UNIVERSITY PLACE STREETSCAPE IMPROVEMENTS

BURLINGTON, VT PUBLIC WORKS

The University of Vermont

Stantec

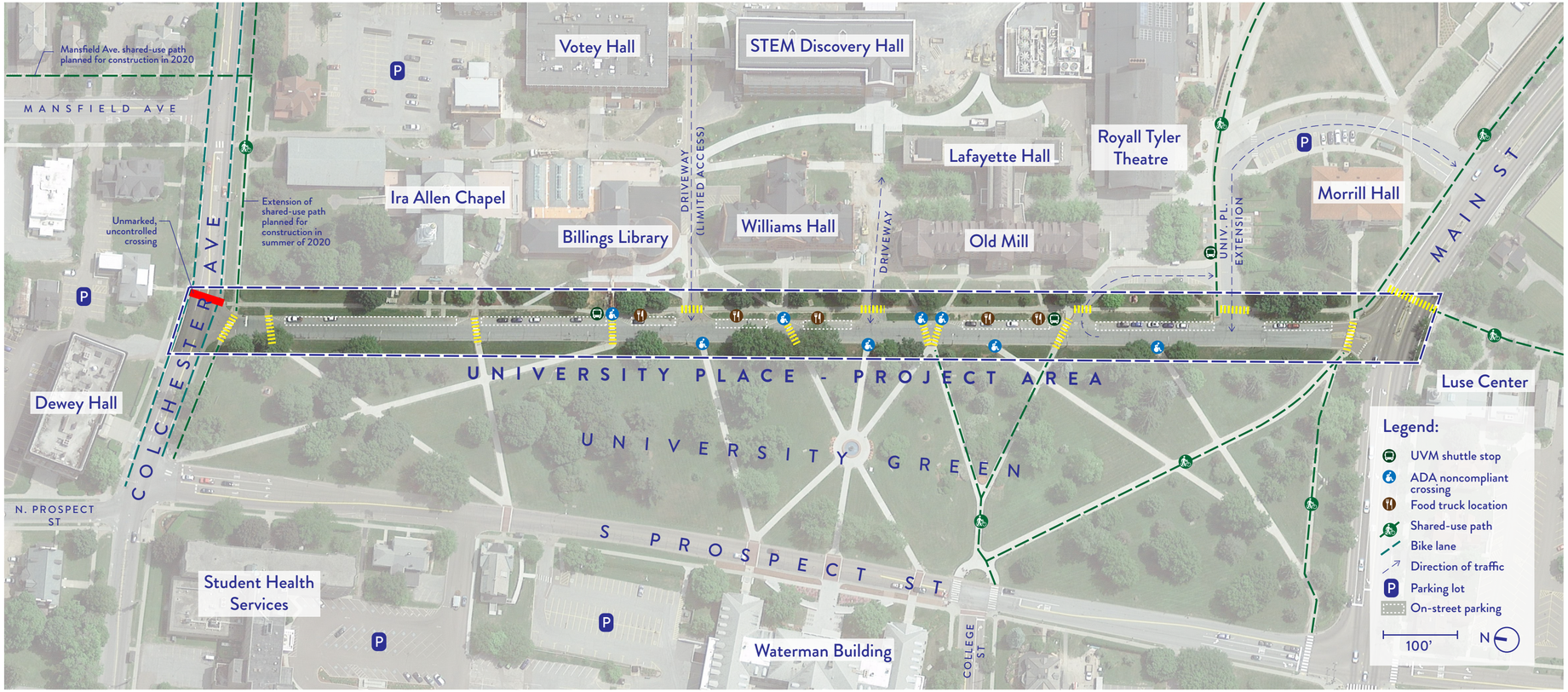
SE GROUP

ABOUT THE PROJECT

The City of Burlington and UVM are collaborating with Stantec and SE Group on making University Place safer for all people including pedestrians, bicyclists, and other active transportation users.

ANALYSIS

SITE INVENTORY



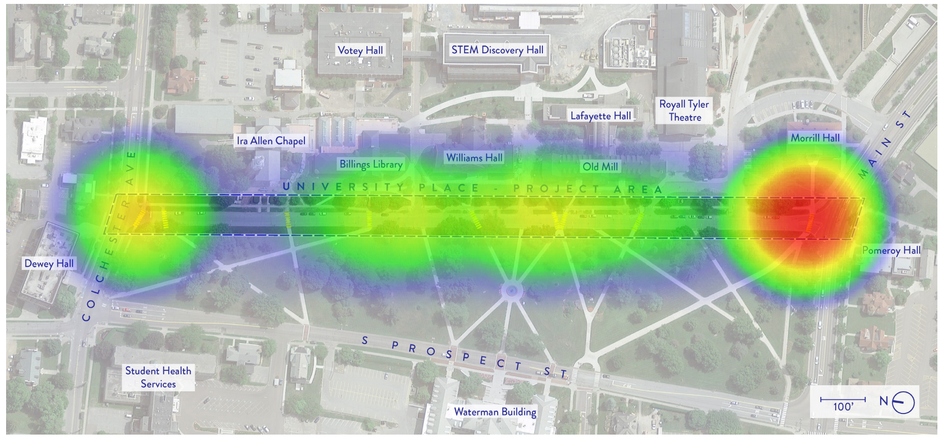
ANALYSIS

COMMUNITY SURVEY

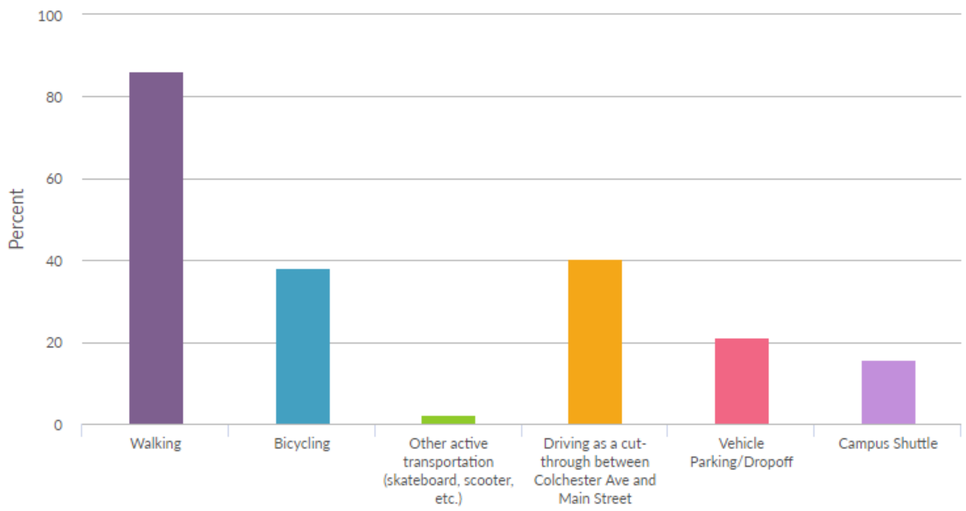
- 560 RESPONSES
- OPEN FROM APRIL 23-MAY 16
- SENT TO UVM (STUDENTS, STAFF, FACULTY, & UVM MEDICAL CENTER)
- SENT TO MANY STAKEHOLDER GROUPS

