



City of Burlington

Department of Public Works

Technical Services Engineering Division

645 Pine Street, Suite A

Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450

www.burlingtonvt.gov/DPW

Memo

Date: December 26, 2018

To: Transportation, Energy, and Utilities Committee

From: Nicole Losch, PTP, Senior Planner

Cc: Ian Jakus, Jesse Freedman, Kirsten Merriman-Shapiro, and David White, CEDO; Meagan Tuttle, Planning & Zoning; Nina Safavi and Cindi Wight, BPRW; Laura Wheelock, Ashley Toof, Elizabeth Gohringer, Norm Baldwin, Patrick Mulligan, and Chapin Spencer DPW

Subject: FY2020 Chittenden County Regional Planning Commission's Unified Planning Work Program Projects

Recommended Motion

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

Authorize the Departments of Public Works; Parks, Recreation, and Waterfront; and Community and Economic Development to pursue local match allocation for Unified Planning Work Program (UPWP) projects within the FY2020 budget development.

Background

The UPWP is the Chittenden County Regional Planning Commission's (CCRPC) annual work program for planning activities. The UPWP is the mechanism to implement the regional strategies outlined in the ECOS Plan (www.ecosproject.com) and also helps the City implement local plans.

The majority of UPWP funding is Federal and is provided by the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. As such, most funding is available for projects with a transportation nexus, including transportation planning, land use planning, and stormwater planning. UPWP projects are conceptual in nature and funding is for planning assistance only, which excludes the cost of municipal employees, detailed design or engineering, right-of-way acquisition, construction, and capital implementation. Requests for assistance can be for projects or for technical assistance. The UPWP is concurrent with the City's fiscal year.

For FY2020, the CCRPC anticipates having \$800,000 available for project requests. Some of this funding will already be allocated to additional phases of current projects. UPWP projects generally require a 20% local cash match from a non-federal source. Regionally-significant projects usually do not require a cash match. Small transportation projects that can be completed by CCRPC staff usually do not require a cash match, but small non-transportation projects that exceed more than 12-hours of staff time are charged \$50 per hour.

To be considered for assistance, project applications must be submitted by January 18, 2019. The City may submit more than one application but must prioritize all projects in case funding is limited. The CCRPC's UPWP Committee then determines the selected projects and the allocation of local, state, and federal funds which advance their planning programs. The UPWP development process includes input from the public, stakeholders, interest groups, and CCRPC member communities.

All applications and local match commitments must be presented to and approved by the local governing body. The purpose of this meeting is to inform the community about the project requests, to solicit public comments, and confirm the availability of local matching funds and staff time. In previous years, the Transportation, Energy, and Utility meetings have fulfilled this requirement for the CCRPC.

Additional information on the UPWP can be found on the CCRPC's website:
<https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>

Project Candidates and Local Match Requirements

The City's UPWP projects are developed by the various departments engaged in community planning: Public Works; Parks, Recreation, and Waterfront; Planning and Zoning; Community and Economic Development; City Arts. In addition to the individual project requests, the City must prioritize all projects to assist the CCRPC as all requests may not be funded due to financial constraints.

Projects are still being considered by each Department and cost estimates are being developed with guidance from the CCRPC. At the time of this memo, the City is considering (listed in no order of priority):

PROJECT		DESCRIPTION	MATCH SOURCE	PRIORITY
Continue FY19 Project	Winooski Avenue Transportation Study	Continue the current planning study to engage the community and identify alternatives for transportation improvements to the Winooski Avenue corridor between Riverside Ave and Howard St	DPW – Transportation	Very high
New Regional Project	Queen City Park Road and Bridge Scoping	With South Burlington, identify improvements for pedestrian safety along the roadway and bridge	n/a	High
Counts & Inventories	Pavement inspections	1/3 of system – recurring annual request	n/a	High
	Pavement inspections in Parks		n/a	High
	Traffic counts and ped/bike counts	Various locations determined by DPW to measure traffic calming impacts, identify baseline data for future projects, and/or establish baseline data	n/a	High

Technical Assistance	Land Use Infill Assessment	Identify opportunities and sites for infill development of parking and/or Accessory Units	TBD	TBD
	Traffic Inventory and GIS map	Inventory and map parking meters, parking spaces, and traffic signal characteristics.	DPW - Traffic	Medium
New Local Projects	Connectivity Across Route 127 and North Avenue	Identify options to connect New North End destinations west of North Avenue (Arms Forest, Rock Point, Burlington Greenway) with points to the east. Consider access to the "bridge to nowhere" across Route 127 at Ethan Allen Park and alignment and materials for the pedestrian bridge across the Intervale to Riverside Avenue.	BPRW and Wildways Coalition	High
	Sidewalk Gap Analysis	Identify street characteristics and constraints on streets without sidewalks. Apply prioritization system developed for sidewalk maintenance program. Combine these assessments to develop a prioritized list for new sidewalk construction.	DPW – Street & Sidewalk Capital	High
	Green Streets Opportunity Map	Continue the work of the Stormwater Integrated Planning effort. Overlay soils maps, potential transportation projects, and street characteristics to identify opportunities for stormwater treatments and improvements.	DPW – Stormwater	High
	Lake Street Drainage and Sidewalk	Prepare for paving after 2020. Identify ways to improve drainage on Lake Street and connect the Lake Street extension sidewalk to Depot Street	DPW – Stormwater and Street & Sidewalk Capital	Very High
	Battery Park / Old North End Greenway / Lakeview Terrace Greenway Connectivity	Identify routes and options to connect the Battery Park path with North Avenue and the Neighborhood Greenways to the north and east.	DPW – Transportation BPRW – Parks	High
	Colchester Avenue Protected Bike Lanes and East Avenue Intersection Scoping	As recommended in the 2011 Colchester Avenue Corridor Study and the 2017 planBTV Walk Bike, identify options to improve the intersection of Colchester Ave / East Ave and add protected bike lanes on Colchester Avenue.	DPW – Transportation	Medium (due to staff capacity with other projects)



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Memo

Date: December 28, 2018

To: Transportation, Energy, & Utilities Committee

From: Nicole Losch, PTP, Senior Planner

CC: Jason Charest, PE, Senior Transportation Planning Engineer, CCRPC

Subject: Intersection Scoping Study Recommendations for Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street

Recommended Action

The Department of Public Works (DPW) respectfully requests the Transportation, Energy, and Utilities Committee approve the following motion:

To accept the Intersection Scoping Study of Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street and endorse the Advisory Committee's selection of the short-term improvements and Alternative I as the preferred alternative to advance for funding and construction; and to recommend the City Council accept and endorse the same through Resolution.

Summary

The City of Burlington has partnered with the Chittenden County Regional Planning Commission (CCRPC) to complete a scoping study of the intersection of Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street, as recommended in the 2011 Colchester Avenue Corridor Study. The scoping study was led by Stantec and was advanced with the support of an Advisory Committee. The purpose of this study was to develop alternatives for improvements to this intersection. Through public meetings and Advisory Committee meetings:

- Short-term improvements (0 – 3 years) were selected to include a new crosswalk, pedestrian traffic signals, wider crosswalks, and signal system changes to include the addition of a protected left-turn phase for southbound traffic on Colchester Avenue turning onto Barrett Street;

- Three medium-term improvements (3 – 10 years) were evaluated: two variations of a 4-way signalized intersection and a full roundabout;
 - Alternative I, a 4-way signalized intersection, is recommended as the preferred alternative.

