



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

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Minutes of 6/2/2010 meeting of the City Council Transportation, Energy and Utilities Committee

Members present: Chair, Karen Paul, Kurt Wright

City Staff: Dan Bradley, Steve Goodkind, DPW

Others: Aaron Frank, Chris Cole CCTA
Jason Van Dreische, Elisa Nelson, Roy Feldman, Kate and Ella
(fifth-grade students at Champlain Elementary, working as a team)
Citizens' Committee on the Champlain Parkway,
Bill Keogh, Burlington City Council

Chair Paul called the meeting to order at 5:40

Public Forum

No members from the public were present.

Minutes

Minutes of 3/18/10 was accepted by the new committee.

Agenda

The committee voted to amend the agenda, adding a presentation from the Citizens' Committee on the Champlain Parkway as item #3.B. Given the addition of this item the committee voted to table items 7 through 9.

Citizens' Committee on the Champlain Parkway

Jason Van Dreische provided background on the Citizen's Committee formed to make the Champlain Parkway serve the needs of the South End.

Their recommendations were the product of a community-based process led by Local Motion, SEABA (South End Business and Arts Association), and the Ward 5 NPA who convened to develop shared recommendations for making the Champlain Parkway work for the South End as a whole. Their efforts were guided by three basic questions:

- How can the project be made to **protect and restore neighborhood quality of life** throughout the South End?

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- *How can the project be made to **enhance the local business climate** and increase commercial property values along Pine Street and surrounding commercial areas?*
- *How can the project be made to **improve safety and create a more attractive environment** throughout the immediate project corridor for people on foot, on bike, and in wheelchairs?*

Kate and Ella (fifth-grade students at Champlain Elementary, working as a team), Jason, Roy Feldman and Elis Nelson presented the Committee's recommendation which are appended to these minutes.

Public Works Director Goodkind offered that he believed that most of the recommendations could be dealt with within the project in one fashion or another, while others, such as continuing a shared use path north to connect with the waterfront would need to be developed as another project.

CCTA Cherry Street – Update Chris Cole CCTA

Chris Cole and Aaron Frank updated the committee on the status of the Downtown Transit Center. CCTA is awaiting a grant award from FTA that will allow them to begin design work. In the meantime they have worked with DPW staff and commission to develop some temporary accommodation along St Paul and Cherry Street. They have also reviewed the possibility of re-staging the downtown operation along the south side of Pearl from Pine to St Paul, along the west side of St Paul to Cherry and on the north side of Cherry from St Paul to Pine

Paving and Sidewalk programs

Goodkind explained that DPW was well into the paving program and that staff has had conversations with our contractor, F.W. Whitcomb, regarding adding streets. The contractor is willing to do more work once the initial contract has been completed. Goodkind suggested that they may continue working through next spring though the current term requires them to be finished in November.

Councilor's requested weekly updates of the scheduled work which DPW staff will provide.

Goodkind also offered an update on the concrete/sidewalk program, noting that DPW staff will be presenting the 2011 sidewalk program to the Public Works Commission in July and that staff can follow up with the committee at that time.

The meeting adjourned at 7:25 PM

RECOMMENDATIONS FOR THE DESIGN AND CONSTRUCTION OF THE CHAMPLAIN PARKWAY

OTHER RECOMMENDATIONS FROM COMMUNITY MEETINGS

Overall Guidelines for Effective Design and Efficient Construction

- Safe, unhurried crossings at all intersections (both signaled and unsignaled)
- Curb bump-outs at intersections wherever possible to shorten crossing distances
- Uninterrupted sidewalks on both sides of all streets within the corridor
- At least three feet of greenbelt between the street and the sidewalk
- Sidewalks that stay at sidewalk grade as they cross driveways
- Effective (but dark-sky-friendly) lighting along entire route
- Clearly marked on-street parking spaces
- Multiple connections and points of access to the shared-use path
- A remote-controlled emergency access gate that provides direct access to the Parkway from the fire station on Ferguson Avenue
- Comfortable bus stops and shelters along the entire route that are easy to get to and well-connected to sidewalks
- Good sight lines for cars turning onto Pine Street (that is, no parking allowed on Pine close to intersections)
- Construction sequencing that rebuilds Pine Street (north of Lakeside) before building the new sections of the Parkway
- A detailed online construction schedule that is continually updated as plans change
- Smart parking management during construction that minimizes the loss of spaces
- Partial compensation for lost business income during construction