COMMUNITY NEEDS/OPPORTUNITIES

- PRIORITIZE BIKES, PEDESTRIANS, AND SHUTTLES
- IMPROVE VISIBILITY OF DRIVERS, BICYCLISTS, AND PEDESTRIANS AT ROAD CROSSINGS
- REDUCE, SLOW, OR PROHIBIT VEHICLE TRAFFIC
- IMPROVE ADA ACCESSIBILITY (CROSSWALKS/SIDEWALKS)
- WIDEN SIDEWALKS
- REMOVE MOST/ALL PARKING
- IMPROVE THE CHARACTER OF THE STREETSCAPE



Crossings Considered Unsafe



How do you use University Place on a regular basis?

DESIGN PRINCIPLES

SAFETY

PLACE

HISTORIC CONTEXT

OPERATIONS

MULTI-MODAL

SAFETY

IMPROVE SAFETY AND ACCESSIBILITY FOR ALL USERS

- Visibility issues
- Vehicle speed and turning
- Accessibility issues
- Multiple crossings causing confusion

PLACE

MORE THAN JUST A STREET

- Interface of campus and city
- Predominately used by pedestrians and people on bikes
- Gathering and events
- Food trucks

HISTORIC CONTEXT

RESPECT THE HISTORIC CAMPUS CONTEXT WHILE ADDRESSING THE NEEDS OF CURRENT USERS

- Consider the historical context of the setting (University Green and campus buildings)

OPERATIONS

MAINTAIN THE FUNCTIONALITY OF KEY CAMPUS AND CITY OPERATIONS

- Service driveways
- Buses and shuttles
- Snow removal
- Emergency access

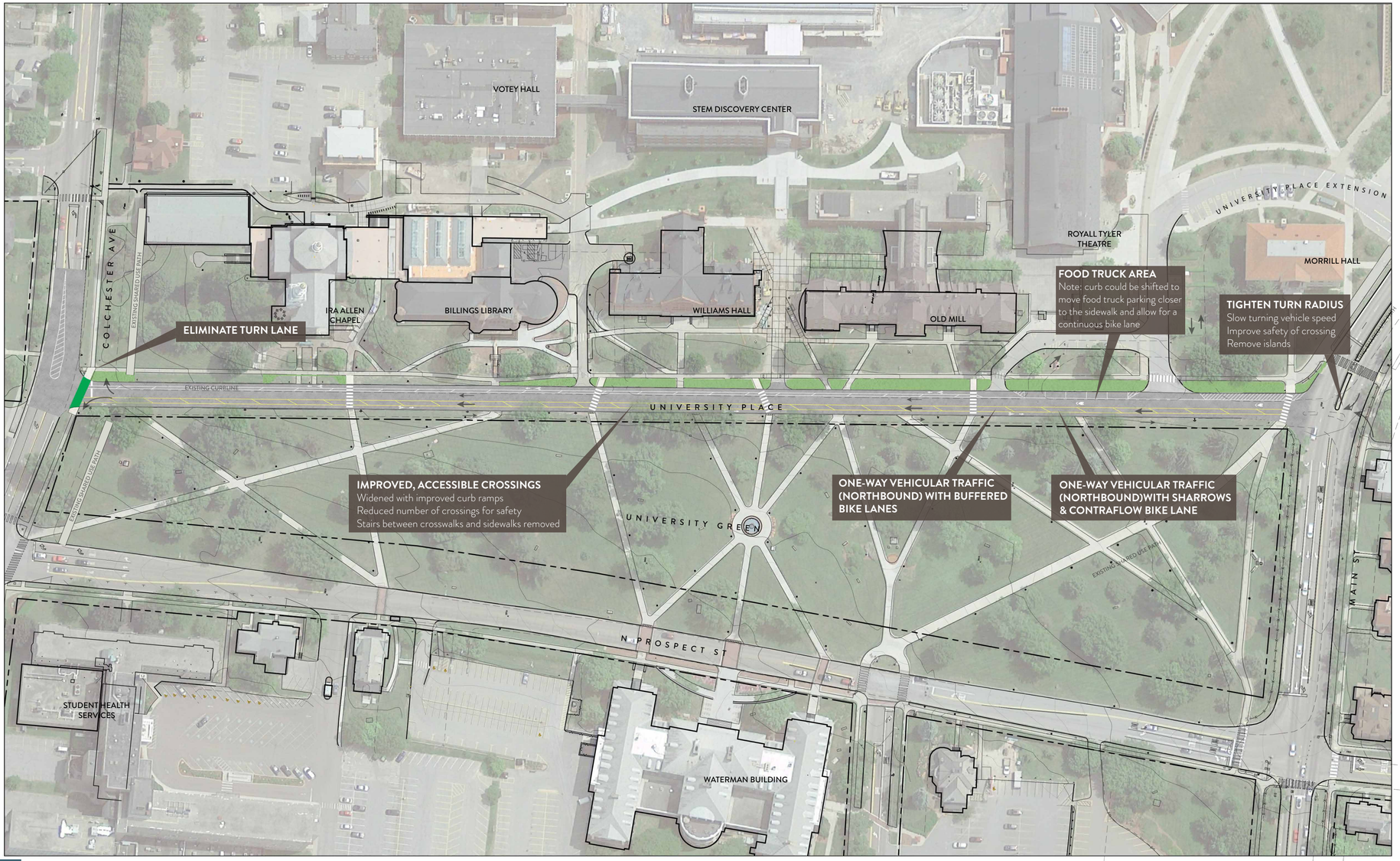
MULTI-MODAL

FUNCTION AS A MULTI-MODAL STREET WHILE PROVIDING CONNECTIVITY TO SURROUNDING TRANSPORTATION NETWORKS

- Most users are pedestrians and cyclists
- University Place is on several transit routes
- Expressed preference for reducing vehicle presence

