Great Streets BTV

Main Street

These materials were originally prepared for the December 2016 Great Streets Public Outreach effort
Main Street Concept Plan
Integrating Prior Recommendations

The Great Streets Initiative helps implement the vision of previous Burlington public planning efforts and guidelines.
Main Street Concept Plan

What is a “Great Street”

These are the high-level guiding principles for street design that are called for in the City’s recently adopted plans and documents.

Walkable/Bikeable
- high quality pedestrian and bike network, safe, convenient, shady, protective

Sustainable
- benefits air and water quality, stormwater smart, energy efficient, transit-friendly

Vibrant
- lively, attractive, diverse, accessible, inclusive, supports economic activity

Functional
- works for all users, vehicles types, emergencies, events; affordable and maintainable
Main Street (6 blocks)
St. Paul Street (2 blocks)
City Hall Park

City of Burlington
Community & Economic Development Office
Public Works
Planning & Zoning

Suisman Urban Design
DuBois & King
Michael Vergason Landscape Architects
Wagner Hodgson Landscape Architects
Urban Rain Design
Domingo Gonzalez Associates
Third Sector Associates
Main Street Concept Plan

**Pinwheel**

The Main Street project, which includes City Hall Park and parts of St. Paul, provides an opportunity to build out key elements of the pinwheel and strengthen the re-centering of downtown.
Main Street Concept Plan

Overall Plan Strategy

- Improved “Trident” links to Waterfront
- Enhance the “last block” of Main Street
- Coordinate right-of-way design strategies with Main Street Landing development plans
- Improve ease of pedestrian crossing at Battery
- Deck and Terrace @ each uphill intersection with lake-view seating
- Incorporate Champlain Parkway terminus
- Critical corner for linking Main Street to Church Street Marketplace
- City Hall Park design fully integrated with adjacent streets
- Potential shared street treatment
- Convert all diagonal parking to parallel to create space for multiple uses on the street: pedestrian, bike, retail, stormwater, trees, information, art, culture
- Anticipate pending plans for possible Gateway project / arena

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The “Pivot”: Main and College, Church and St. Paul

These two critical blocks of Main Street are included in the first phase of construction (shows City Hall Park plan Option 3)
Main Street Concept Plan

Improving the Pedestrian Experience

On many parts of Main Street, sidewalk and crosswalk widths are too narrow and the material condition is fair to poor. Basic pedestrian amenities such as seating are almost entirely absent.

Sidewalks are too narrow and tree belt is subject to erosion and runoff

Corners need repair and enhancement

Crosswalks need shortening and enhancement
What if you could watch the sun set over the lake while sitting on a swing at Main and Pine?
Main Street Concept Plan
What Burlingtonians have said they’d like to see on the street

PRIVATE → PUBLIC

Retail Frontage  Clear Walkway  Tree Belt / Furnishings  Bike Path & Buffer  Stormwater / Rain Gardens  Parking / Roadway
Main Street Concept Plan
Improving the Public Right-of-Way

Existing Street
Diagonal Parking 2 Sides
13.5' 73' 8'
Diagonal Parking Zone
Parallel Parking Zone

Existing Street
Diagonal Parking 1 Side
Parallel Parking 1 Side
5' 16' 51'
Main Street Concept Plan
Improving the Public Right-of-Way

Proposed Street
Parallel Parking 2 Sides

Existing Street
Diagonal Parking 2 Sides

Existing Street
Diagonal Parking 1 Side
Parallel Parking 1 Side

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Overview of proposed Main Street concept
Main Street Concept Plan

Intersections

Terace

Deck

Garden

Garden

Deck

Terrace

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Main Street Concept Plan

Typical Block Plan Elements

- 2 Sidewalks with Frontage Zones
- 2 Bike Paths
- 2 Tree Belts with pervious pavers
- 4 Bumpouts
- 12 Trees
- 12 Individual Rain Gardens
- 2 Downstream Collector Rain Gardens
- 2 Decks
- 2 Terraces
- 6 Crosswalks
- 10 Street Lights
- 22 Parking Spaces with pervious pavers

Additional public furnishing as needed:

8' TREE BELT
- Bike Parking Racks
- Bike Parking Shelter
- Trash Receptacles
- Recycling Receptacles
- Benches / Seating
- Information Kiosk
- Art Installations

3' BUFFER ZONE (AT CURB)
- Traffic Signs
- Parking Meters
- Parking Ticket Kiosks
- Hydrants

CORNERS / BUMPOUTS
- Traffic Signs
- Trash Receptacles
- Recycling Receptacles
- Mail Boxes
- Hydrants
- Art Installations

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Main Street Concept Plan
Palette of Elements and Materials

Great Streets BTV
Main Street Concept Plan
Palette of Elements and Materials

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Outreach: Six-Month Look-Ahead

- October 2021 - Provide project update to the TEUC and the City Council; request authorization to award design contract to Consultant

- December 2021 - Provide project update to TEUC and City Council after advancing concept plans

- January 2022 - Begin broader outreach efforts in advance of March vote

- March 2022 - Pursue obtaining voter authorization for use of additional funds
Main Street Concept Plan

Conversion to All-Parallel Parking

Diagonal parking takes 150% more pavement per space than parallel parking because of wasted corner areas and the added room needed to maneuver into spaces. While the diagonal parking on Main Street increases the number of spaces, it limits the available space for pedestrian amenities and treebelt. It also results in an exceptionally wide roadway that encourages speeding and is more difficult to cross. Conversion to parallel parking results in the loss of some spaces, but opens up a wide range of options, including broad sidewalks and treebelt, new frontage space for sidewalk cafe seating, enhanced stormwater treatment, a protected bike lane, bumpouts, and shorter crosswalks.

Conversion to all-parallel parking provides the minimum space needed to achieve these benefits:

1. **wider walkway**
2. **wider tree belt** (healthier trees with greater rainfall interception capacity)
3. **linear rain gardens** (stormwater slowing and filtering)
4. **more pervious paving** (stormwater slowing and filtering)
5. **protected bike lane**
6. **store frontage furnishing zone**

Conversion to all-parallel parking can be achieved while retaining 73% of existing parking spaces*:

<table>
<thead>
<tr>
<th>Total Spaces for Both Sides of Main Street</th>
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<tbody>
<tr>
<td>Existing/Required</td>
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<tr>
<td>161</td>
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* Note: the total of proposed spaces has been revised upwards since the November 16, 2016 public presentation; additional spaces have been added to the plan using City of Burlington standards for on-street parking layout.
736 on-street spaces within 5 minutes
+ 700 off-street spaces within 5 minutes
+ 2094 off-street spaces within 6-7 minutes
= 3530 district parking spaces
= 3484 district parking spaces