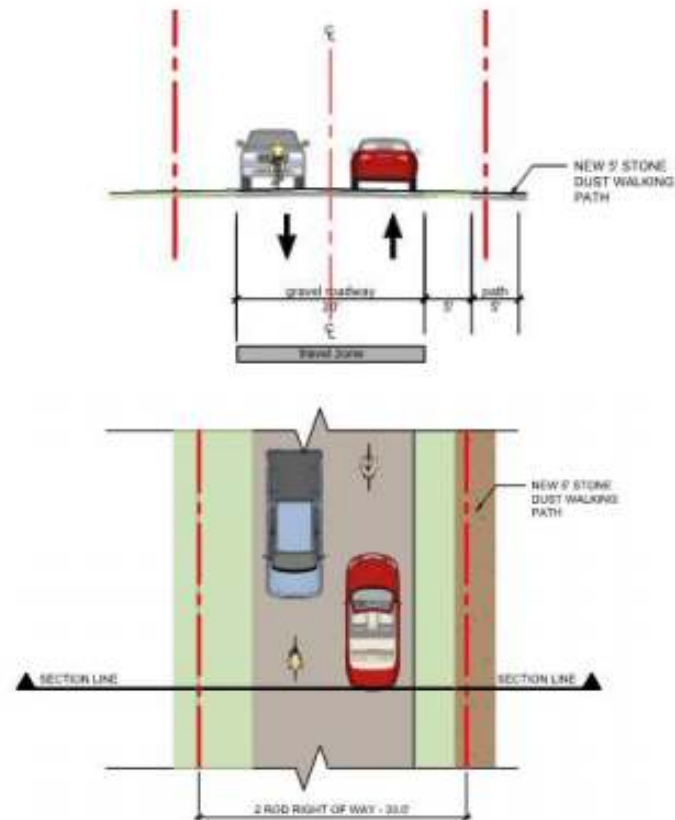


Figure 10: Alternative 2 (Gravel Segment)

Alternative 2 Plan View (Gravel Segment)



Figure 13: CAD Sketch of the Preferred Alternative



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

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

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

Inquiries:
Phillip Peterson
802.865.5832
ppeterson@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council

Thursday, February 21, 2019 5:30 PM

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

–AGENDA–

1. Agenda

Motion on the agenda – unanimous aye. 5:30 pm.

2. Minutes of 01/08/2019

Motion on the minutes:

Councilor Bushor: Question regarding FY2020 CCRPC unified planning work projects topic

- Motion mentioned here not explicitly specified just stated as happening and moving forward
- This must be addressed and motion must be explicitly stated

3. Public Forum

Councilor states that questions are welcomed and open at all times but recommended during relevant items.

S Prospect Resident residing near Ruggles House comes forward to speak:

- East side of South prospect has houses with cul de sacs, resident center, etc. Many people walk here and infrastructure, location, demographic in neighborhood encourages walking.
- Redstone campus is down the street, cliff street has bumper to bumper parking, speculated as mainly UVM commuters
- UVM has Redstone buss that cycles bus route continuously
- Resident states she has been in hospital due to being hit by a bike
- UVM is proposing e-scooters and e-bikes and resident is worried for safety concerns that will come from this
 - o Riding on sidewalks is a hazard
- Resident things reevaluating bike/walk plan and getting bikes off sidewalks is necessary for safety here
 - o Currently bikes are allowed at any age to ride on sidewalks
 - o Proposed a change to the city rules to allow age restriction of riding on the sidewalks
- Resident states she was a member of the bike walk council

- She mentions when UVM got city to include recommendation to have the sidewalk in front of her home to be 8ft wide shared use path which she is not in favor of as this gives cyclist too much freedom
- Ultimately states she is in favor of E-Scooters and E-Bikes riding exclusively in the street.

Next Resident speaks: Dan

- Resident comes forward to ask about salt distribution and snow melt on sidewalks – was brought up by resident last year to city council where the City said there would be steps to use pet friendly salt mix
- Resident called Lee Perry to see when this mix would be used
 - Lee said later in the year it would be used
- What is progress and when will it be started?

Chapin Responds: Mix was used but major challenges arose – it requires a more frequent application that isn't feasible. The City is still testing it but has gone back to rock salt for the time being.