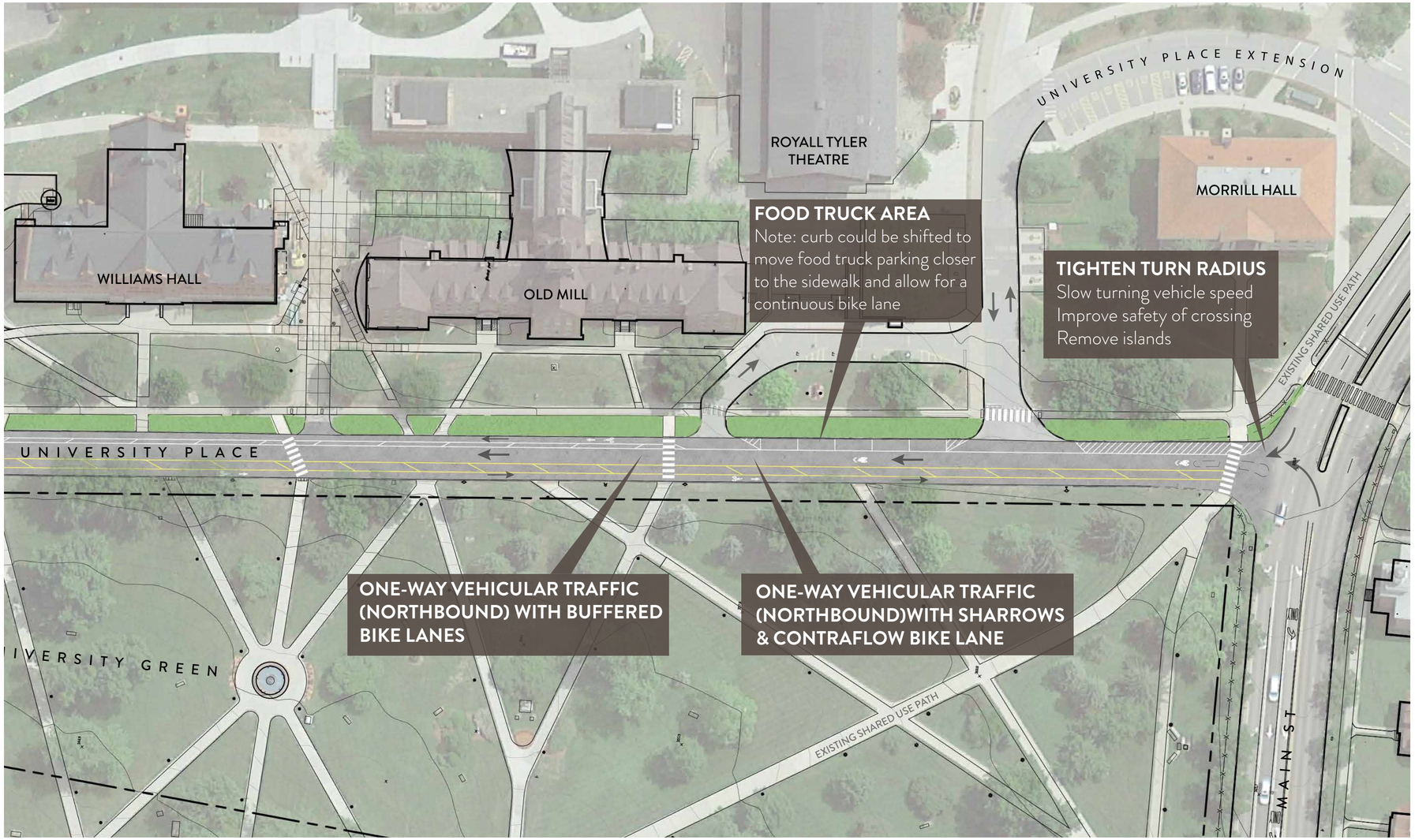
BASIC CONCEPT 1

- PEDESTRIAN SAFETY IMPROVEMENTS
- ACCESSIBILITY
- CONSOLIDATED CROSSWALKS
- BIKE LANES & SAFETY IMPROVEMENTS
- ONE-WAY VEHICULAR TRAVEL
- BETTER FOOD TRUCK ACCOMMODATIONS
- IMPROVED ROAD SURFACE CONDITION
- ELIMINATION OF LONG-TERM PARKING



