



Ward 6 Neighborhood Planning Assembly

Thursday, February 4, 2016 at 7:00 p.m. Aiken Hall, Morgan Room, Champlain College

Facilitator: Charles Simpson; Minutes: Peter Keating; treats: Julie Richards/Caroline Saba;

Videographer: Jeremy Partyka, Matt McArdle, Champlain College

- 6:45 Social time & cookies
- 7:00 Agenda overview and approval of December 3, 2015 Minutes
- 7:05 Champlain College Update – John Caulo, Sandy Yusen
- 7:10 UVM Update – Lisa Kingsbury
- 7:20 School Board and Budget Update - Stephanie Seguino and Miriam Stoll
- 7:50 Appoint Karen Freudenberger to CDBG Committee
- 8:00 Champlain Parkway Discussion with representatives from DPW and Safe Streets Burlington
- 8:30 City Council Update – Karen Paul and Joan Shannon
- 9:00 Members Items/Adjourn

Ward 6 Steering Committee:

Peter Keating, 922-7846,

keating@burlingtontelecom.net

Charles Simpson, 865-5110,

Charles.simpson@plattsburg.edu

Julie Richards, julie@juliecrichards.com

Clare Wool, (clarewool@me.com)

Caroline Saba caroline.saba@gmail.com

City Councilors:

Karen Paul, 863-3817, paulfin@sover.net

Joan Shannon, jshannon@burlingtonvt.gov

Board of School Commissioners:

Stephanie Seguino, sseguino@bsdvt.org

Miriam Stoll mstoll@bsdvt.org

State Representatives Chittenden District 6-3

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curt.mccormack@gmail.com

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David Zuckerman (P/D) 598-1986 davidz@together.net

For information on accessibility, alternate forms of the agenda, including something on the agenda, etc., of the Ward 6 Neighborhood Planning Assembly, contact any of the Steering Committee members listed above. The Ward 6 NPA strives for flexibility in planning before and during the meeting. Accordingly, the specifics of the agenda and the allocated times may change.



Ward 6 NPA
Champlain College, Morgan Room
February 4, 2016

Draft MINUTES

Commenced 7:10 pm

Champlain College Update

- Sandy Yusen
 - Rave emergency alert system is available for neighbors
 - Upcoming Events: Open House, CCM Art Gallery, Theater Production, Facilitated Debate: How Should Vermont Put a Tax on Carbon
 - Will do the best to control traffic near campus
 - Updates about the events will be placed on Front Porch Forum, Hillside page (twice a month, can post in all forums)
 - Cross walk lighting: It is an issue and a request for service was submitted to DPW a year ago. With community support, the project could get placed to higher on the DPW list of projects
 - Comment: Perhaps the crosswalk could be more similar to the one on Maple for visibility reasons
 - Eagle's Landing: By later this Spring the school should have a more definitive schedule of construction. Plan to have students be able to move in Fall 2018

School Board and Budget Update

- Stephanie Seguino and Miriam Stoll
 - Three main goals: Finances under control, multi-year plan, Act 46 – a threshold for each district and a severe penalty if the threshold is breached
 - The FY 17 budget was passed by the Board
 - \$69.8 million
 - If you were to maintain all things from this year and rolled them into 2017, there would still be a 3.5 million increase
 - FY 2015 there was a surplus – 1.1 million dollars to fund FY 17
 - 1.4 million in reductions
 - 500,000 from central office
 - 1 million spread out throughout the schools
 - Tax rate increase of about 1.72%

- Tax rate decrease for income payers
- Comment: Caroline Saba – High school students were disappointed that they were not consulted during the process. Concern about the budget cuts
- Comment: Clare – Reaction in PTOs. Though the cuts are disappointing, the school district is on the right path working towards being more fiscally responsible
- Comment: Karen Paul (as a mother not politician) – It is misleading to say the students will not notice a difference as the cuts are implemented. Students need study halls, losing them may be detrimental to some students. It is also troubling there are not always as many chairs as students in a classroom
 - Response by Miriam – Thinking of reconfiguring the spaces in the high school to be more accommodating for the amount of students
- Working to consolidate classes so there are minimal program cuts
- The budget should not affect the math program
- This budget is pretty close to the threshold that was set by Act 46. The City Council has raised the threshold extremely minimally but the school board is not going to increase the budget to take advantage of that small change
- The original increase of teachers' salaries was implemented for Burlington to be competitive with other districts and for equity reasons. Unfortunately it is no longer feasible

CDBG Member Appointment

- Karen Freudenberger is going to represent Ward 6

Champlain Parkway Discussion

- Chapin Spencer, Director of Public Works
 - (See Supporting Documents - Memo to City Council December 2015)
 - There are more benefits than drawbacks to this process but it is not perfect
 - Less traffic
 - All crosswalks have pedestrian signals and buttons
 - Railroad enterprise project would possibly include a roundabout on pine street
 - VTrans has said there cannot be any changes to the design that will increase budget, permits, or amount of time it will take to complete
 - Next step: Enter right of way phase. Parcel acquisition
 - The project has its full permits. Should be done by 2018
 - Two mile long shared-use path is included in the project
 - Question: How much parking would be lost?
 - Will need to find another location for park and ride
 - The Champlain College parking lot would be impacted to an extent
 - Trying to make Pine Street more pedestrian available
- Steve Goodkind
 - This project has been very lengthy
 - Originally meant to connect to Battery Street
 - The new design does not accomplish anything.
 - It is a street that belongs in an intersection not in front of someone's house