This study was coordinated with the scoping study of the adjacent Winooski River bridge.

The final draft report and supporting information is available online at:

<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/colchester-riverside-intersection-scoping-study/>



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

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

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Transportation, Energy and Utilities Committee of the City Council

Tuesday, January 08, 2019 5:30 PM

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

–AGENDA–

1. **Agenda**
2. **Minutes of 10/24/2018**
3. **Public Forum**
4. **Intersection Scoping Study Recommendations for Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street**
 - a. Nicole Losch, DPW presenting
 - b. 15-minute duration
 - c. Action: Action requested.
5. **FY 2020 Chittenden County Regional Planning Commission's Unified Planning Work Program Projects**
 - a. Nicole Losch, DPW presenting
 - b. 15-minute duration
 - c. Action: Action requested.
6. **DPW Pedestrian Safety Efforts**
 - a. Nicole Losch, DPW presenting
 - b. 15-minute duration
 - c. Action: Informative, no action needed.
7. **Councilors' Update**
8. **Adjourn**

Colchester/Riverside/Barrett/ Mill Intersection Study

Transportation Energy
Utilities Committee
January 8, 2019



Introduction

Intersection scoping recommended in 2011 Colchester Avenue Corridor Study

Purpose: Define a safer intersection that enhances mobility and access for all users while contributing to livable and vibrant communities and ensuring efficient operations.

Needs:

1. Improve safety and mobility for all users of the intersection.
2. Simplify the intersection.
3. Enhance the gateway into Burlington.
4. Manage traffic congestion.

Project Summary

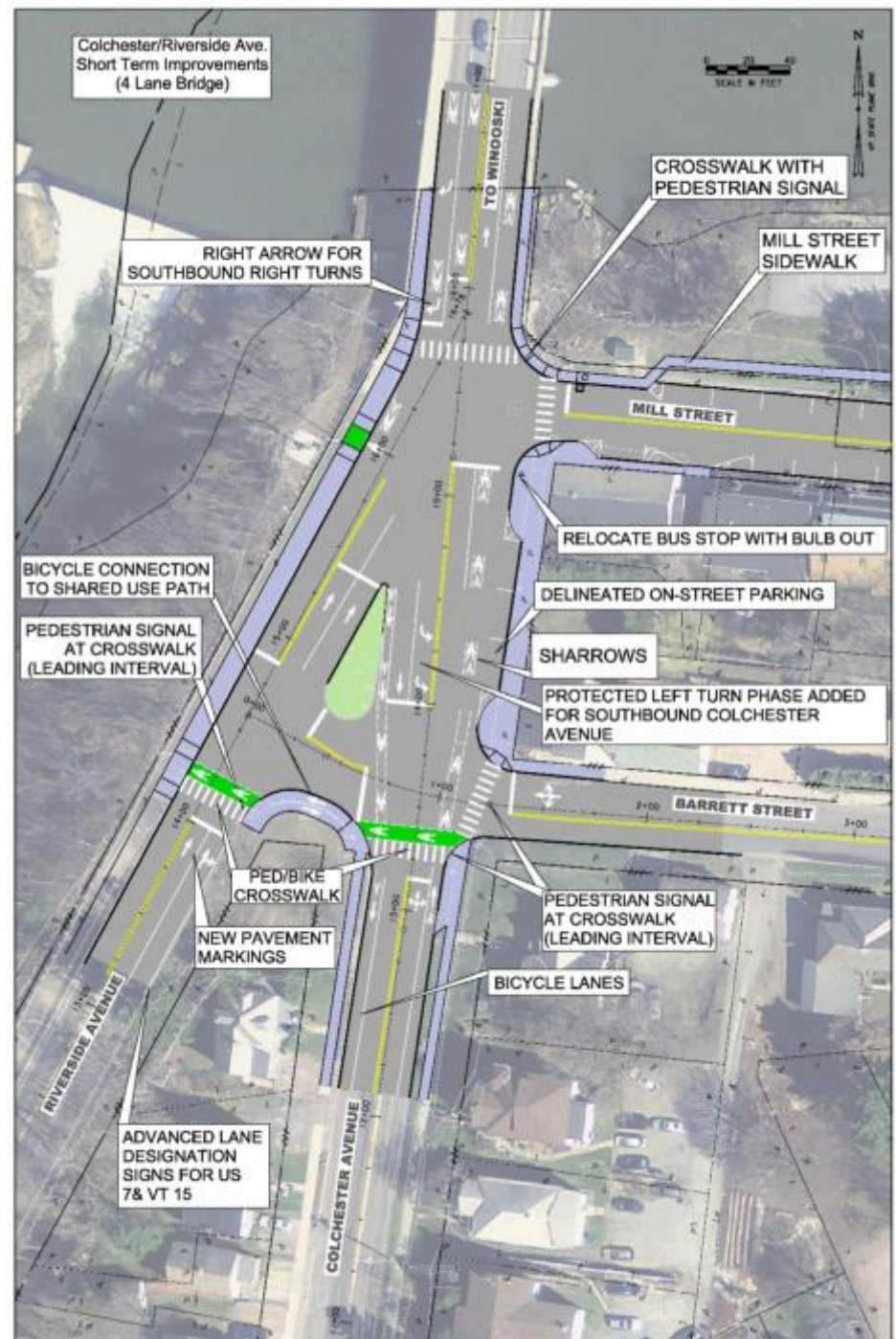
- Committee Considered:
 - 1 Short-Term Alternative (0-3 years)
 - 3 Medium-Term Alternatives (3-10 years)
 - 1 Hybrid Alternative
- Committee Actions:
 - Approved Short-Term Alternative
 - Eliminated 1 Medium-Term Alternative
 - Preferred Medium-Term Alternative 1
- CCRPC Winooski Bridge Study coordination
 - 4-lane configuration