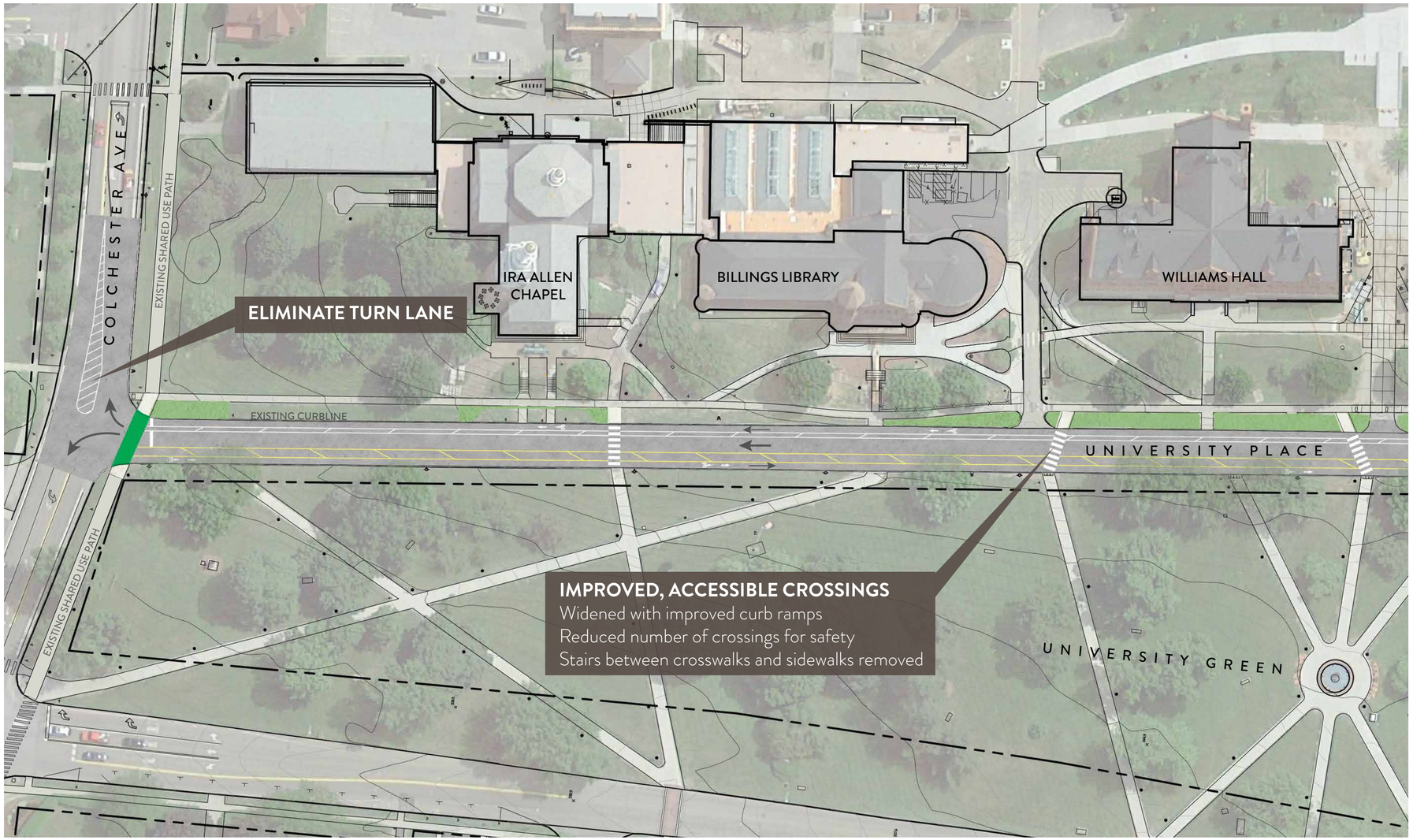
BASIC CONCEPT 1

SOUTH SEGMENT



BASIC CONCEPT 1

NORTH SEGMENT



BASIC CONCEPT 1A

BASIC CONCEPT IMPROVEMENTS

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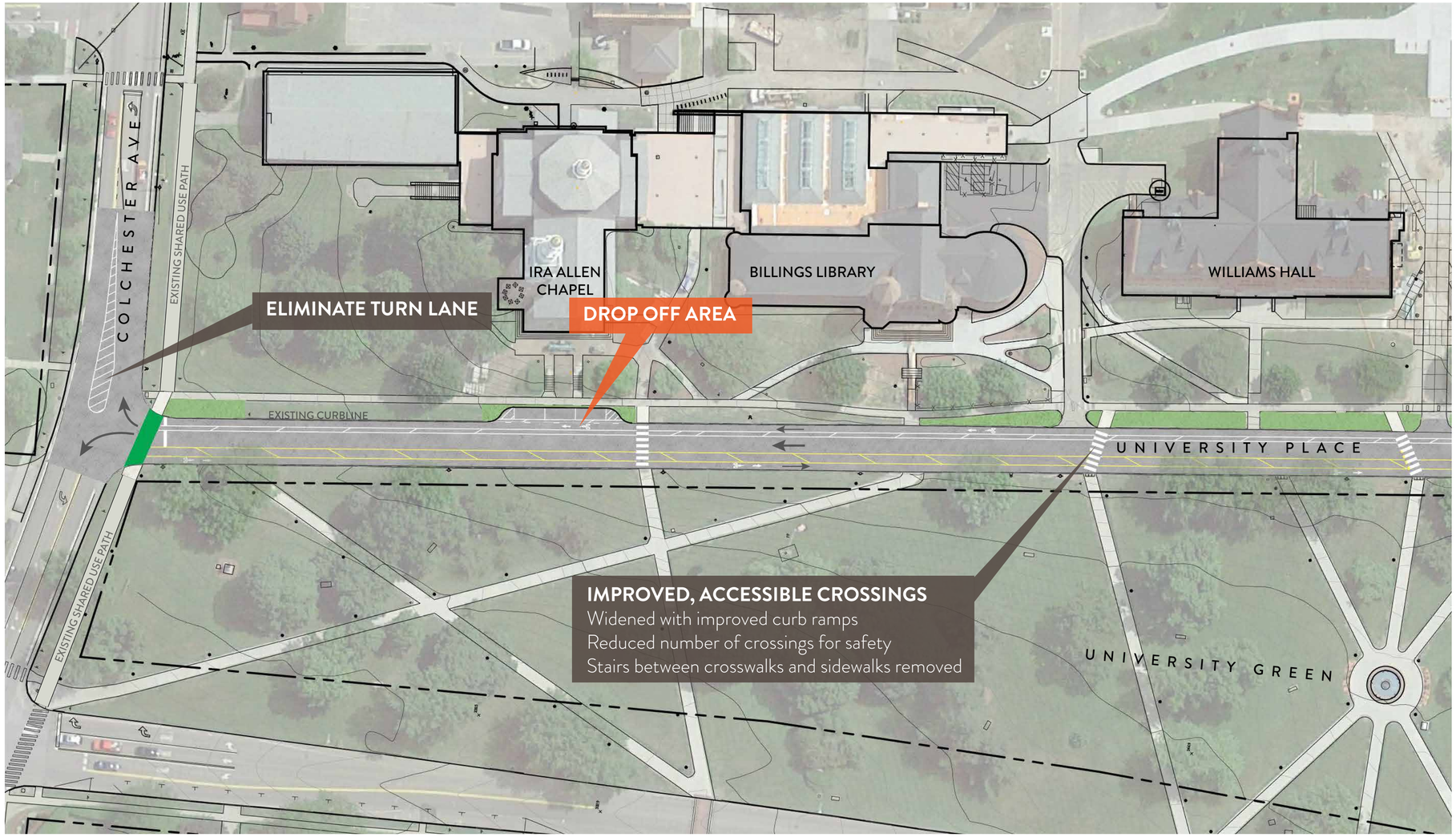
- DROP OFF AREA