- It does not do what the project had intended
- The project was to address truck traffic
 - Need to connect the “Road to Nowhere”
- Pine should be a complete street as an alternative to the Parkway
- Doesn’t believe that the City will have to pay 7 million if project is not completed
- Thinks the current project is a disaster – disruptive and destructive
- Tony Reddington
 - Project should address how we can make our neighborhood safer and better
 - Current plan avoids the real need which is roundabouts and safe streets
 - Only one person was injured at a roundabout in the past 50 years in VT
 - The four intersections of this project could be roundabouts
 - The community does not want this project and it can still be stopped

City Council Update

- Joan Shannon, Ward 5 and 6
 - Town Meeting Day is March 1st
 - Charter changes
 - Increase members on the Police and Parks & Rec Commissions from 5 to 7 in an effort to increase diversity
 - North Avenue
 - There was a petition to put an issue on the ballot – “maintain 4 lanes on North Avenue”
 - Taxi ordinance update
 - To address companies like Uber
 - Background checks for taxi drivers – Uber does their own background checks and does not want to share that information with the City, including names, without an audit
 - Approved the development agreement with Burlington College – 12 acres purchased for conservation
 - Form Based Code
- Karen Paul
 - Ballot issues
 - Audit – give the most important financial information instead of all of the information which isn’t being done anyway
 - The North Ave ballot question was added in the interest of democracy but the council will be working actively to keep it from passing
 - Burlington Town Center – Public and private partnership
 - Waterfront Moran Project

Adjourned at 9:10 pm

Minutes submitted by Danielle Mund, Interim Community Engagement Specialist



Neighborhood Planning Assembly Attendees

NPA (choose one)	☐	Wards 1 & 8	☐	Wards 2 & 3	☐	Wards 4 & 7	☐	Ward 5	☒	Ward 6	☐
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Date of Assembly : 21 4/16 Location: _____

Please return to your convenor, _____,
or email to cedofd@burlingtonvt.gov

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|----|---|----|
| 1 | <u>Cliff Morgan</u> | 21 |
| 2 | <u>Nicole Potvin</u> | 22 |
| 3 | <u>Sandy Jensen</u> | 23 |
| 4 | <u>Fony Ross / W. Eton</u> ^{NPA 2/3} | 24 |
| 5 | <u>Mary Gade</u> | 25 |
| 6 | <u>Freudenberger (2)</u> | 26 |
| 7 | <u>Neil Goring</u> | 27 |
| 8 | <u>Greg Eplerwood</u> | 28 |
| 9 | <u>Jacob Shapiro</u> | 29 |
| 10 | <u>Andrew Allen</u> | 30 |
| 11 | <u>Elizabeth Allen-Pennebaker</u> | 31 |
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**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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MEMORANDUM

To: Burlington City Council
Public Works Commission
Fr: Chapin Spencer, Director
Re: Update on the Champlain Parkway Project

December 1, 2015

At the October 13, 2015 City Council meeting where the Champlain Parkway Cooperative Agreement amendment with VTrans was approved, Councilor Shannon requested that the Council receive a briefing on the Champlain Parkway project. This memo and upcoming presentation aim to address this request. Portions of this memo include information provided in my previous October 7th memo to the Council.

Public Outreach:

- Community Meeting: We were asked by AARP and other community organizations to provide an update on the project for the public. On November 30th, AARP, BBA, Local Motion, and SEABA hosted a meeting at the Champlain Elementary School where we presented an overview of the current design and the next steps. Approximately 100 people attended. We will be posting the presentation, a summary of the Q & A, and a link to the full video recording of the meeting on the project website (www.champlainparkway.org).
- Ward 5 Updates: We've continued to provide periodic updates to the Ward 5 Neighborhood Planning Assembly as requested by the steering committee. The last presentation was on March 19, 2015.
- Ongoing Updates: To keep the public routinely informed on this project going forward, we've requested some modest communications support through our Cooperative Agreement with the State. We appreciate VTrans' support of this request and a consultant will assist with these activities.

Project Overview:

In 2015, the project achieved a legal milestone, the DPW Commission lowered the speed limit along the project corridor, and the design advanced in ways that reflect the public input we've received along this corridor. Today's two-lane, multi-modal design that includes significant stormwater, bike/pedestrian, and traffic calming components is a fundamental departure from the project's distant origins and will complement and foster the ongoing vitality of the South End well into the future. Specifically, this project will:

- Build a new 25-mph city street between Home Avenue and Lakeside Avenue that will expand South End connectivity.

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.

- Construct 1.5 miles of new shared-use path in the South End – creating a continuous shared-use path from the border of South Burlington at Queen City Park Road to Pine & Kilburn where new buffered bike lanes will connect to downtown on Pine Street up to Maple Street.
- Reduce truck and commuter traffic through the Home Avenue, Flynn Avenue, and Champlain School neighborhoods – allowing for future street redesign opportunities in those areas.
- Install two major stormwater features that together with other project components will improve stormwater management over current conditions.
- Install new sidewalk, pedestrian signals, and transit shelters.
- Complement the Railyard Enterprise Project's multi-modal connectivity between Pine Street and Battery Street so that there will be more connections between downtown and the South End.