Alternative Review

Short-Term: limited curb relocation and drainage impacts, within right-of-way

Preferred short-term alternative

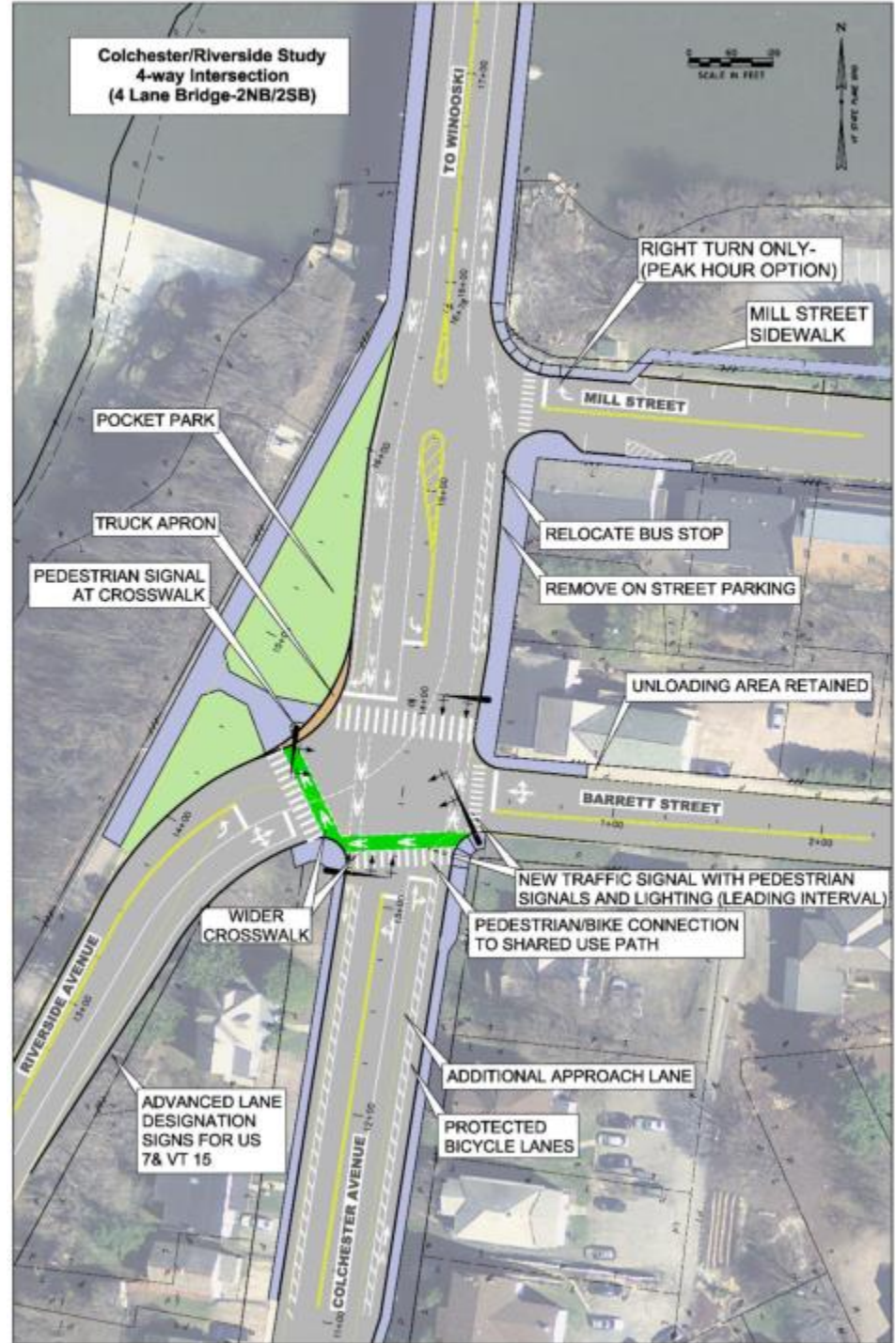
Hybrid: if medium-term alternative is delayed, pursue short-term and an additional northbound lane on Colchester Avenue



Alternative Review

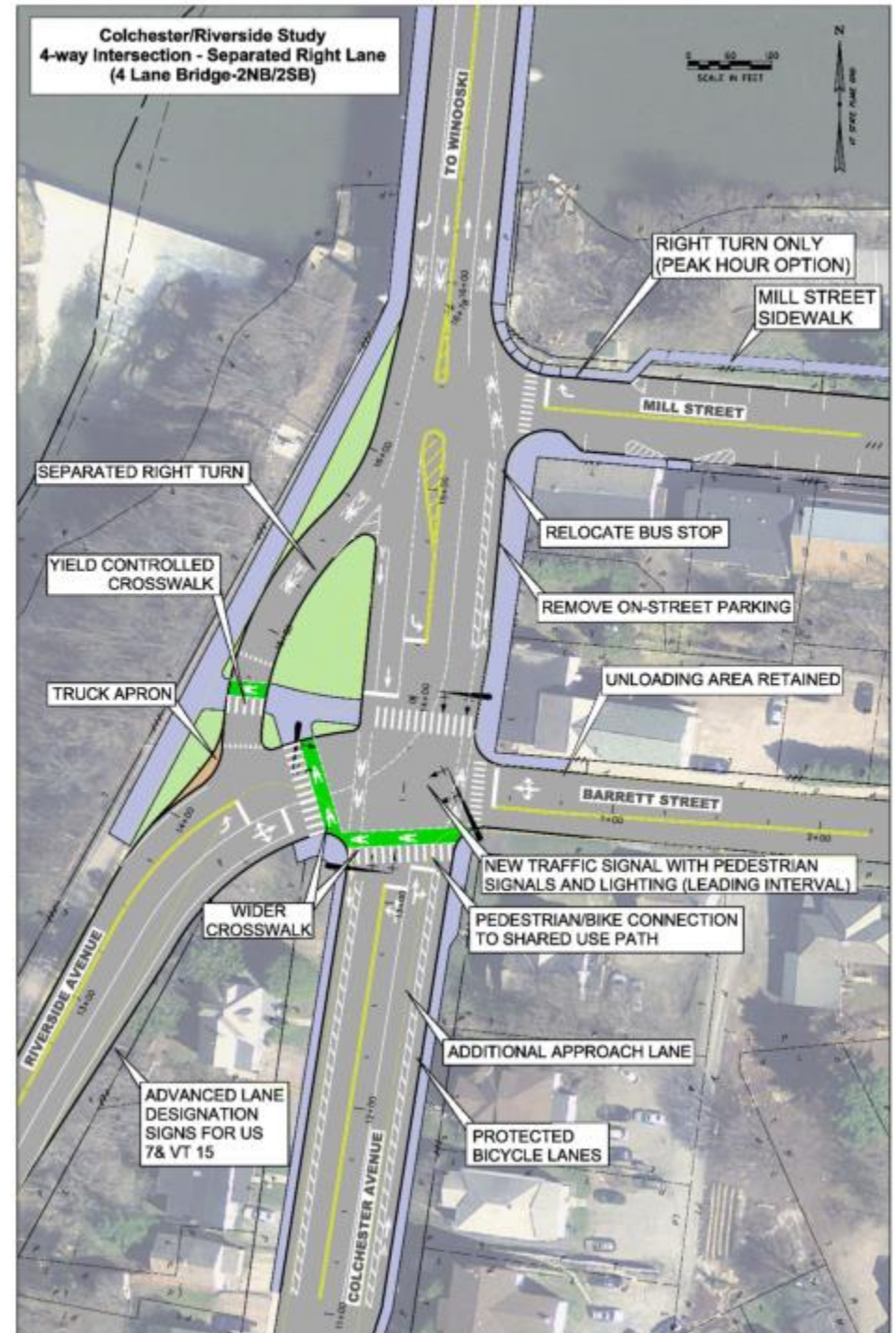
Alternative 1: one
signalized 4-way
intersection at
Colchester Avenue
and Barrett Street,
unsignalized
intersection at
Colchester Avenue
and Mill Street