Related Off-Corridor Design Recommendations

- Enhanced pedestrian crossings along streets that connect Pine with Shelburne (including Birchcliff, Locust, Howard, and Kilburn)
- Effective traffic calming structures on Locust and Howard streets so as to discourage cut-through traffic
- A “road diet” for Shelburne Road that takes advantage of reduced traffic volumes to make this route more bike, pedestrian, and neighborhood friendly
- A shared-use path along the rail bed that curves from Pine Street towards Champlain Street and possibly Battery Street
- More direct truck access to the rail yard from Pine Street (and possibly additional connections from Pine Street to Champlain Street and Battery Street)

RECOMMENDATIONS FOR THE DESIGN AND CONSTRUCTION OF THE CHAMPLAIN PARKWAY

COMMITTEE COMPOSITION AND PROCESS

These recommendations are the product of a community-based process led by Local Motion, SEABA, and the Ward 5 NPA to develop shared recommendations for making the Champlain Parkway work for the South End as a whole. Our efforts were guided by three basic questions:

- *How can the project be made to **protect and restore neighborhood quality of life** throughout the South End?*
- *How can the project be made to **enhance the local business climate** and increase commercial property values along Pine Street and surrounding commercial areas?*
- *How can the project be made to **improve safety and create a more attractive environment** throughout the immediate project corridor for people on foot, on bike, and in wheelchairs?*

The first step in the process was a series of two community meetings – one focused on resident concerns and one on business issues – that were held on March 15 and 16, 2010. About two dozen people attended each meeting and shared a wide range of concerns and ideas about the project.

We then convened a committee made up of volunteers from those meetings that collectively represented the full diversity of interests in the Champlain Parkway project. The committee met three times in March, April, and May 2010 to review, expand upon, and prioritize the ideas from the community meetings. Our recommendations are on the two pages that follow.

THE MEMBERS OF THE COMMITTEE LISTED BELOW UNANIMOUSLY SUPPORT THESE RECOMMENDATIONS:

Basil Vansuch	Member, Ward 5 NPA Steering Committee; South End resident
Brian Waxler	Executive Vice President, Pomerleau Real Estate
Elisa Nelson	Moderator, Ward 5 NPA Steering Committee; South End resident
Ella _____	Fifth-grade student, Champlain Elementary School
Jason Van Driesche	Education & Safety Manager, Local Motion; South End resident
Jon Shenton	South End resident
Kate _____	Fifth-grade student, Champlain Elementary School
Liz Segal	Owner, The Lamp Shop
Louise Stoll	Former U.S. Assistant Secretary of Transportation; South End resident
Rick Norcross	Owner, Airflyte Productions; South End resident
Roy Feldman	Director, SEABA; South End resident
Will Flender	Member, Burlington Walk-Bike Council; South End resident

RECOMMENDATIONS FOR THE DESIGN AND CONSTRUCTION OF THE CHAMPLAIN PARKWAY

TOP RECOMMENDATIONS

1. ENHANCE ROUTES TO SCHOOL.

Eliminate obstacles and prioritize safety for children walking or biking to school at all locations where routes to area schools (Champlain, Christ the King, and Edmunds) follow or cross the Parkway corridor.

2. EXTEND THE SHARED-USE PATH. Build a shared-use path along the west side of Pine Street from Lakeside Avenue northward that extends the path already planned for the southern portion of the corridor to downtown and the waterfront.

3. CREATE SAFE PEDESTRIAN CROSSINGS. Install pedestrian crossing buttons that stop traffic in all directions and eliminate broad, sweeping curbs at key pedestrian crossing locations (including Parkway and Home, Parkway and Flynn, Parkway and Sears, and Lakeside and Pine).

4. ENSURE SPEED AND NOISE CONTROL. Design the entrance to the Parkway such that traffic speed

declines to 30 mph by the time vehicles pass Pine Street, and incorporate traffic calming and noise abatement measures throughout the corridor to minimize speeding and traffic noise (especially from trucks).

5. IMPROVE TRAFFIC FLOW.

Incorporate traffic lights and left-turn lanes as well as dedicated northbound left-turn signals at the intersections of Pine Street with King Street and Maple Street.

6. INCORPORATE PLANTINGS AND STREET ART. Include diverse and abundant plantings along the entire route as well as seating, pocket parks, and sites for street art throughout the corridor (particularly at bus shelters).

7. MANAGE CONSTRUCTION EFFICIENTLY. Hire a dedicated liaison between the lead contractor and the business community who has the skills and the knowledge to answer questions and resolve problems quickly and effectively

NOTE: Additional recommendations, design options, maps, and other information are all available online at www.champlainparkway.blogspot.com.