Is this project perfect? No, it isn't. It has been challenging for many Administrations to work within the project's original Purpose & Need and re-create the Champlain Parkway into a more modern, pedestrian-oriented investment for the City's future – but we've made tremendous progress – including recently as you'll see below. We must all remember that the ideas that can't feasibly be added into the Champlain Parkway project can be pursued as separate projects. This was done with the community's desire to better connect Pine Street with Battery Street when the Railyard Enterprise Project was launched in 2012 (more information at www.ccrpcvt.org). It was done with the construction of sidewalk improvements and the installation of six crosswalks and Rectangular Rapid Flashing Beacons along Pine Street. It was done with the Pine & Lakeside intersection improvements underway now. Our City is constantly evolving and its transportation and infrastructure needs must respond to these changes.

Permit Milestone:

- In August 2015, the City received a favorable VT Supreme Court ruling on the last outstanding appeal of the project's Act 250 permit. The Act 250 permit is now final and authorizes construction of the project with 39 permit conditions. Conditions of note include post-construction traffic monitoring of a number of intersections including Parkway/Lakeside, Pine/Locust and Pine/Howard.

Speed Limits:

- At its May 20th meeting, the DPW Commission unanimously agreed to set a 25 mph speed limit north of Home Avenue (down from 35 mph) to be consistent with the City-wide speed limit. The Commission also voted to drop the speeds more quickly between I-189 and Home Avenue as the Champlain Parkway transitions from a highway to a City street.

Design Details:

- Earlier this year, the City compiled previous public input and obtained VTrans consent to develop design details that will further enhance safety for all modes along the project corridor – with a focus on the Pine Street portion of the project.
- The proposed features include raised intersections, bump-outs, new bike lanes, transit shelters, and more pedestrian-friendly intersections.
- VTrans has agreed to incorporate these features into the project as long as they do not unreasonably impact the project's cost, permits, or timeline.
- The City has worked with the project consultant CHA to incorporate these elements into the project plans.

Next Steps and Timeline:

- Refine engineering plans to finalize areas necessary for permanent and temporary right-of-way
- Develop soil management plan for the project

- Acquire any additional areas needed for right-of-way
- Complete Final Supplemental Environmental Impact Study (FSEIS) re-evaluation and permit extensions / amendments
- Refine project plans to construction level of detail
- Bid project
- Construct project (estimated duration is two full construction seasons, with a fall 2018 construction start) and will work with the community and businesses to have good communication and minimize disruptions.

RELATED PROJECT UPDATES:

While we are working hard to advance the Champlain Parkway, we are also advancing many other projects within or adjacent to the project corridor including:

Pine & Lakeside Intersection Improvements: Construction of a comprehensive upgrade to the Pine & Lakeside intersection is underway to include a new mast arm traffic signal equipment, installation of pedestrian signals, new ADA compliant concrete sidewalks, and relocation of a commercial driveway. The project will be completed by February 2016.

Railyard Enterprise Project: The goals of this project are to improve connectivity for all modes between Pine Street and Battery Street, expand economic opportunities in the area, enhance the livability of adjacent neighborhoods, and improve access to the railyard. After two years of collaborative work and reviewing dozens of project alternatives, the project Steering Committee on October 29th recommended advancing three proposed alternatives into the federal NEPA permitting process. Those alternatives have subsequently been presented to the Transportation Energy & Utilities Committee, the DPW Commission, the Ward 5 NPA and area property owners. **There is community meeting at Arts Riot (400 Pine St) on Wednesday December 9th at 6:30pm** to learn about the Railyard Enterprise Project (<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>) and review the three proposed alternatives in the study area. The alternatives will be presented to the City Council on December 21st and we will be looking for support to forward these alternatives into the NEPA process.

King & Maple Neighborhood Traffic Calming Effort: We have presented conceptual plans for traffic calming / neighborhood enhancement at a recent neighborhood meeting and are gathering input. We seek to develop a final plan this winter.

Champlain School Pedestrian Improvements: This Safe Routes to School grant funded project will install new sidewalk on Birchcliff Parkway and improve pedestrian crossings at three neighborhood intersections on Locust Street and Birchcliff Parkway.

Many of these projects have been advanced with strong support from our partners at the Chittenden County Regional Planning Commission, the Vermont Agency of Transportation, and the Federal Highway Administration, and we thank them for their ongoing support.

Feel free to contact me (cspencer@burlingtonvt.gov) to discuss any of this in further detail.

CC: Michele Boomhower, Director of PPAID, VTrans
 Wayne Davis, Project Manager, VTrans
 Rob Sikora, Environment & Right-of-Way Program Manager, FHWA
 Norman Baldwin P.E., Assistant Director and City Engineer, Burlington DPW
 David Allerton P.E., Engineer, Burlington DPW



Champlain Parkway Community Meeting



11-30-15
Champlain Parkway | Community Meeting



U.S. Department of Transportation
Federal Highway
Administration



Project Overview



- 2.5 mile transportation corridor improvement project
- Purpose and Need: “Improve access from the vicinity of the interchange of I-189 and Route 7 to...the downtown waterfront area; and to improve circulation, alleviate capacity overburdens, improve safety on local streets in the project study area and provide traffic relief in the southwestern quadrant of the City...”
- Funding split 95% Fed / 3% State / 2% City
- City took over project management in 1998
- \$8M expended since 1998
- Federal Record of Decision / FSEIS received in 2010
- State Act 250 permit received in 2014
- Construction projected to start in 2018