Preferred medium-term alternative



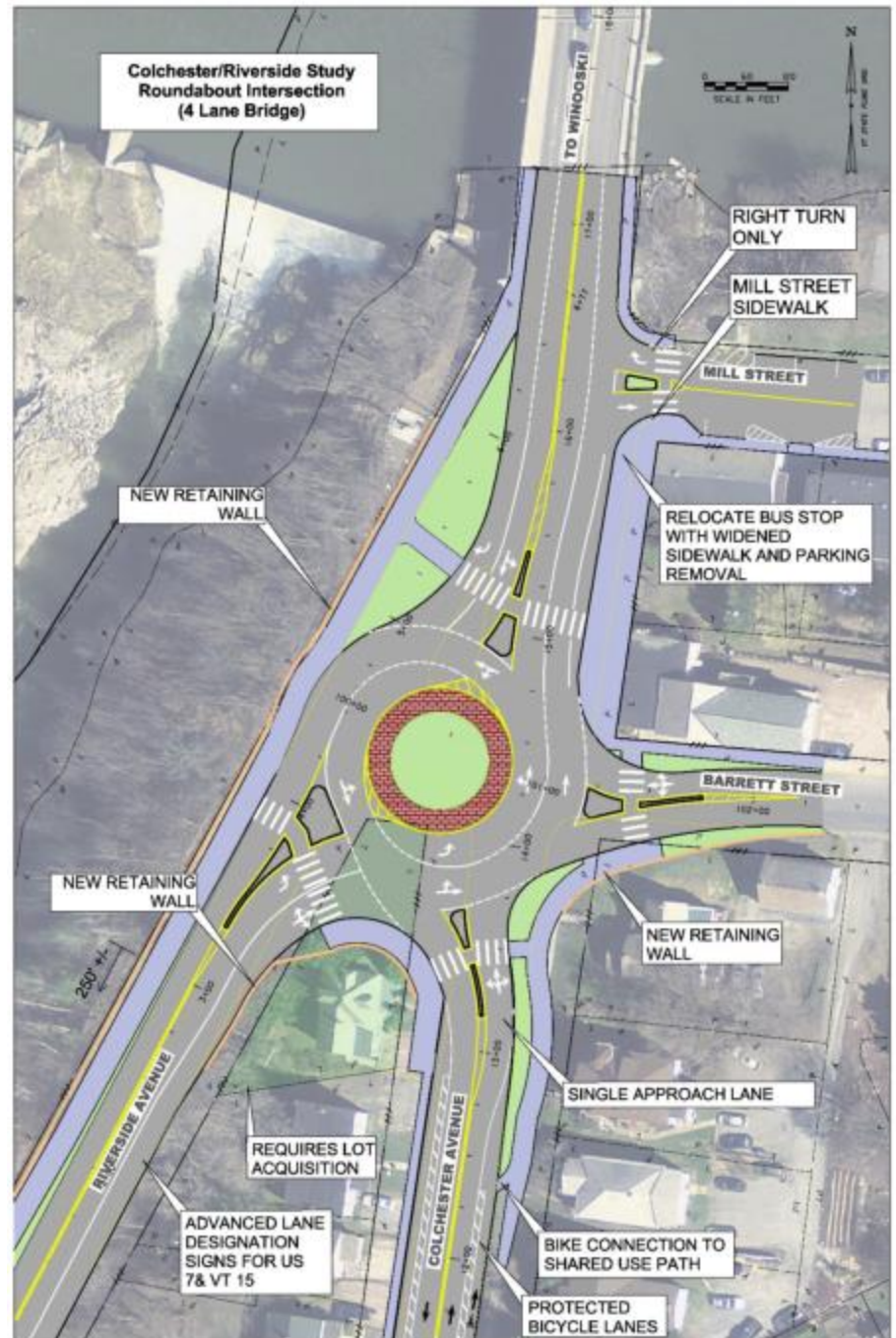
Alternative Review

Alternative 2:
alternative 1 with
separated
southbound right
turn lane from
Colchester Avenue
creating a yield
condition onto
Riverside Avenue



Alternative Review

Alternative 3:
modern roundabout



CRITERIA	No Build	Short Term Improvements	Alternative 1 4 Way Intersection	Alternative 2 4 Way Intersection w/ Separate Right Lane	Alternative 3 Roundabout
Project Costs	\$0	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Some	Better	Better	Best
Provides Safer Bicycle Connectivity Winooski to Burlington	No	Some (allows safer east/west bicyclist movements)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett)
Reduces Potential for Crashes	No	Some	Better	Better	Best
Reduces Intersection Complexity	No	No	Best	Best	Better
Manages Peak Hour Congestion	No	Some	Some	Better	Best
IMPACTS					
ROW Impacts	None	None	Minor (1600 sf)	Minor (1600 sf)	Major (4000 sf/ 1 house)
Historic Resources	None	None	None	None	Major (Removes 4(f) resource)
Stormwater	No change	No Change	Treatment opportunity	Treatment opportunity	Treatment opportunity
Net Change In On-street parking spaces	0	Some (-1 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)
Aerial Utilities	0	0	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)

Comparison of Alt 1 and 2

Attribute	No Build		Alt 1	Alt 2
Traffic Operations	LOS E 105% OF CAPACITY		LOS E 98% OF CAPACITY	LOS E 99% OF CAPACITY
Crash Reduction	\$0 SAVINGS		\$5.6M SAVINGS	\$7.2M SAVINGS
Pedestrian Experience	NO CHANGE		SIGNAL CONTROL FOR MOST CROSS WALKS (MILL ST EXCEPTED)	SIGNAL CONTROL FOR MOST CROSS WALKS - "YIELD" CONTROL FOR RIVERSIDE
Bicyclist Experience	NO CHANGE		PROTECTED BIKE LANES	PROTECTED BIKE LANES
Intersection Complexity	NO CHANGE		ONE 4-WAY INTERSECTION ONE T-TYPE INTERSECTION	ONE 4-WAY INTERSECTION TWO T-TYPE INTERSECTIONS
Cost	\$0		\$3.3M	\$3.4M
Risk	NONE		MINOR WIDENING	MINOR WIDENING
Disruption	NONE		1.0 TO 1.5 YEARS	1.0 TO 1.5 YEARS

Legend

Much Worse than No Build	Somewhat Worse than No Build	Comparable to No Build	Somewhat Better than No Build	Much Better than No Build
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Cost Comparison

Item	Short Term Improvements	Alternative 1 (4-way, Intersection)	Alternative 2 (4-way, Intersection w/Right Lane)	Alternative 3 (Modern Roundabout)
Construction Costs	\$700,000	\$2,600,000	\$2,700,000	\$4,300,000
Right-of-Way Costs	-	\$50,000	\$50,000	\$700,000
Design Engineering	\$100,000	\$390,000	\$390,000	\$720,000
Construction Engineering	\$70,000	\$260,000	\$260,000	\$480,000
Total Project Costs	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000

Recommendation

To accept the Intersection Scoping Study of Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street and endorse the Advisory Committee's selection of the short-term improvements and Alternative 1 as the preferred alternative to advance for funding and construction; and to recommend the City Council accept and endorse the same through Resolution



TRANSPORTATION, ENERGY AND UTILITIES COMMITTEE

January 8, 2019

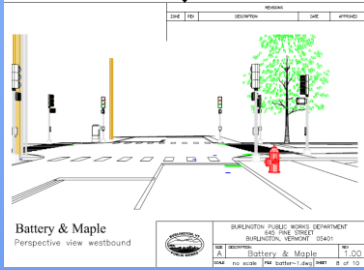
Pedestrian Safety



FLETCHER PLACE CROSSWALK W/ RRFB 2018

2018: ENHANCED PEDESTRIAN SAFETY

- 2.86 additional miles of rebuilt sidewalks (tripling pre-2017 production)
- 3 new crosswalks, 2 with flashing beacon lights
- 24 curb extensions at 9 intersections for pedestrian safety, using Quick-Build
- Pedestrian actuated signals at Maple and Battery installed; installations underway at Colchester/Riverside/Barrett
- \$50K investment in preventative maintenance program to extend the life of sidewalks.





