

Email from Councilor Bergman to Chapin Spencer May 2, 2023.

Barrett St: I've read the materials from the advisory group and spoken to both Jason and former CC Bushor. I understand the concerns with a complex 2 lane roundabout.

First, I'd like to know if traffic volumes have declined significantly since the designs were created such that volumes would now support a single-lane roundabout like the Shelburne Road roundabout.

Second, assuming for argument's sake the preferred alternative is taken, it has been suggested to me that two important safety improvements to that alternative would be to (1) raise the entire intersection to the level of the curb by adding a noticeable "ramp" at each entrance to the intersection to force vehicles to drive slowly as they bump up onto the crosswalks/cross-bikes and (2) elevate the protected bike lanes to the level of the curb, so they are grade-separated from traffic, thereby dramatically increasing safety for people who are not in cars (and probably for drivers as well) and also setting things up well for the future construction of a bridge with protected bike facilities. Can these 2 ideas be reviewed and commented on, please?

Third, there are a number of other walk-bike improvements to the preferred alternative that have been suggested to me. Can these be reviewed and commented on? They are:

- Coming off the bridge, add a bike "offramp" into the pocket park that allows people riding across the bridge with traffic to cross the intersection more safely (with ped signals) if they choose
- Make the cross-bike across the mouth of Riverside two way (and therefore twice as wide) to accommodate people on bikes who want to use the ped signal to cross riverside and head up Colchester Ave
- Make the turn from the bridge onto Riverside tighter (so vehicles can't take the turn at more than 15 mph) by making the truck apron stick out more into the intersection
- Redesign the crosswalk and cross-bike at the bottom of the Colchester Ave hill so it is at right angles to traffic (not realistic/safe to expect people on bikes who are coming down the hill to make that hard of a turn)
- Tighten up the turning radius at the NE corner of Colchester and Mill -- it's way bigger than it needs to be -- and use the extra sidewalk space to create a bike "offramp" that allows northbound cyclists to exit the road and get on the sidewalk when the bike lane ends
- Ensure that the signal design includes an exclusive bike-ped phase (i.e., all vehicles are stopped, and people can walk/bike in all directions across the intersection safely)

North Winooski Ave: It would be helpful to know how many tickets for on street parking in the study area were issued last night during the street sweeping ban/beginning of the paving project on N. Win. We eliminated all on street parking in the area last so people had to go somewhere. The folks in the complex next to me had to stack up cars in their driveway, thereby blocking it entirely, so clearly they don't have enough off street spaces. The number of tickets will give us a real time indication, although not foolproof, of the deficits in off street parking.