Project Overview



2012 City Council Resolution

Resolution Relating to

RESOLUTION 8.
Sponsor(s): Councillors Paul, Blais, Mason, Shannon, Aubin, Harnett, Bushor

Introduced: 10/15/12

Referred to: _____

Action: adopted

Date: 10/15/12

Signed by Mayor: 10/23/12

ACCEPTING REPORT ON EXPLORATION OF ROUTES
BETWEEN THE CHAMPLAIN PARKWAY AND KING STREET
NEIGHBORHOOD AND AUTHORIZING SCOPING ON
RAILYARD ENTERPRISE PROJECT

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby accepts the Mayor's report on these events and approves the City's continuing work to advance the Champlain Parkway;



Project Overview



Section C-1: I-189 to Home Avenue

Project Overview



Section C-2: Home Ave to Lakeside Ave

Project Overview

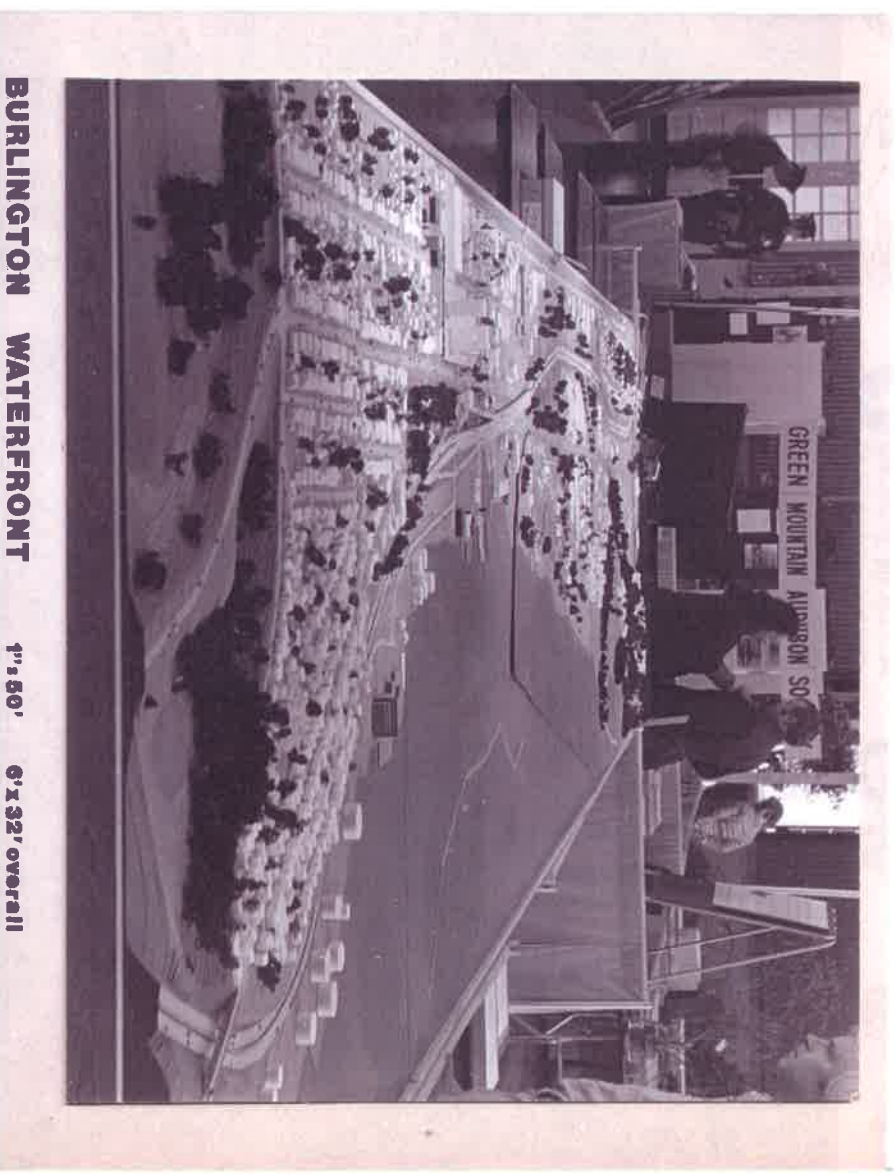


Section C-6: Lakeside Ave to Main St

11-30-15
Champlain Parkway | Community Meeting



Project Origins



In 1965, the Department of Highways published the "Greater Burlington Urban Area Highway Plan"... The result of the study was a recommendation that a Burlington Belt Line be constructed, consisting of a four-lane freeway running the entire length of the city, facilitating travel between the various neighborhoods and the CBD. – 2009 FSEIS, page 1-1

Project Origins



11-30-15
Champlain Parkway | Community Meeting



Project Today



Today's two-lane, multi-modal design is a fundamental departure from the project's distant origins and will complement and foster the ongoing vitality of the South End well into the future. Components include:

- A new 25-mph city street between Home Avenue and Lakeside Avenue that will expand South End connectivity.
- 1.5 miles of new shared-use path in the South End
- New curbing and better crown for drainage along Pine Street
- Reduced truck and commuter traffic through the Home Avenue, Flynn Avenue, and Champlain School neighborhoods – allowing for future street redesign opportunities in those areas.
- Two major stormwater features that with other project components will improve stormwater management.
- Install new sidewalk, crosswalks, pedestrian signals.