RECENT PEDESTRIAN SAFETY EFFORTS

- 2017-18: nearly 6 miles of sidewalks rebuilt
- 2017-18: \$100K on sidewalk cutting
- Since 2013
 - 11 crosswalks w/ RRFB's
 - 5 new pedestrian paths where none existed
 - 4 new pedestrian signals



Pedestrian Safety in 2019

- Evaluating upcoming paving program to determine feasible pedestrian safety enhancements
- Five Crosswalks with RRFB's on North Ave
- Crosswalks are planned at Austin Dr; and Colchester Ave and Chase St (with RRFB)
- Colchester Ave Sidepath
- Champlain Parkway Intersection Improvements
- Pedestrian improvements on Locust & Birchcliff
- Raised intersection on North Avenue at Washington St and Berry St / Washington St
- St. Paul Street "Great Streets" including intersection improvements for shorter, safer crossings
- Replace traffic signals with RRFBs on North Champlain Street at the Sustainability Academy, on Pearl Street at Church St, and on St. Paul Street at 230 St Paul
- Design of Mansfield Avenue sidepath
- Additional miles of sidewalk segments to rebuild
- Improvements at the Colchester Ave / Riverside Ave / Barrett St / Mill St intersection, implementing the short-term recommendations from the Intersection Scoping Study
- Demonstration project with the Winooski Corridor Study



PROJECT DEVELOPMENT: WHAT INFORMS OUR WORK

- Residents
- City Plans
- Federal & State Policy
- Intergovernmental Coordination
- Private Development
- Available Funding



SeeClickFix



PROJECT DEVELOPMENT: NEW APPROACHES

Adopt a Vision Zero Policy

Vision Zero is an international traffic safety framework that seeks to eliminate serious injuries and traffic fatalities from our communities.

Initially developed in Sweden, Vision Zero programs and policies have been adopted by a growing list of U.S. cities.

Roundabouts

Roundabouts are considered as an alternative in any intersection scoping or redesign.

FHWA Guidance for Mini-Roundabouts: % truck traffic, number of lanes, traffic volumes on approaches, peak traffic

Urban constraints

The additional ROW needed for turning/storage lanes is often much more extensive than the corner properties needed for a roundabout



Urban Roundabout
Alternative



Improved Signalized
Intersection Alternative

COORDINATION AND FUNDING

CCRPC

- Apply and receive funding annually
- Scoping studies
- Funding informs/complements projects

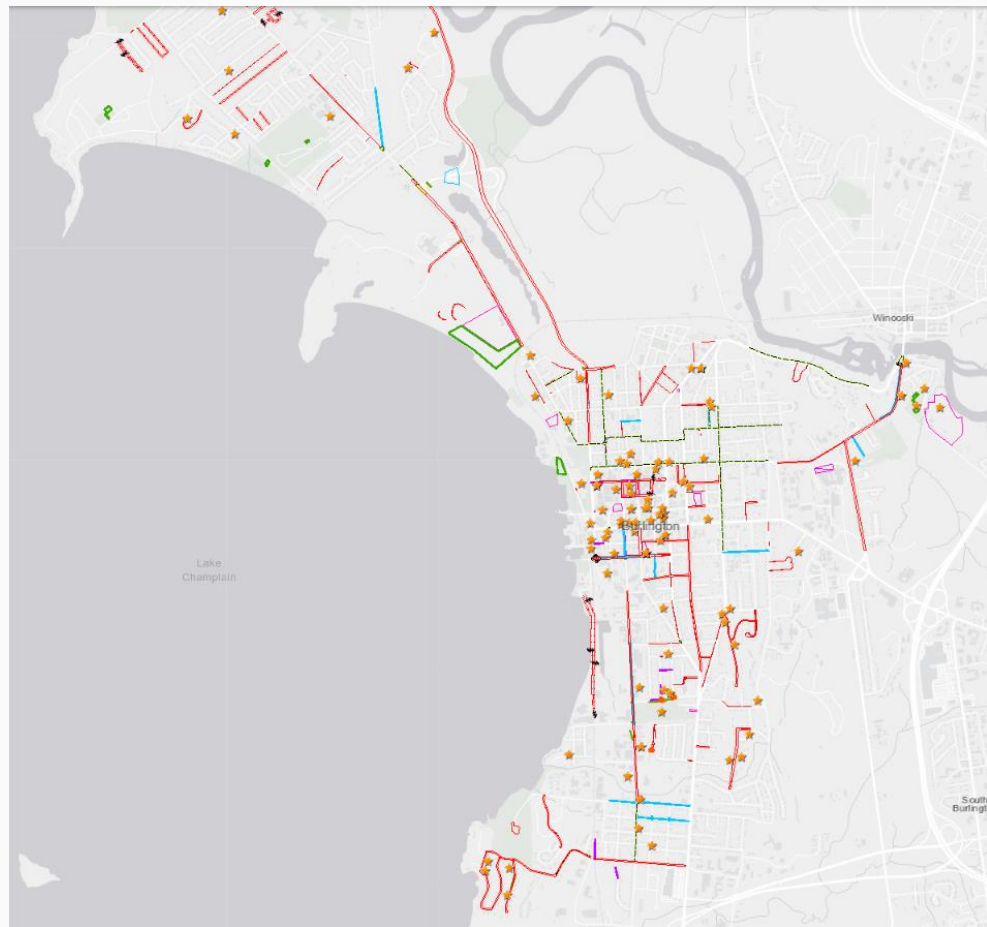
VTrans

- Regularly apply for funding
- Increasingly limited funding available
- Often includes USDOT funds -- involves environmental permitting, rounds of review and right-of-way clearance
- More time-consuming, but alleviates local tax burden
- Applied for 4 of the last 5 rounds of funding

USDOT

- Very few programs that are feasible for communities of our size. Federal Earmark funding is no longer available and the TIGER / BUILD program requires a minimum \$1 million local match. |

- **BTV Construction Portal:**
burlingtonvt.gov/construction
- **Non-emergency maintenance requests:**
SeeClickFix.com
- **DPW Customer Service:** 802-863-9094
- **Water Resources, including 24/7 urgent support:** 802-863-4501/
water-resources@burlingtonvt.gov
- **Sustainable Infrastructure Plan & Construction Season Info:**
burlingtonvt.gov/DPW/Reinvestment
- **Robert Goulding, Public Information Manager,** RGoulding@burlingtonvt.gov, 802-881-2278



Q: How do you prioritize pedestrian safety projects?**A:**

- Crossing improvement projects normally come out of planning process recommendations (corridor studies, planBTV Walk Bike, etc.) but can also come through large private developments (impact fees, funded by the developer, etc.), and public requests (SCF requests, Councilor requests, etc.). Grant opportunities can elevate particular projects based on the priorities of the grant source. Opportunities to coordinate work with other construction may also elevate projects in the queue.
- Sidewalk repairs are based on the deficiencies from the 2014 assessment (barrier score) overlaid with the projected use of the facility especially by vulnerable populations (activity score).