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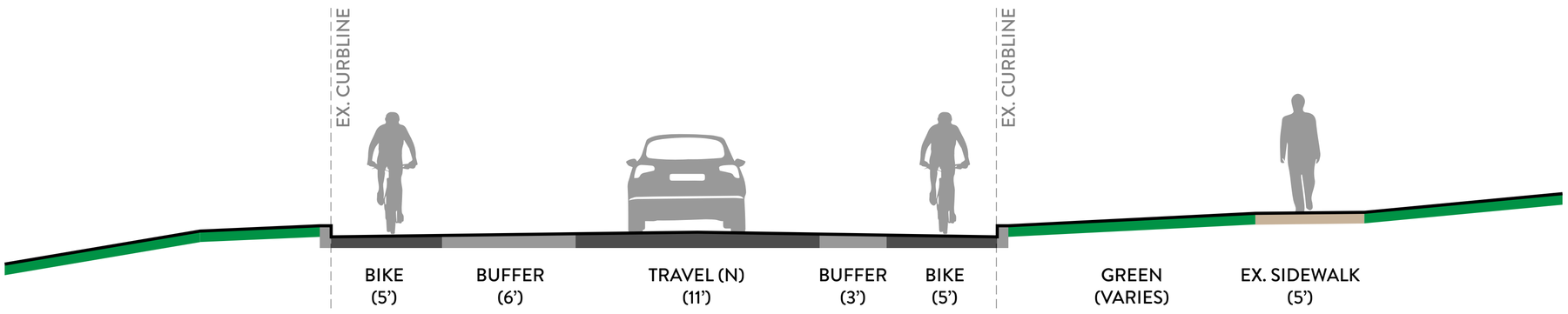

TYPICAL CROSS SECTION FACING NORTH

BASIC CONCEPT

ENHANCED CONCEPT 1

BASIC CONCEPT IMPROVEMENTS

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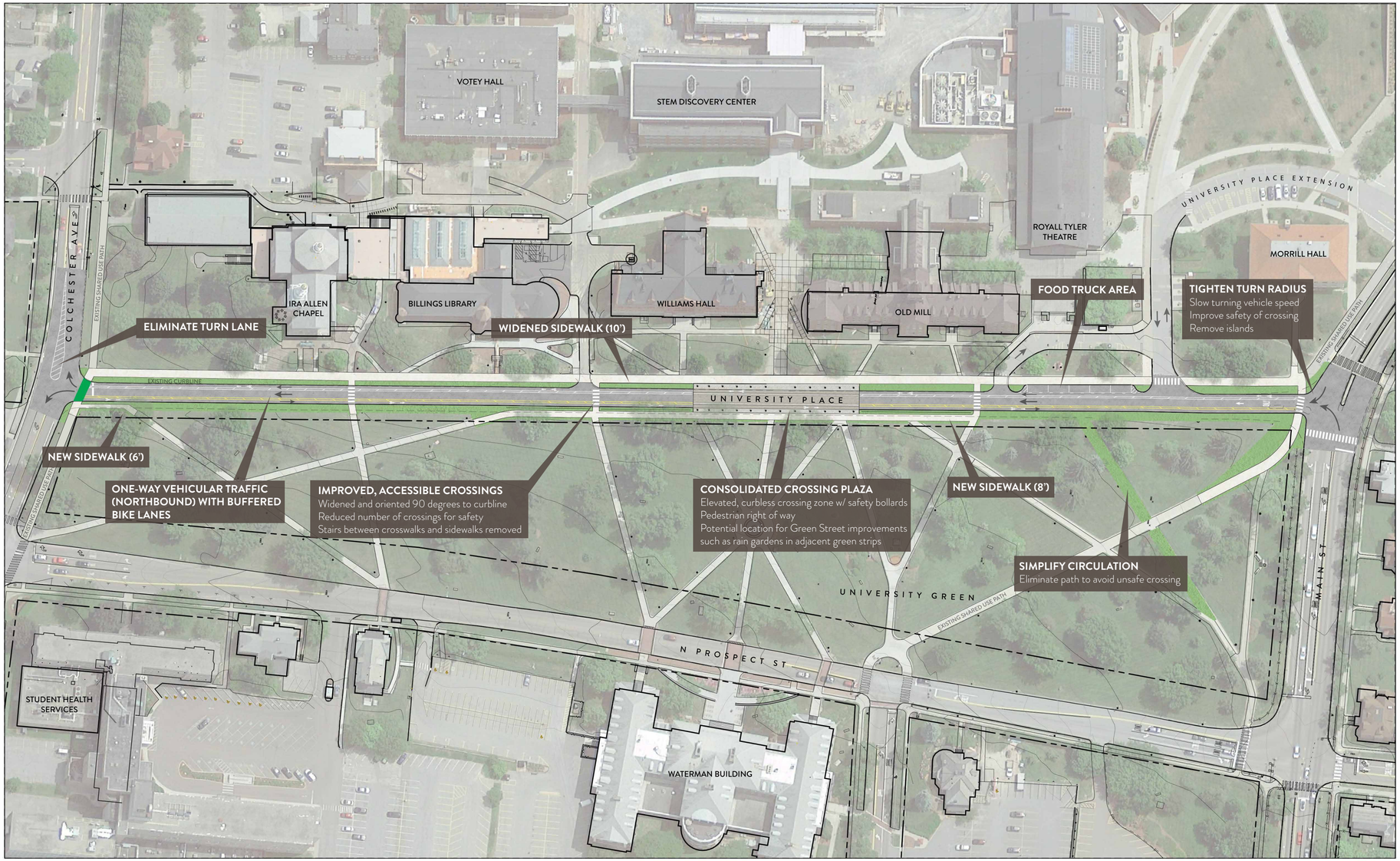
- NEW, WIDER SIDEWALKS & IMPROVED CIRCULATION
- PLACEMAKING & AESTHETIC IMPROVEMENTS THAT FIT INTO THE SURROUNDING HISTORIC CHARACTER
- GREEN INFRASTRUCTURE
- NARROWER ROADWAY