CONSTRAINTS ON AND OPTIONS FOR BUILDING DEDICATED BIKE FACILITIES IN BOTH DIRECTIONS AS PART OF THE PINE STREET SEGMENT OF THE CHAMPLAIN PARKWAY

<p>SEGMENT 1 Lakeside Avenue to north end of BED property</p> <p><u>Known constraints:</u></p> <ul style="list-style-type: none"> • None <p><u>Possible constraints:</u></p> <ul style="list-style-type: none"> • None <p><u>Single option:</u></p> <ul style="list-style-type: none"> • Curb stays where it is • Sidewalk converted to 10' shared-use path w/3' greenbelt 	<p>SEGMENT 2 North end of BED property to Howard Street</p> <p><u>Known constraints:</u></p> <ul style="list-style-type: none"> • Cannot build out past existing ROW because of contamination <p><u>Possible constraints:</u></p> <ul style="list-style-type: none"> • Distance from current curb to edge of ROW may be less than needed for a shared-use path • Feds/state may or may not allow curb to be moved inward (narrower street) <p><u>If there is AT LEAST 13 FEET from the curb to the edge of the ROW:</u></p> <ul style="list-style-type: none"> • Curb stays where it is; new 10' shared-use path built 3' out from EXISTING curb <p><u>If there is LESS THAN 13 FEET from the curb to the edge of the ROW:</u></p> <ul style="list-style-type: none"> • Curb bumps out 3' (taking over most of bike lane); new 10' shared-use path built 3' out from RELOCATED curb <p><u>If there is LESS THAN 13 FEET from the curb to the edge of the ROW, and curb CANNOT be moved inward:</u></p> <ul style="list-style-type: none"> • Curb stays where it is; 8' sidewalk built along street 3' from EXISTING curb (note: sidewalk wider to accommodate children on bikes); southbound bike lane remains on street 	<p>SEGMENT 3 Howard Street to old Streets Department</p> <p><u>Known constraints:</u></p> <ul style="list-style-type: none"> • Feds/state will not allow curb to be moved outward (wider street) <p><u>Possible constraints:</u></p> <ul style="list-style-type: none"> • Distance from current curb to edge of ROW may be less than needed for a shared-use path • Feds/state may or may not allow curb to be moved inward (narrower street) • Feds/state may or may not allow a shared-use path to be built on the train tracks along Pine <p><u>If there is AT LEAST 13 FEET from the curb to the edge of the ROW:</u></p> <ul style="list-style-type: none"> • Curb stays where it is; new 10' shared-use path built 3' out from EXISTING curb <p><u>If there is LESS THAN 13 FEET from the curb to the edge of the ROW, and curb CAN be moved inward:</u></p> <ul style="list-style-type: none"> • Curb bumps out 3' (taking over most of bike lane); new 10' shared-use path built 3' out from RELOCATED curb <p><u>If there is LESS THAN 13 FEET from the curb to the edge of the ROW, and curb CANNOT be moved inward:</u></p> <ul style="list-style-type: none"> • Curb stays where it is; 5' sidewalk built along street 3' from EXISTING curb; new 8' bike path built on train tracks as separate concurrent project <p><u>If there is LESS THAN 13 FEET from the curb to the edge of the ROW, curb CANNOT be moved inward, and a bike path on the train tracks CANNOT be built concurrent with the Parkway project:</u></p> <ul style="list-style-type: none"> • Curb stays where it is; 8' sidewalk built along street 3' from EXISTING curb (note: sidewalk wider to accommodate children on bikes); southbound bike lane remains on street 	<p>SEGMENT 4 Old Streets Department to Maple Street</p> <p><u>Known constraints:</u></p> <ul style="list-style-type: none"> • Feds/state will not allow curb to be moved outward (wider street) • Buildings on west side of Pine Street just north of Curtis Lumber are too close to the street to allow for a shared-use path <p><u>Possible constraints:</u></p> <ul style="list-style-type: none"> • Feds/state may or may not allow a shared-use path to be built on the train tracks over to Champlain St. <p><u>If a shared-use path on the train tracks that curve over to Champlain Street CAN be built concurrent with the Parkway project:</u></p> <ul style="list-style-type: none"> • 10' shared-use path splits into two 10' paths, one following the tracks and one along the street; path along street narrows to a 5' sidewalk at Kilburn St.; crossing improved to include a ped-activated signal <p><u>If a shared-use path on the train tracks that curve over to Champlain Street CANNOT be built concurrent with the Parkway project:</u></p> <ul style="list-style-type: none"> • 10' shared-use path along street narrows to a 5' sidewalk at Kilburn St.; crossing improved to include a ped-activated signal; on-street parking eliminated from Kilburn to Maple; northbound bike lane added to the street
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