Q: How do you determine the right fix for a problematic intersection or crossing area?

A: Site characteristics (traffic volumes, lines of sight, number of travel lanes, prevailing uses, etc.), standards and guidelines (such as VTrans Crosswalk Guidelines, etc), and the professional review and analysis of our planners, engineers and consultants. For complex intersections, we may undertake a scoping study, including hiring external consultants to facilitate an inclusive public process.

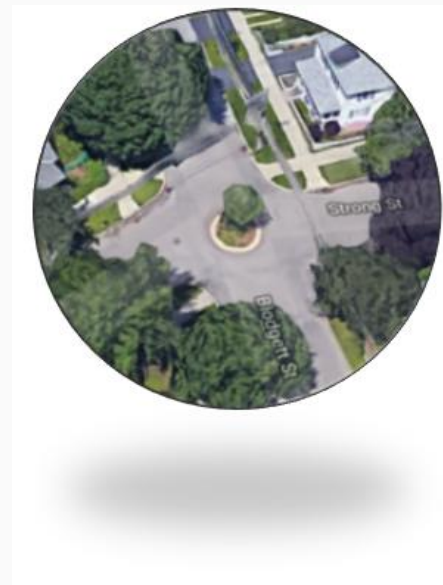
Q: How do you determine which sidewalks get repaired?

A: Sidewalk repairs are based on the deficiencies from the 2014 assessment (barrier score) overlaid with the projected use of the facility especially by vulnerable populations (activity score). We follow ADA guidelines for what constitutes accessibility deficiencies. Note that it will take years to catch up from the decades of deferred maintenance on the sidewalks. Even at 3 miles of replaced sidewalk each year, it will take 40 years to replace the entire network.

Q: How do you allocate resources for transportation planning?

A: We are seeking a balanced transportation system that is safe for all users. For a few decades, the City didn't build sidewalks along with the streets, so we've worked to retrofit pedestrian facilities (new sidewalks on Flynn Ave, Cliff St, Colchester Ave, etc.). For many decades, City didn't install connected bicycle facilities along important corridors, so we've worked to retrofit roadways. For years, we had an inadequate, unheated transit center, so we worked with GMT to construct the Downtown Transit Center. It all works together.

- Strong St / Blodgett St traffic circle
- South End neighborhood traffic calming
- North / South Bicycle & Pedestrian Route Study & planBTV Walk Bike
- Shelburne St Roundabout (2021 construction)
- Vermont Agency of Transportation Highway Safety Program – 100% funding for eligible costs
- Champlain Parkway
- North Ave / Rt 127 Intersection Scoping
- Colchester Ave / Pearl St / Prospect St Scoping
- Winooski Ave / Howard St / St Paul St Scoping
- North Ave Corridor
- North Ave / Ethan Allen Parkway Scoping (underway)
- Colchester Ave / Riverside Ave / Barrett St / Mill St Scoping
- Neighborhood Greenways
- North Ave / South Road (Cambrian Rise)
- Winooski Ave Corridor Transportation Study (underway)



PROJECTS THAT CONSIDERED ROUNDABOUTS

Transportation, Energy and Utilities Committee of the City Council

Tuesday, January 08, 2019 5:30 PM

Burlington Department of Public Works – Front Conference Room

645 Pine Street – Burlington, VT

–AGENDA–

1. Agenda

Chair Tracy calls to order at 5:34PM

Cnclr Bushor makes motion; Hartnett seconds; Unanimous

2. Minutes of 10/24/2018

Bushor: under B discussion, item # 8. Didn't understand, 8th line down, 'looked at conditions that drove worse to worse ... focused on local nature streets w/ no transpo needs.' Needs clarification what this means.

Norm will circle back w/ PP.

Norm: Greenbelt, occupancy of parking, local vs arterial. I will circle back w/ PP.

Bushor: Important to understand w/ clarification. Moves minutes

Seconded by Hartnett

3. Public Forum

Richard Hillyard: Resident of W1, Active on NPA. We had a pedestrian tragedy over Xmas period on North Ave. One of our NPA members produced FPF posting asking what is W1 NPA doing to support ped safety, etc. Highlights something we have tried to address, that there is a gap between city formally recognizing a safety problem (of whatever sort), not about Chapin or DPW directly, there is a lead time for traffic engineering ... 4 to 5 years -- perfectly understandable. We addressed a problem on East Ave, Traffic calming, 2 years ago. Engaged police to see what traffic enf could take place. Anecdotal evidence, East Ave is a racetrack, little sign of ENF, no traffic calming. In response, BPD officer wrote that the residents of East are correct in assessment. Issued \$1700 in tickets. Two residents went through stop sign, speeding, cyclists waiting to cross. Highlighted issue in this ward, just as residents of North Ave did. Three of our members went to Police Commission, challenged Chief del Pozo. If a safety issue identified, what do we do as a city to mitigate problems before DPW can do a study, recommend a fix. Brought up at NPA mtg in Sept, this is going to be a problem, we need to address it. We need to address it as a city. Chief said we are reluctant to

dedicate resources to traffic ENF, loathe to expend a lot of resources on traffic details. Speed radar signed installed, quickly failed and hasn't been replaced. We need to mitigate chances of an accident happening. We've done everything we can do as an NPA.

Richard: the other thing, in Oslo - capital of Norway. Just in process of dispensing with last 700 downtown parking spaces. Something to think about, when doing something environmentally rather than building a few stories of car parking.

Bushor: Question as followup from forum. Regarding speed radar sign. I can validate almost everything Richard and police have said, very close to stop sign. I yell at drivers that go through stop sign. Incredibly frustrating, drivers seem oblivious to stop sign. Very visible sign. This is my ward, very familiar with section. I do think that we don't have all the money, but you will talk about prioritization. Pedestrian lights are incredibly effective. Lot of places in city need them.

4. Intersection Scoping Study Recommendations for Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Action requested.

Nicole: Memo included

Chapin: Introduces Jason, CCRPC

Nicole: RPC partner, Bushor and Richard also on advisory committee.

Just wrapped up intersection scoping, quick intro to process. ::Nicole presents presentation::

Bushor: Important for other two members to see what tipped scale for Alt 2, show picture. This seemed to create an unsafe intersection, a vulnerability. (Asks Richard and Jason)

Jason: You've hit the sticking point for disliking this alternative. Members on the committee uncomfortable with slip lane across sidewalk and the ped experience having to cross two crosswalks. Liked traditionality of Alt 1. Just one crossing, and completely

signalized. Only other thing is people like the opportunity of green space in Alt 1 and not having right turn lane.