Pine St Focused Design Refinements



Earlier this year, the City compiled previous public input and developed design details that will further enhance safety for all modes along the project corridor – with a focus on the Pine Street portion of the project.

VTtrans has agreed to incorporate these features into the project as long as they do not unreasonably impact the project's cost, permits, or timeline.

- Bulb outs at key intersections on Pine St
- Shorter crosswalks (due to tighter curb radii and bulb outs)
- New transit shelters at Pine/Locust, Pine/Howard, and Pine/Kilburn
- Buffered bike lanes between Kilburn St and Maple St
- Speed tables at 3 Pine St intersections (Kilburn, Marble and Howard)
- Narrower travel lanes through striping and colored/painted pavement
- Extension of shared-use path along Home Ave west to Industrial Ave

[illegible]

Lakeside Avenue at Champlain Parkway and Pine St Current Design

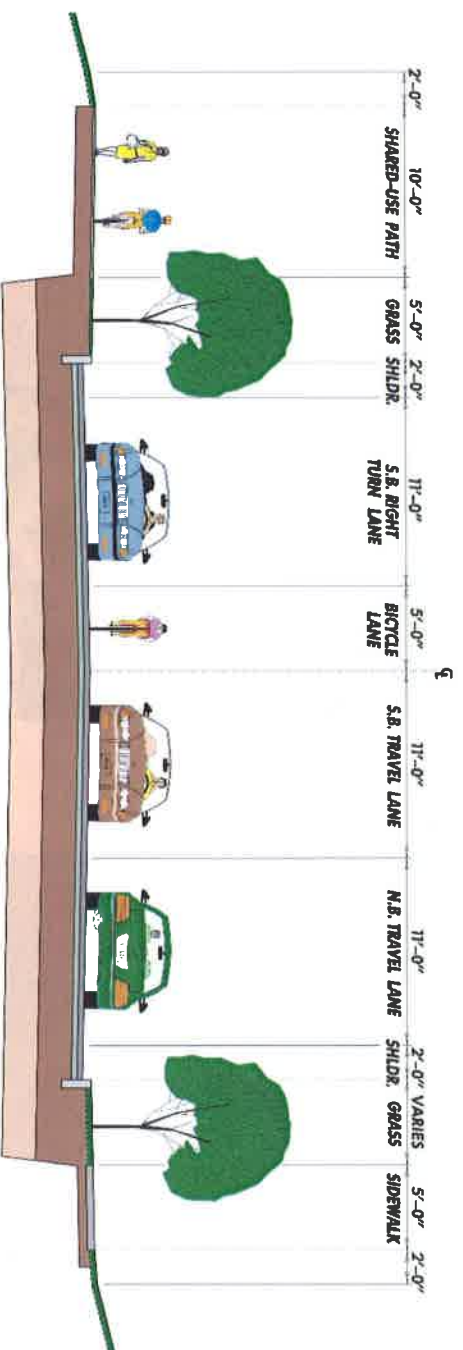


Pine Street Intersections: Lakeside Avenue Design Detail

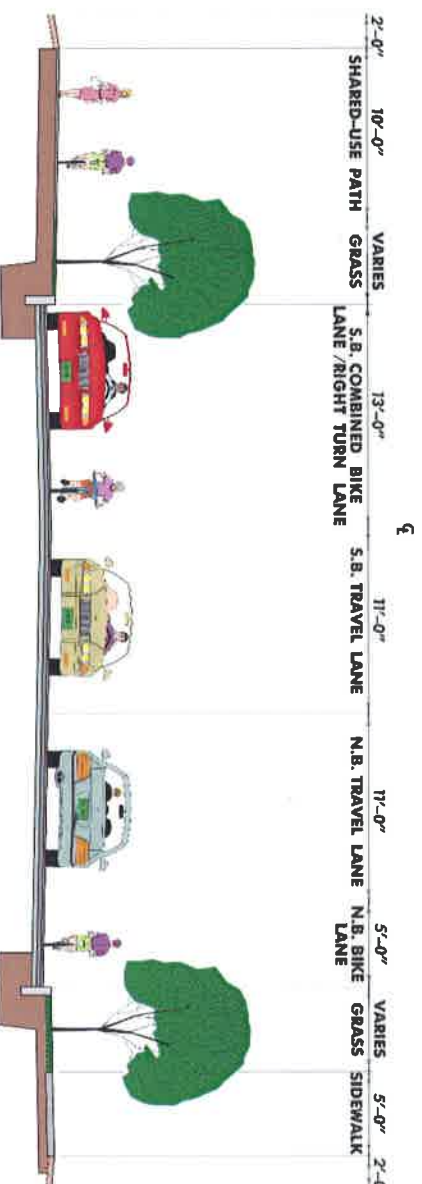


Pine Street Cross Section

Lakeside Avenue to Locust Street



Original Design

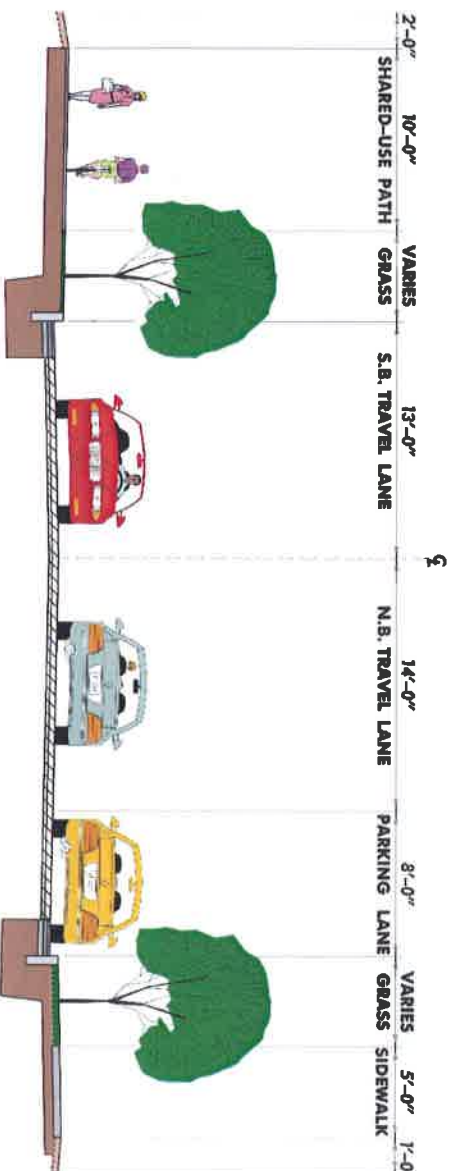


Current Design

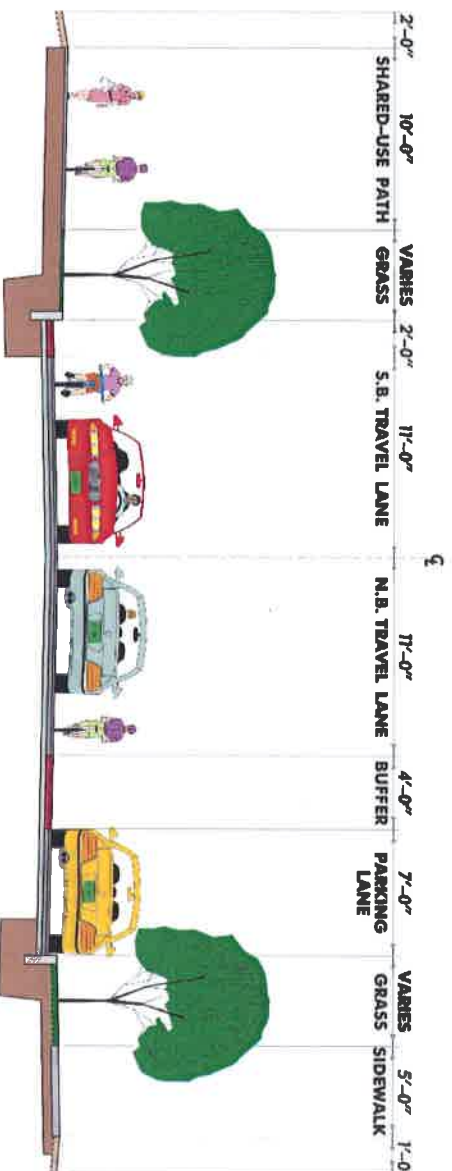
- Provide combined bike lane/ RT turn lane SB
- Provide 5 ft. NB bike lane
- Narrow roadway by 2 ft. to provide increased buffer between road and shared use path