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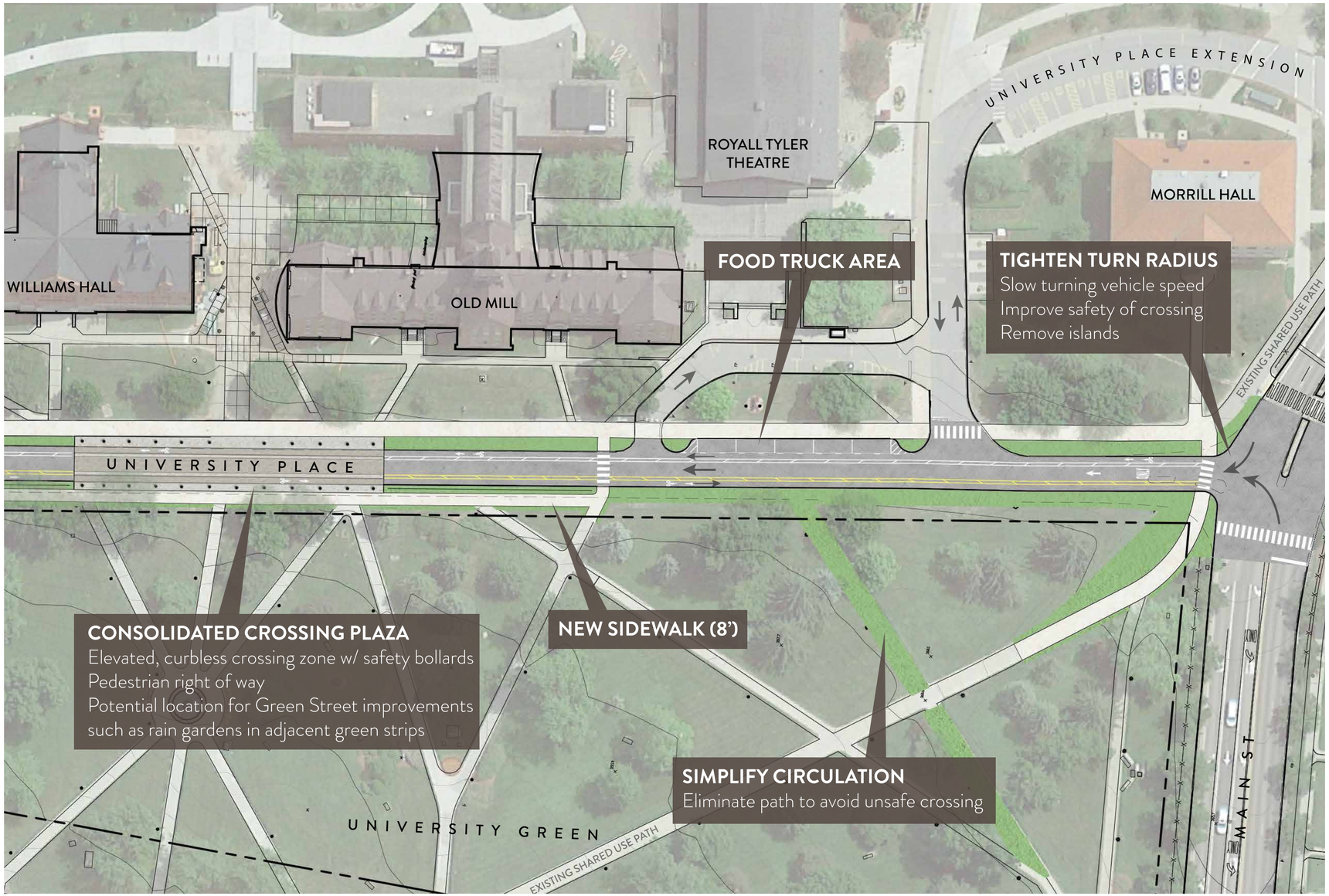

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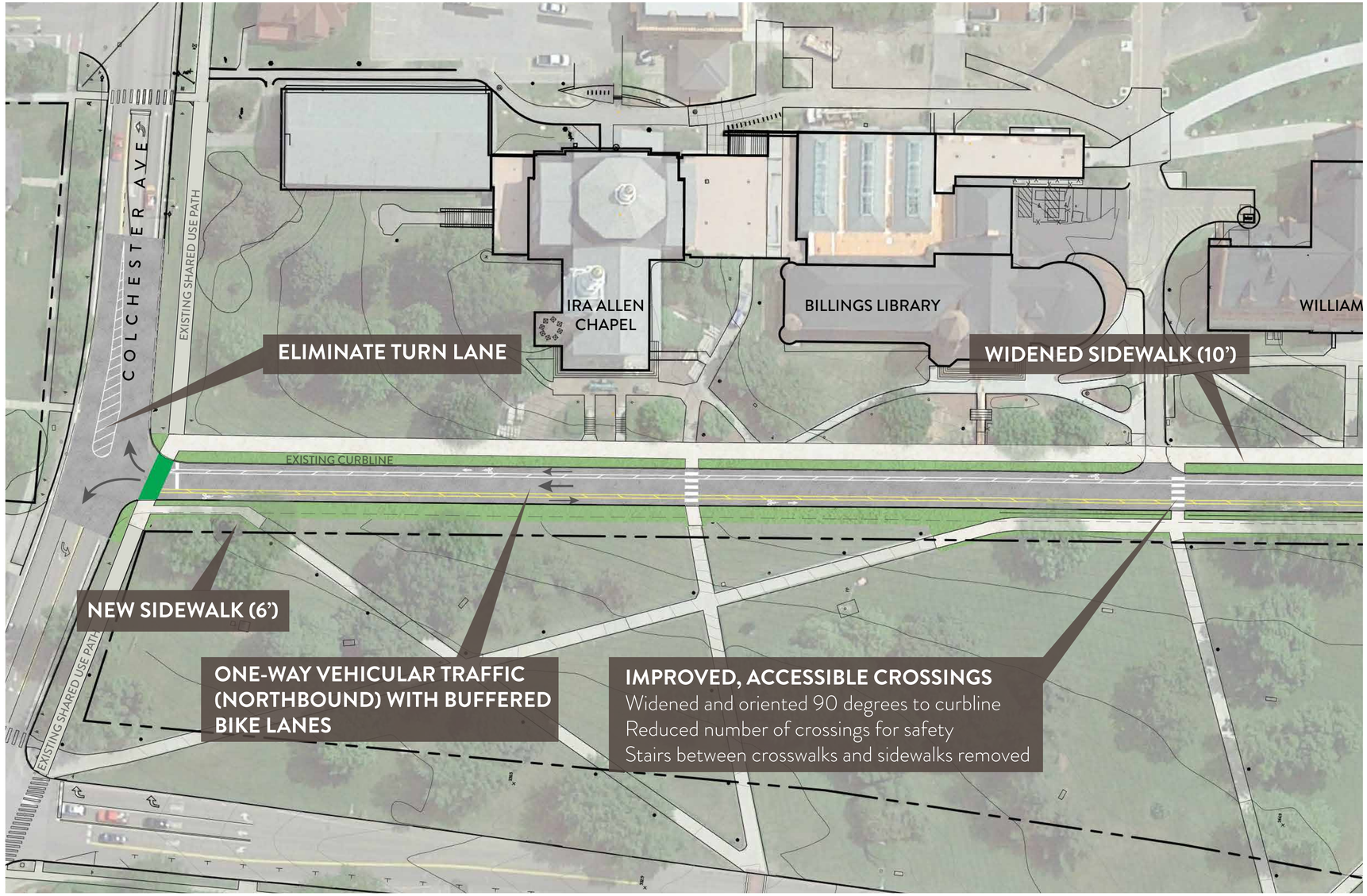