Harnett: What's there now

Nicole: don't have crosswalk across northern barrett, or bridge on this side of mill st intersection.

Bushor: It's a nightmare, you really can't cross by the bridge

Harnett: Where was the pedestrian killed.

Jason: Barrett crosswalk

Bushor: I'll move the motion

Tracy: Looks great, thank you for your work

Richard H: I'd like to add a few things, outside scope of presentation. First is Mill St, nice little busienss incubator, promising businesses. There is no elegant way of dealing with that junction at this stage. My view is that the city to decide what it wants with Mill St, or potentially a safety issue going forward unresolved. Other thing is that part of Barrett onto Colchester junction is constrained a little by the Dominos operation. To me, it is a sacred cow, 18 wheelers, parking there, protected b/c it's a historic building dressed up as pizza parlor.

Bushor: historic commercial

Richard H: Does not help that the business there obviates against a more elegant junction. Don't know how long the city wants to tolerate that.

Harnett: Most cars parked there are delivery cars

RH: 18 wheeler delivery trucks. Not good all teh way further up Barrett. Two things I'd say the city needs to figure out. Elegant gateway into city is wonderful, with bridge replacement will be great. Couple things hanging out.

Hartnett: Have we run this by Winooski Public Works or City Council?

Bushor: No, not part of Winooski, they were offered an opportunity

Hartnett: will impact residents

Jason: if they decide they want to

Bushor: Odd b/c on Winooski side, right on top of water/bridge/road they planned this hotel

Jason: that has moved, not going to be planned in that location

Hartnett: do we work well w/ Winooski

Norm: partnered on bridge repair

Nicole: great working relationship, and talked with their staff today on some of these recommendations. Gave them an idea to look at pavement markings going into Winooski side.

Harnett: probably one of the most dangerous intersections in the city in years, from bikes to walkers, even now.

Bushor: Move to accept intersection scoping study and do you want me to read whole thing. Move to accept intersection scoping study.... (reads language)

Harnett: Second

::Passes Unanimous::

5. FY 2020 Chittenden County Regional Planning Commission's Unified Planning Work Program Projects

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Action requested.

Nicole: we work through RPC UPWP, due every January. Transportation link. Work w/ other city dep'ts on projects we should apply for for upcoming year. Requires public forum and community. Updates since memo went out.

Nicole: The one project we know we're including Winooski Ave Transpo Study, continuing to list that. Will be partnering w/ S Burl on Queen City Park Rd and Bridge - to improve ped safety and bridge. App will be submitted by S Burl, we will support. Not requiring local match as it is regional. We also include several small requests on inspections and counts: pavement inspections (1/3 of system every year), parks facilities being added into pavement inspection, we always submit list of traffic counts, ped and bike counts, will continue including. Under tech assistance category, may require match depending on hours estimated for project: landfill led by CEDO and PZ - will likely not pursue. Some work has been done on Accessory dwelling units.

:::notes not take:::

Nicole: As we submit, we prioritize. We do have suggested motion at beginning of memo. Relates to supporting the process and local match allocation.

Bushor: There are two, my personal favorites. Sidewalk gap analysis, responsive to residents who talk about sidewalks all the time. I oversee a lot of things in the blood bank, what we come to know, sometimes you can't see your own shortcomings. When you say 'in-house' it's most appropriate, other times good to get someone else to look at it. I would like to see improvement in approach on sidewalk repair. Hoped this would begin that foundation. Based on what you said, you said new and not existing sidewalks. It's not that I don't care about new, I just want focus on repairing existing sidewalks. Should be considered as an item on this list.

Chapin: We discussed that

Nicole: We know we need to redo our sidewalk assessments, every few years, coming up. RPC does have asset inventory, and we are planning on that for next year to look at prioritizing system and which sidewalks to replace.

Bushor: Colchester PBL. Ever since you did work towards Barrett and narrowed the lane, the bicycles .. now two lanes of traffic can't go down the hill and bikes have nowhere to go so they ride in the middle because they are sharing the road. Creates anger, frustration, as I see a dangerous situation. Contemplate that as you look at it. Urgency to look at what can be done. Does get dark early and a lot of bicyclists don't have adequate lighting and wear dark clothing. Just pointing this all out, a real safety issue. What's the interim solution before you look at this globally.

Hartnett: Is this federal dollars?

Chapin: Much is federal, yes.

Jason: Match of federal, state and local. You pay dues.

Hartnett: When we talk about crosswalks w/ lights, are those projects part of it?

Chapin: these are planning dollars, through planning design, but not engineering.

Jason: Our monies can't be used to go past conceptual design. No construction, engineering or equipment

Nicole: Important program if we will be using state grant, as they require projects go through scoping, we need that level of detail in order for FHWA.

Hartnett: So where does that funding source come from, with protected crosswalks and lights?

Nicole: One funding source is through state's bike/ped program, 3 grant categories in annual program (1-construction of large projects using fed money; 2- scoping process, higher match than rpc and after 2015 3- small construction funding using only state money - lower dollar amounts, very competitive around state and they expect the projects to be constructed much quicker as there are less reviews than fed process. That program is only grant opportunity for those types of improvements.)

Hartnett: 6 or 7 on Pine and 1 on Shelburne Rd

Chapin: 2 on Shelburne

Hartnett: Any other protected, lighted crosswalks?

Chapin/Nicole/Norm/Rob: confirm locations, etc.

Hartnett: frustrating that we live in the district with most kids, most schools, most seniors and we can't get RRFBS.

Chapin: you're getting them

Hartnett: somewhere along the line we lost our way. I think everybody that lives in BTV has seen the benefit of these lights. They are life-savers, it's what it boils down to.

Programs you automatically, looking for them to come on, huge benefit. Forget

state/federal dollars, I want them, it's time we incorporate that expense into city budget. Can't understand why it's not.

Norm: In this process, this corridor came from state \$, unique, econ dev b/c of Dealer.com. For awhile FHWA banned rrfs, but has lightened up. Caused hiccup in advancing project.

Hartnett: Message from me here is we could talk about different dollars, at the end of the day, we need to incorporate in city budget

Norm: Trying to navigate that

Bushor: Placing of them is mysterious. My residents petitioned on East Ave, but all of a sudden it came up on Colchester Ave.

Chapin: Wasn't all of a sudden, process involved

Bushor: Feels like things drop from the sky, we have a communication issue when we don't understand timelines and how things happen.

Hartnett: General public doesn't understand it. To tell somebody that Colchester was involved in state/federal project, people don't care about that. Should be priority in our city, given these lights, people want them.

Bushor: good for committee to know the cost for purchase and installation. # of requests for these.

Tracy: My feedback is Winooski Corridor is imperative, pretty much many things we hope to accomplish. Creates network. Already started. We really need to do a good job of keeping it out there. Support that. I second Bushor's sidewalk gap analysis. Quite a few areas where access can be improved like on Archibald to cemetery. I do also agree w/ Bushor on Colchester bike lane issue, have heard from different folks.