Pine Street Cross Section

Locust Street to Kilburn Street



Original Design

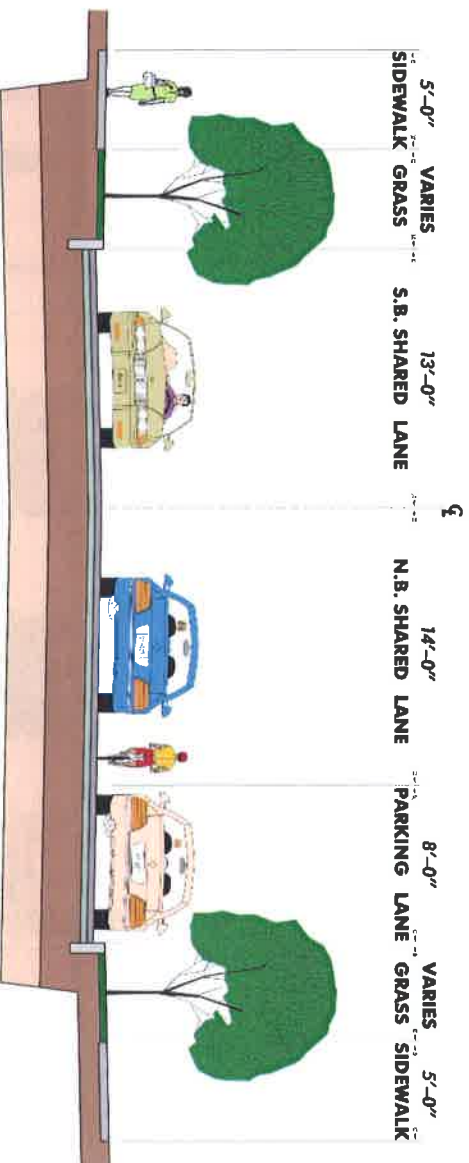


Current Design

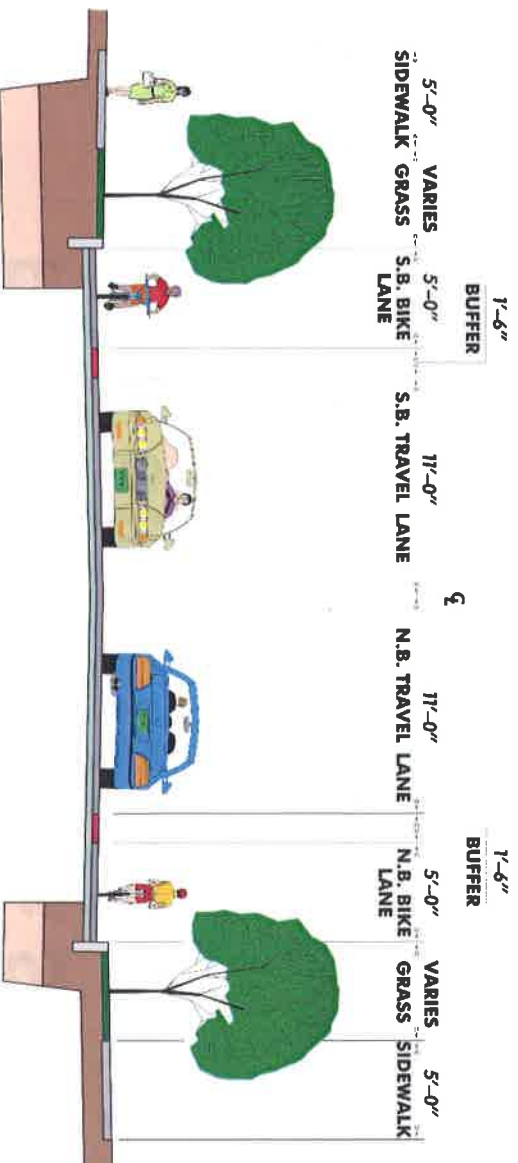
- Incorporate contrasting materials and pavement markings
- Narrow travel lane width and improve delineation of space

Pine Street Cross Section

Kilburn Street to Maple Street



Original Design

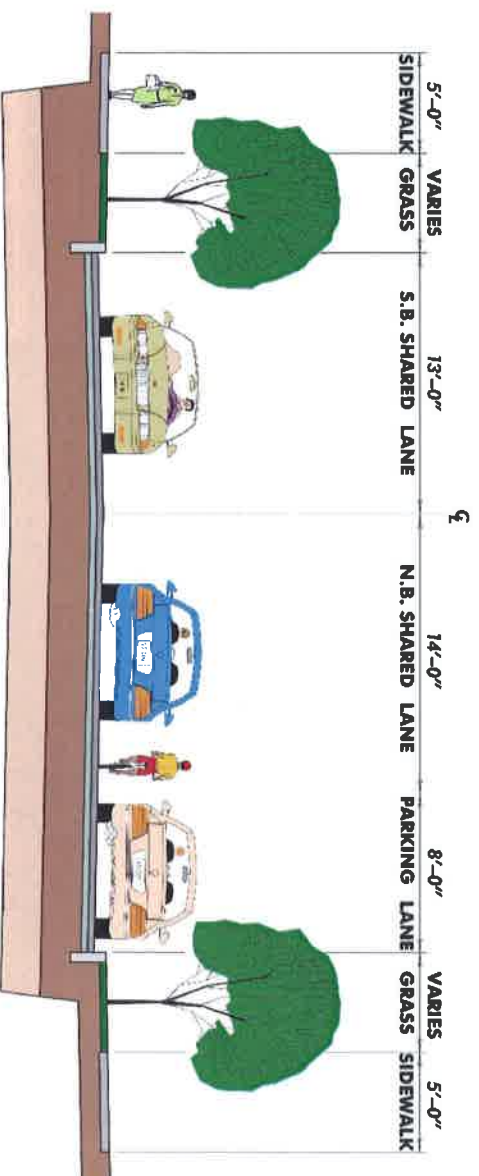


Current Design

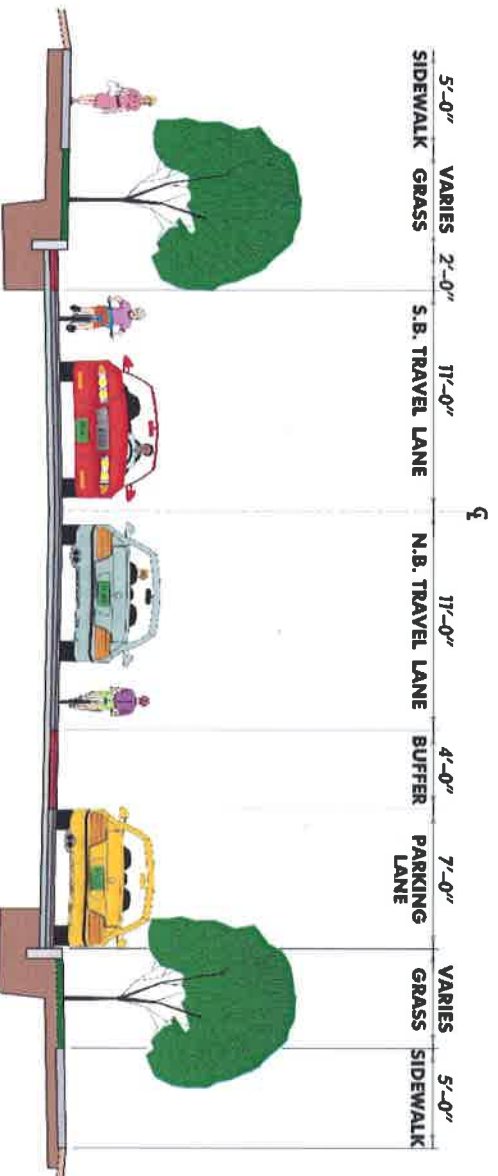
- Provide separate bicycle lanes
- Does not include NB LT lane at Maple St.