ENHANCED CONCEPT 1A

ENHANCED CONCEPT IMPROVEMENTS

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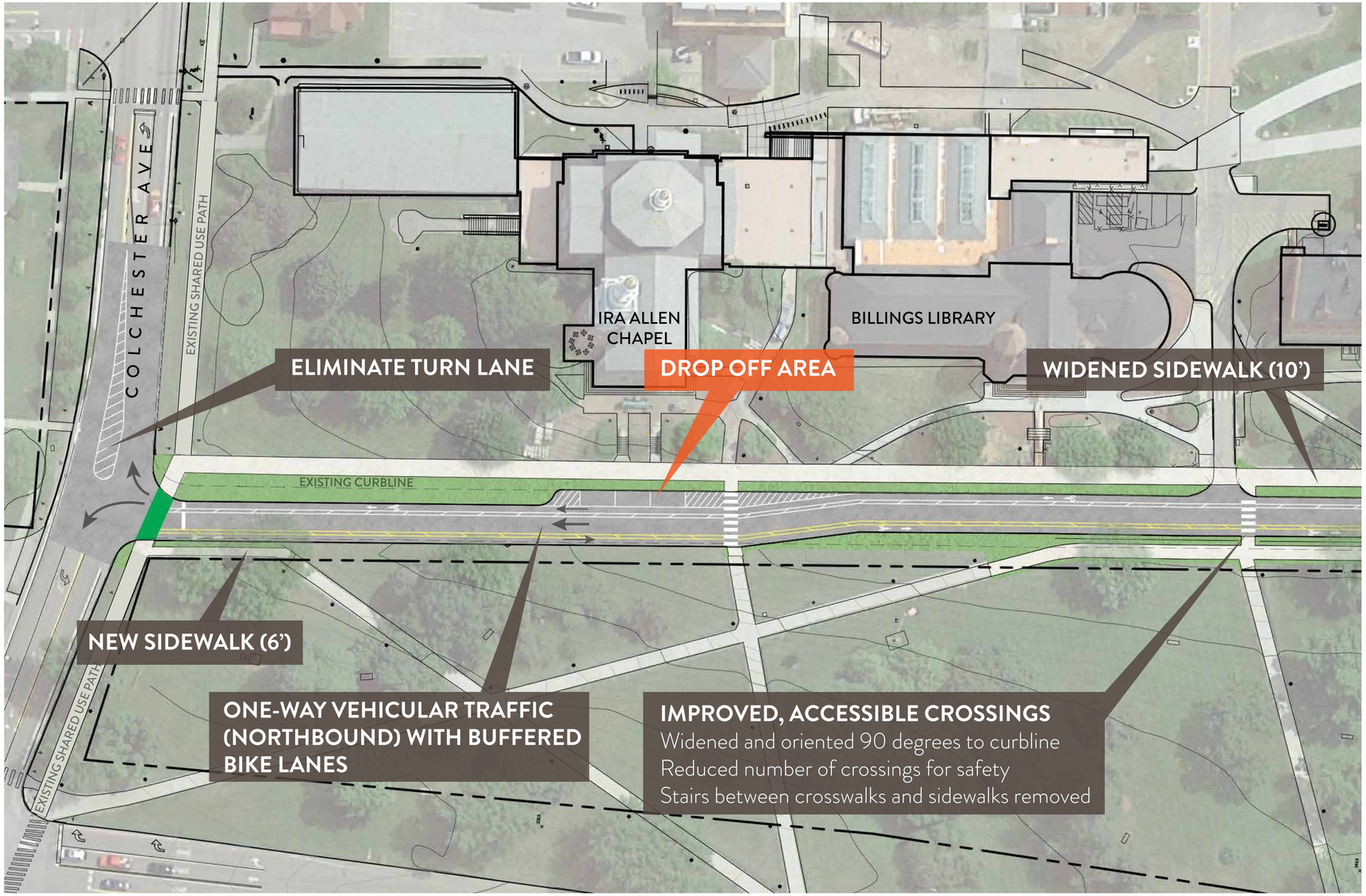
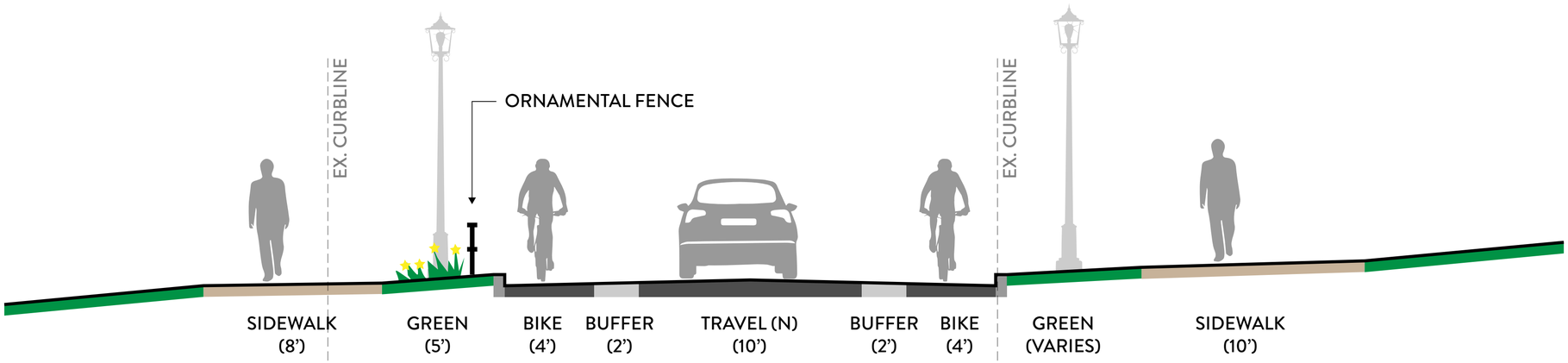
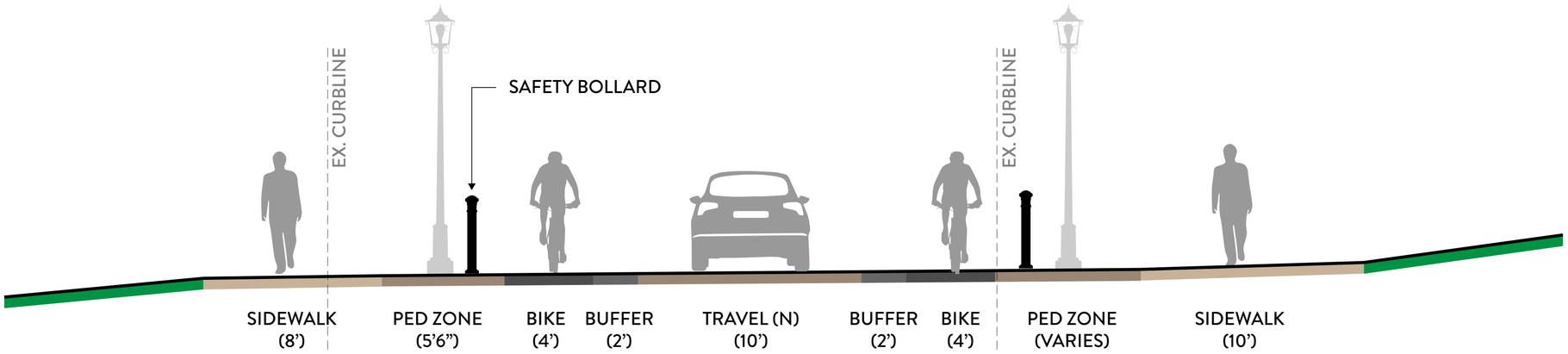