- Additional comment from resident: Bike path barriers are dangerous in the winter and make maneuvering dangerous
- Resident proposes taking them out in the winter and reinstalled in the summer

Next Resident: Samuel – south end

- Concerns of danger with e scooters
- Says slick conditions, reckless drivers, lighting areas, need to be considered not just overall idea of project
- Concerns of what is not being factored in – other users of the street need to be considered
- States scooters go 15 mph with no helmet program, no regulation program, no enforcement and that is unsafe
- If this will be implemented: need to implement rider education, community education, vender accountability
- Texas had fatality from e-scooters
- Seattle also has case studies on e-scooters
- Many case studies show safety concerns
- Collaboration between city and Gotcha (Vendor) needs to have more accountability, as in they pay higher premium
- Have more people involved who have more diverse safety backgrounds involved in planning
- Designated parking areas don't have requirement just 5\$ fine – this could cause clutter

Council opens comments back to public: no one comes forward

4. Recycling Cart Update

William Ward, Director Code Enforcement presenting, see handout

WW: Update on mayors request for goals

- Yearlong evaluation of recycling outreach for education
- Goal of 50% improvement on streets with poor track record
- Burlington staff took tour of Williston recycling facility to get baseline to see how Burlington is performing
- Some streets good some streets regularly bad in regards to recycling properly
- Completing evaluation phase of evaluation process currently – seeing regularly bad properties with trash frequently there
- Next step is daily inspections and outreach to address issues with tenants
- Weekly recycling may not be enough – could be better management at properties or facilities
- May show properties on various streets with commonality of property owners who may be negligent
- Enforcement is next step: ticketing 100\$ and second ticket increases if within specified time threshold
- People recycling improperly – trying to recycle the wrong things, mixing in trash with recycling
- People walking by put trash in with recycling containers left on the street
- Totes can be part of the solution along with enforcement and learning from people (property owners) who are doing a good job
- If we press 100s of people to get recycling totes the city must have them in stock

SB: Landlords must be clear of how they want their property kept and tenet selection. Properties are falling apart on the inside and often have trash on the outside – This reflects on property owner. Asks question regarding what the metrics of observation being used by the city are in regards to the handout provided.

WW clarifies metrics of observations.

SB: People want to recycle, often have too much recycling for a bin, capacity is often an issue, convenience of having it out with no fine, recycling comes during the day when people are home.

WW: Clean and sanitary code of ordinances is loosely used to make the case that people can't leave bins out.

He suggests recommendation to possibly set time frame to clarify when recycling can be put out and taken in
"Sunset day before to sunset day after" possibly

SB: She doesn't want to collect money or give people more rigidity. Appreciative of solutions but wants to find ways to fix problems without monetary fines.

Bill: He finds difference between property owner problems vs tenant problems in regards to recycling.

DH: Will totes be available for all duplexes/complexes after sept 1, 2018 who are required to obtain them?

Chapin: It was budgeted into FY19

DH: Will lack of supplies be addressed so this resolution can be justly amended?

Ward 1,2,3 seem to be problem

Should this statement of EVERY duplex be restricted to be more feasible?

WW: The City can accelerate outreach when inventory is there, slow enforcement to worst offenders when supplies of containers are low

DH: Bigger totes are favorable

Chapin: covers offer better quality, safety standpoint – truck arms lift rather than employees

SB: Information of proper recycling showing what items can be recycled rather than items that can - "DO NOT Recycle.." information on totes can be better than "DO recycle..."

MT: This hasn't lived up to what ordinance states.

Largely ineffectual from public perspective

Fully supports budget item because this demand must be responded as it is a basic quality of life

Quarterly report of how many totes go out should be provided

Storage of units can be addressed if needed – must get these out sooner rather than later

Majority of people on his street are using bins – inadequate

City wide need to get totes out to people

Direct contact to land lords must happen

Bill: incentivizing landlords is great but when UVM paid for an entire street to have covered totes (Isham St) they were not held responsible and accountable if they are not used. Giving them for free doesn't facilitate ownership and accountability. Landlords must train people every year on recycling

DH: could rewards be part of this solution – get a 5 if trash is not a problem? Younger generation wants to recycle but inadequate job done by landlords to allow them to do so properly

SB: Move-out-day swap on green belt goes throughout the entire summer which shouldn't be the case

This is positive but has downside that seems to have translated to recycling

If you regulate property owners, things left in green belt should also deduct points

WW: The city never encourages things in the greenbelt

Unrelated to Item:

S Prospect Resident: No notice in front porch forum about the E scooters

Chapin: Rob will verify

S Prospect Resident: NPA agenda hasn't had info on this

5. Public Engagement Plan Review

Rob Goulding, DPW presenting, see handout

RG: Presented information on this plan last night to the commission

State Input from last year made plan more robust

Presented final version to DPW in Oct. 2017 and City council in Dec 2017

SB: Asks for clarification on what RFS stands for

RG: Request for Service – internal tool that was used prior to SCF

Unrelated to item - Chapin clarifies E-scooter was posted on FPF

S Prospect Resident: NPA could be helpful as a metric

Presentation goes into the City's approach for SCF, public outreach, social media usage, website updates, construction portal, and how to reach everyone – equity

SB: What happened in May to generate a spike in followers?