Pine Street Cross Section

Maple Street to Main Street



**Original
Design**



**Current
Design**

- Reduce travel lane widths
- Reduce parking lane widths
- Provide on-street buffers

Pine Street Intersections: Locust to Kilburn Original Design



[illegible]

Pine Street Intersections: Locust to Kilburn

Description of Design Detail

Intersection Design Details

- *Bus Bulbouts, Improved Transit Stops, New / enhanced*

- *shelters and Bicycle Racks*

- Locust Street
- Howard Street
- Kilburn Street

- *Raised Intersections with Textured Surface*

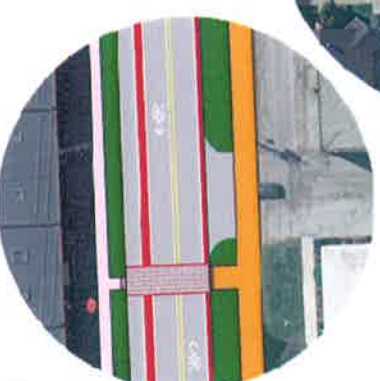
- Howard Street
- Marble Avenue
- Kilburn Street

- *Curb Extensions*

- Pine Place
- Jackson Terrace Apartments

- *Midblock Crossings, ADA ramps, new RRFB's*

- Maltex Building at North Entrance



[illegible]

[illegible]

Pine Street Intersections: Maple to Main

Description of Design Detail

Maple Street at Pine Street

- Remove NB left-turn lane on Pine Street
- Provide curb extension at NE corner and wrap around Maple Street
- Accommodate bike lanes on both sides of Pine Street (south of intersection)

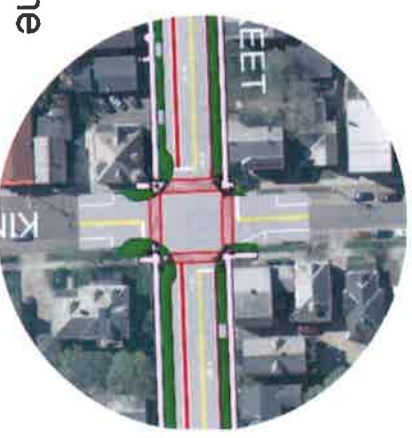


King Street at Pine Street

- Provide curb extensions on NE and SE corners and wrap extensions around King Street

Main Street at Pine Street

- Modify Design Vehicle from WB-62 to WB-50
- Designate NB right-turn lane as a combined bike lane / turn lane
- Provide shared lane marking (aka “Sharrow”) in right-turn lane



Recent Accomplishments



- Environmental Court issued Act 250 permit for project with 39 conditions (August 25, 2014)
- DPW Commission approved reduced speed limit along entire project area. Reduced speed limit on Pine Street portion from 35mph to 25mph. (May 20, 2015)
- Railroad diagnostic report completed (July 30, 2015)
- VT Supreme Court rejected appeal and affirms issuance of Act 250 permit for the project (August 21, 2015)
- Pine & Lakeside intersection improvements underway (October 2015)

Next Steps



- Review and approve project engineering plans
- Acquire any additional areas needed for right-of-way
- Secure approval of FSEIS re-evaluation
- Secure permit extensions / amendments
- Refine engineering plans to construction level of detail
- Bid project
- Construct project in 2018-2019
 - Estimated duration is 2 construction seasons
 - Phase I Pine Street & Lakeside, Phase II South of Lakeside

Related Activity

Champlain Parkway doesn't address every issue in South End. City can and will advance separate projects to address outstanding issues.

- Crosswalks and flashing beacons added along Pine St. (2013)
- Champlain Elementary Pedestrian Improvements grant secured
- Pine & Lakeside intersection improvements underway
- King & Maple traffic calming study underway
- Railyard Enterprise Project



Railyard Enterprise Project

The purpose is to develop a network of multimodal transportation infrastructure improvements in the Pine St and Battery St area, and to:

1. Support economic development in the area;
2. Improve livability of the surrounding neighborhoods;
3. Enhance multimodal travel connectivity between the Pine St corridor and Battery St in the Waterfront South area; and
4. Improve intermodal connections to the Burlington rail yard.



Railyard Enterprise Project

Public Meeting

Review and provide feedback on the three alternatives recommended by the Steering Committee.

December 9th, 6:30pm
Arts Riot, 400 Pine St.

City Council

Council vote on the alternatives to send into the federal NEPA process.

December 21st, 7pm

Contois Auditorium, City Hall

More info: www.ccprcv.org





Questions?

Project Manager:
David Allerton, dallerton@burlingtonvt.gov

More Info: www.ChamplainParkway.org