ENHANCED CONCEPT

TYPICAL CROSS SECTIONS FACING NORTH



TYPICAL SECTION: CURBED ROADWAY IN FRONT OF WILLIAMS HALL AND OLD MILL



TYPICAL SECTION: CURBLESS PEDESTRIAN CROSSING PLAZA

ENHANCED CONCEPT

CONCEPT SURVEY

- 127 RESPONSES
- OPEN FROM SEPTEMBER 12 - OCTOBER 12

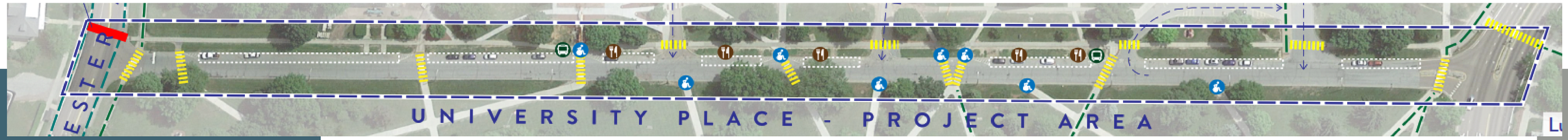
Q: For your preferred design concept, how would you rate the design in terms of addressing the needs identified by the community?

CONCEPT	IMPROVEMENT	PERCENT (n)
Basic	No Improvement	8% (10)
	Minor Improvement	12% (15)
	Moderate Improvement	32% (39)
	Good Improvement	38% (46)
	Excellent Improvement	8% (10)
Enhanced	No Improvement	10% (12)
	Minor Improvement	8% (10)
	Moderate Improvement	14% (16)
	Good Improvement	39% (44)
	Excellent Improvement	27% (31)

Q: Do you prefer the concept with no on-street parking (except food trucks) or the concept that includes short-term parking in front of Ira Allen Chapel?

CONCEPT	ALTERNATIVE	PERCENT (n)
Basic	No on- street parking (except Food Trucks)	54% (64)
	Short-Term Parking in front of Ira Allen Chapel	46% (54)
Enhanced	No on- street parking (except Food Trucks)	55% (59)
	Short-Term Parking in front of Ira Allen Chapel	45% (48)

Over 187 comments were collected through this survey and will also be taken into consideration.



TRAFFIC REGULATION AMENDMENTS

- PARKING REMOVAL
- ONE-WAY
- TIME LIMITED
- CONTRA FLOW BIKE LANE
- UPDATING STOP CONTROL

EVALUATION MATRIX

	Alternative		
	Do Nothing	Basic	Enhanced
Estimated Construction Costs	$0	$350,000	$1M-2M
Estimated Construction Completion Date	N/A	2021	2022
Improves Pedestrian Visibility	No	Yes	Yes
Reduces Pedestrian Crossing Distance	No	Yes	Yes
Improves Crosswalk Accessibility	No	Yes	Yes
Improves Bicycles Accomodations	No	Yes	Yes
Reduces Number of Motor Vehicles Conflict Points at Adjacent Intersections	No	Yes	Yes
Reduces Number of Motor Vehicles using the Street	No	Yes	Yes
Reduces Vehicles Speeds	No	Possible	Possible
Allows for Gathering and Events	Yes, with permit	Yes, with permit	Yes, with permit
Accomodates Food Trucks	Yes, scattered	Yes, consolidated	Yes, consolidated with option to eliminate generators
Preserves Access to Service Drives	Yes	Yes	Yes
Preserves Shuttle Access	Yes	Yes	Yes
Preserves Emergency Access	Yes	Yes	Yes
Provides Green Stormwater Infrastructure	No	No	Possible
Improves Lighting	No	No	Possible
Right-of-Way Impact	None	Limited construction outside of City ROW	More construction outside of City ROW
Environmental Resource Impacts	No Impact	Impact Unlikely	Impact Unlikely
Cultural Resource Impacts	No Impact	Minor impacts anticipated	To be determined
Utility Impacts	No Impact	Minor impacts anticipated	Minor impacts anticipated
Development Soils	N/A	Possible	Possible
Permitting	None	Minor	To be determined

QUESTIONS? COMMENTS?

STAKEHOLDER ENGAGEMENT SCHEDULE (ALL VIRTUAL MEETINGS)

- City of Burlington Transportation Energy and Utilities Committee – 9/22
- UVM Campus Master Plan Committee – 9/24
- Community-at-Large – 9/30
- Concepts and online survey posted to City website – survey open until 10/7 https://www.burlingtonvt.gov/DPW/universityplacestreetimprovements

UPCOMING MEETINGS

- Commission Meeting - Support for preferred alternative – November
- Transportation Energy and Utilities Committee – November
- City Council & Board of Finance - 12/7
- UVM Board - December

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