RG: Marketing, clean sweep, outreach for construction season, etc

SB : interested in a recap in writing to go to full council of input from residents

Under-inform – notification regarding maintenance, asking people to move their cars

24 hrs inadequate

72 hrs could be better

Right amount of time needs to be found

Sometimes surprised as a counselor that meeting have happened

Sometimes need to look very hard to find meetings but this should be easier

Small scale neighborhood initiatives are best to put things on their doorstep

City calendar doesn't list TEUC

Chapin: conversations on joint a calendar are happening – this possibly becomes overwhelming with too many events, possibilities of these agendas being able to be filtered are being discussed.

MT: suggestion he received from resident – list server email for TEUC committee as well so people who are interested in regularly following the work can get an email directly to inbox.

DH: DPW should be split up to better address problems. Most complaints he received from citizens in New North End (NNE) are public works.

NNE is mainly seniors. They don't get the twitter and other notifications – phone calls are best. DPW must address issues at hand with this ageing population.

Additionally construction sites not well lit, parking ban signs left on too long.

Unrelated to item – Resident: Who manages Nixle?

Chapin: Public works sends out gov delivery system for parking bans.

Resident: Parking bans must be more routinely reported, for past years as well.

RG/Chapin: This is being addressed. Staff is aware of problems.

Unrelated to item - S Prospect Resident: DPW staff is always nice.

6. Parklet Pilot Introduction

- a. Nicole Losch, DPW and Will Clavelle, CEDO presenting, see attached

DH: Aware of the pilot done last year. Thinks taking away parking spaces downtown is not favorable. Not in favor of this idea.

We need to have a better balance with transportation with biking and walking and driving, this will cripple that relationship.

Spending money on this rather than improving infrastructure is not the right way to go. If this is to happen it should totally extend the street like Church Street rather than intermixing people's spaces with vehicular travel. Take traffic off streets like St Paul and lower Church with same model as Church St Market Place.

SB:

- Shares some concerns, happy it is pilot with limited spaces
- City councilors should be involved if there is residential/business collaboration
- Councilors should be aware and able to give input
- Sees loss of parking as an issue, but if surrounding neighbors are fine she is fine with this.
- Insure the people who live in the neighborhood are aware and able to give insight on what this means for them, not just business owners
- Is optimistic lessons will be learned from this pilot
- Asks about cost range
 - o NL: Cost range stated in presentation 5-40K is the cost estimate from parklet construction and design in other communities. Ultimately just the cost of design to be paid by person implementing parklet.
- Drivers levels differ, parking near parklets may be a problem
- Concerns of Co habitation of parking and people using parklet, noise level etc
- Multi beneficial to many businesses in the same proximity must happen
 - o NL: This is being considered and businesses in proximity will be consulted
 - o WC: Assures survey will be taken after pilot program and will be given out to people who have the parklet and people who use it

MT:

- In support of parklets, better use of the space than what is currently being done
- Concerns with public access to the parklets

- “Pay to play” must be avoided especially with subsidy, staff time etc. that is being put in
- Signs can facilitate this being an open space
- Must be public and accessible to outweigh burden of taking away space

Public comment: Thinks Parklet improves streets

Public comment: Spent time with pilot previously and had good experiences. Future plans for city may involve more streets like Church st which he is in favor of. Asks about design requirements from those applying.

NL: If business apply they don't have to submit full designs.

Resident: How much will design factor into application?

WC: It is being weighed, to get a feel for what level of construction and vision of what it will be

WC: this could be a solution to losing space with city hall park

PP: Winooski had pilot parklet that can be referenced although location information may not be applicable.

7. Intervale Road Scoping

Phillip Peterson, DPW and Peter Keating, CCRPC presenting, See attachment

SB: feels she wasn't informed adequately

- Intervale Center should be responsible for maintaining gravel portion
- In favor of the gravel portion not being paved, staying gravel for natural feel
- Sizeable amount of money between alternatives (5-600,000 difference) how is safety addressed
- Parcel of land on left commercial parcel was sold as storage units (before but close to railroad tracks) how will this be considered/ is this still going through
- PK: Addresses questions from SB between alternatives
 - Public meeting showed alternative 3 was the winner, better lighting, and wider path
- House railroad station and regular house – those properties will not be impacted as widening of road will happen on the other side Nicole confirms

NL: Curb separation with alternative three to address steepness of road, and lighting was also seen as important (only in paved area lighting). This was supported at public meetings

- In Support
 - Refers to Intervale as “secret garden”

DH: asks to clarify makeup of public meeting

Intervale representative: Explains it was diverse: diverse, community gardeners, farmers, BED, DPW, CCRPC, etc

Public comment: potholes here are bad on that road.

Chapin: management here is difficult, long-term needs to discuss who will maintain this

MT: Shared use path with income is of concern, how was this factored in?