Hartnett: particularly in NNE, have had that conversation about new sidewalks, fixing what we have. Have more sidewalks in NNE. Quite a few that don't have sidewalks.

Bushor: we have to have motion. ::reads motion::

Hartnett: seconds

Unanimous vote.

6. DPW Pedestrian Safety Efforts

- a. Nicole Losch, DPW presenting
- b. 15-minute duration
- c. Action: Informative, no action needed.

Chapin: Thanks Bushor, helpful for us to get thoughts together.

::Chapin presents::

::Norm presents Ped Safety in 2019, going forward::

Norm: to give important history that isn't in this presentation. How people use the streets. For instance, years ago changed ordinance to lower speed limit; 30 to 25 is

important safety measure. Some streets, like North and Shelburne, didn't get the speed limit reduction. Communicated w/ Transportation Board.

:::Norm goes back to presentation:::

Bushor: We all get emails from Tony, re: roundabouts. I'd respectfully ask if there is anybody who was in a city that had a roundabout that allowed the safe passage of pedestrians w/ high volume of cars. I don't understand it, but keep hearing it about roundabouts. A lot of us are ignorant about roundabouts in an urban center.

Norm: Biggest benefit is it eliminates T-bone accidents, no angle. But they are difficult to fit in urban environment. Can it perform with that lifecycle? Considerable amount of effort, resources, displacement of utilities.

Bushor: So, other thing. I grew up in MA, with some roundabouts. Never saw a bike or pedestrian ever. Want to dispel or collaborate on this. Learn if there are places where this works.

Chapin: We will share our roundabout briefing. Difference in modern roundabouts and larger rotaries.

Chapin: Fundamentally, how we prioritize intersection upgrades come through corridor or planning studies. Comes through private development, public or City Council directing us to look at problematic intersection. As you saw earlier, through UPWP we prioritize requests which starts project development process.

Bushor: On behalf of Jared Wood, someone who now needs assistance as he moves around, he feels much more keenly aware of limitations and challenges. He questions the allocation of money to pedestrian safety versus vehicular and bike safety. He wants to understand that. Feels like pedestrians get short end of stick. I have no way to respond. He wants us to make sure that is a priority.

Norm: Last 3 years of sidewalk investment answers that questions. Bike investments pale.

Tracy: I'd appreciate a funding briefing to understand the capital planning we've done: bike, walk, drive. Don't need a lot of detail.

Chapin: yes, happy to put together.

Tracy: Thank you for this, very helpful. Very appreciative Vision Zero is included. Haven't systematized yet. When I see the answers to these questions, I see that coming together. We do make planning, engineering, staff resource choices. There seems to be/is a necessary lag time between crashes and change. Who is seeing this info and when? Councilor Dieng interested in moving a resolution forward on bike safety, and only bike safety. I've asked him to be broadly inclusive and respectful of VZ. They all interact all the time, hard to look at only one at a time. ENF isn't necessarily the answer. Infrastructure changes, like beacons or bumpouts, are needed. My question is: how do we systematize the VZ stuff - that uses data, makes the data accessible, how do we bring a regular review. I say that with respect to the ComStat effort, as every time they bring up people who have passed away from overdoses. Grounding this at human level and have data. Injuries should be included - shakes people up. How possible is this - do we work with BPD to get more info? Do we have that referred to TEUC or Commission and do we review quarterly or at the end of our meetings? BPD gets data around crashes, tells us what happened. Gets passed to Committee or DPW to look at infrastructure changes. Then comes to Committee for conversation. Is this reasonable?

Norm: I think we are doing that largely now. We do corridor analysis, what are the situations causing accidents, how do you balance the safety improvements against operational expectations of public and how do you accommodate those modes in corridor. How do you work through the public process. North Ave, for instance, if you go 3 or 4 lane config - it brings significantly different design. We are already worried, and need to know which techniques to apply. All of these conscious decisions are driven by economics and timing. Sometimes takes a long public process. Heart-broken on North Ave tragedy.

Chapin: You are aligned with where we want to go. We can have this conversation at a policy level. Look at data, how we knock down crashes. Councilor Dieng can reframe his resolution. If Council wants us to develop material for future consideration, we are open.

Nicole: data collection and evaluation has room for improvement. VZ would move us to more proactivity, rather than just reactive. Resource allocation to prevent crashes. That is part of the conversation. If we were envisioning broad VZ policy, but larger team necessary.

Bushor: this is a really good idea, as it addresses one aspect that's important - the residents. Answers the question "what's being done?" Begins process of resolution, prioritizes something we've analyzed. Adds accountability. This is what people want to hold us to. Great suggestion by Max.

Tracy: What I'm looking for is holistic approach. May miss things not falling under scope of corridor study, want to see continued focus & accountability. This keeps coming up from public, and consistently have a check in. Wake up call for me serving on this committee. We could be doing more on this committee. Want to ask staff to work with this committee. Be strategic and not reactive.

Hartnett: Do we know how many pedestrians have been killed in BTV - last 25 years? Any progress from when we went from 30mp to 25mph.

Chapin: Very few deaths, fortunately, but certainly property damage.

Norm: In my career, I can think of a handful. In my history of doing this work, I follow up with Police to understand contributing factors.

Hartnett: I chose not to speak publicly about this. If you look at the fog, dark, rain, driver following law .. just a tragic accident. Crossing lights may not have changed anything. Two other issues, re: safety to address as city moving forward. Street lighting is not great, even on regular basis. Want to understand how we light our streets, what we use. Even before accident, we need to look at that. Streets are pretty dark, particularly on North Ave. Another area, waiting for something bad, we need to address design or with resolution. Someone soon is going to get hit coming off a bus. These drivers just going around the bus. Either need a law in BTV where you can go around a pulled over bus OR we need to add a cut-in for bus to pull in. Totally dangerous on North Ave - more so from 4 to 3 lanes.

Chapin: crosswalks going in. BED comment on lighting is a good one. BED has clear lighting standards and has been reviewing corridors. Good conversation to have with fellow departments. LED lighting is good for downward and adjusted.

Bushor: For next time, thank you. Want to say that at one of our next meetings, need an update on ReUse zones -- any activity? By April 1, want to know experience on Narrow Streets. One of the things I feel is we don't evaluate post-implementation enough. Want to hear from you and residents.

Norm: Engineering team has for many years been short staffed. Within next few weeks, we will be fully staffed and can answer these questions and do more follow up. Thank you to Council for that.

Bushor: When will they come forward?

Norm: Olivia (PWE) and Matty (APWE). We've created a team for ladder of opportunity for growth.

Jason: Matty is former RPC intern.

Tracy: Today was windy, twitter discussion on toters. Want to have conversation on agenda. We are near end of phase-in period. Not seeing a lot of rental properties covered with this. Add this to agenda.

Chapin: Adding to agenda. Budgeting to get more of these out there. We're not as far as we want to be, but will bring those #'s.

Tracy: Thank you. Let's set our next meeting.

Hartnett: Back to safety presentation -- would be a great NPA agenda item.

5:30PM on 2/5 set as next meeting.

Bushor motion to adjourn
Unanimous.