NL: supplement shared use path with shared lane markings on roadway especially in downhill direction to get people with higher speed to use this rather than shared use path. BED was concerned with drivers of large trucks that use this. Trucks had no way of not encroaching into bike lanes when those designs were made

Resident: Should speed limit be dropped?

NL: we are restricted in doing this but we are designing the road to have a narrower road

Intervale partner: increased users are seen, appreciative of city support, trucks and pedestrian combination is prevalent here which causes problems. Support and willingness to work with city is fully there from Intervale. One conflict is the dump site at the end of the road, large trucks help potholes develop faster – anyway this can be addressed would be great. Traffic slowing occurs from potholes which is an upside. Slow traffic should be considered

Chapin: Darin Springiner sent email- appreciates effort to make Intervale more user friendly

Councilors: Motion to approve draft resolution, unanimous aye

Resolution will be presented at the March 11 City Council meeting.

8. Bike Share/Scooter Share

Nicole Losch, DPW and Chapin Spencer, DPW presenting

Presentation is skipped to be time sensitive:

Chapin: after bike share last year city received proposals for next chapter of what bike share will be.

- Gotcha – vendor through CATMA for bike share is currently negotiating a contract with no city sponsorship dollars
- Councilor input is valuable
- 200 e-bikes and 200 e-scooters shared between Burlington, South Burlington, and Winooski and UVM and Champlain College
- The proposed 1\$ per scooter rented per day would generate roughly 300,00/yr
 - o Last year the city contributed 42,000 this year they could pay us

DH: When will this be implemented?

Chapin: Considering - Multijurisdictional proposal involving, Burlington, South Burlington, and Winooski. Will make sure city has all regulatory tools in place before implementation. The City would cosign with what CATMA and Gotcha on this plan. No action tonight but interested in how council will be involved

SB: What feedback has been given? She hasn't heard good things. Can this input be presented to those making the decisions?

NL: community forum shows general support for viable transportation option while on the roads

Path access was a concern and not good for sidewalks

Working with parks and rec and others to navigate this issue

Happy to package all comments and provide summary at a future meeting or post them online

General support in the road network

SB: anything motorized shouldn't be on the sidewalk, what is the appropriate age on sidewalks – how can elderly be addressed in this as well, not just children using the sidewalks. Criteria must be set for vehicles that are motorized

NL 18+ can rent through Gotcha insurance policy

DH: Doesn't get the sense DPW understands community outcry will occur – this will be controversial issue. To roll this out in May is ambitious. People are under impression this is still conceptual

MT:

- Issues will come along with this. Uber had issues and we as a city played catch up. Shouldn't rush to get this done. Should develop ordinances well before and look to other cities who did this will.
- Consider this use of public space – best spaces where taken up by bike share that was pay only. More public space will be priced and who will be using these? – not accessible to all people and seems to have a very targeted rich audience
- Start small – 200 at once is an influx. Bike share was small and that was smart. We should take it slow and learn and develop ordinances beyond that

Chapin:

- Gotcha did provide low income subsidy
- 105 speed bikes – last year
- 80% of feedback received from Nancy was in favor of bikes with limits i.e. speed limits

SB : how fast can e-bikes go ?

Chapin: propulsion stops at 20 mph. E-bikes can be limited i.e. propulsion stopped/monitored by GPS location

S Prospect Resident: bike shops commented that local shops lost revenue to bike rentals from bike share last year – we should be supporting local businesses. Bikes should be reducing car usage, plan hubs around this – UVM has a hub but no cars so this reduction doesn't happen.

MT: Metrics to understand if this is really reducing car usage or just for recreation should be taken

Chapin: Gotcha will have open sharing of data collected

SB: ask for clarification on number of e-bikes and scooters.

Chapin: 200 e-bikes and scooters.

SB: Hearing caution from public – not sure she is educated enough to know what to do with e-scooters. Wants to make informed choices – this means she will need more information, feedback, locations, what can be done to address speed, safety issues, helmet requirements, liability of city, risk of renter.

MT: Will require follow up on item.

Chapin: development of roll out plan will happen

States he sees there is concern and need to process both with more concern about e-scooters from councilors

Can a phase implementation be addressed? – This will be discussed

9. Councilors' Update

SB: The council will end at the end of March and committees will then be reassigned. Desires outstanding requests be addressed.

In the minutes from the last meeting there were action items and requests for information:

1. For the cost of ped activated lights and Cost of installation and number that had already been done.
2. How many ped improvement requests are there in queue?
3. Funding of capital projects – how much money had gone for bike, ped, and vehicular improvements

SB requests the city provide this info at next meeting to pass onto new committee

10. Adjourn

Councilor Motion to adjourn – unanimous aye. 8:15 pm