Cherry and Bank Street Concept Design

Seeking Community Feedback at https://www.burlingtonvt.gov/CEDO/BTV-Mall-Redevelopment-Process/Bank-Cherry-Streets

How have we engaged?

- Developed webpage and comment function
- Email to lists for Great Streets and Mall Redevelopment, Front Porch Forum, social media, outreach to property owners and businesses, handouts with basic info for webpage at most NPAs including all Wards Steering Committee meeting, and Neighborhood Buzz
- Recorded show on channel 17 rears 4 times before April 30 https://www.cctv.org/watch-tv/programs/cedo-cherry-and-bank-street-design
- **Previous Public meetings:**
- April 18, 2018 - Public Works Commission Presentation.
- April 11, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
- April 10, 2018 - Public Meeting on Bank and Cherry Street Design Concepts
- March 27, 2018 - Introduction of the base Bank and Cherry Street design concepts to the Transportation, Energy and Utilities Committee
- **Future Public meetings:**
- May 1, 2018 - Transportation, Energy and Utilities Committee, presentation & public comments, 5:30pm - 645 Pine Street
- May 16, 2018 - Public Works Commission Presentation, approval and recommendation, 6:30pm - 645 Pine Street
- **TENTATIVE:** Week of May 14 - Transportation, Energy and Utilities Committee, approval and recommendation to City Council
- May 21, 2018 - City Council, presentation and approval

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What is the process?

Base Design
Base design from "*City of Burlington Downtown Street Design and Construction Standards*"

Community Input
Gather focused community feedback for street amenities to be layered on top of base design

Concept Design Refinement
City Staff and Design Consultants will balance design based the feedback and City goals

City Council Approval
May 21, 2018

Final Design, Engineering and Permitting
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Comments due on May 3rd

- Additional comments online through May 3rd
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Upcoming Meetings:

- May 1 - Transportation, Energy and Utilities Committee presentation and public comments
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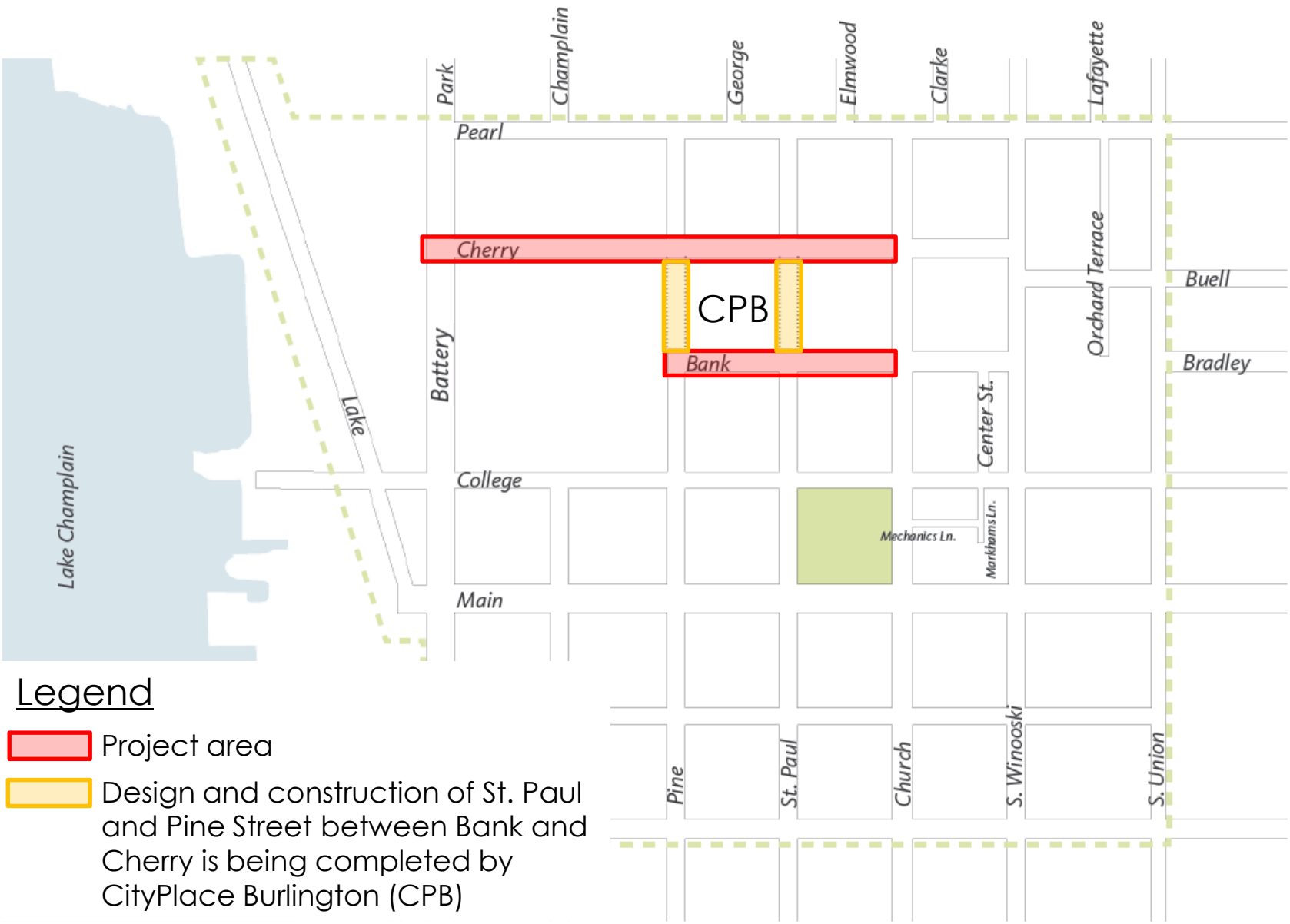
Where are improvements proposed?



Legend

Project area

Design and construction of St. Paul and Pine Street between Bank and Cherry is being completed by CityPlace Burlington (CPB)

Map source: City of Burlington Downtown Street Design and Construction Standards

What we asked people?

We are seeking feedback on amenities:

- Street ecology – trees, plantings, planters?
- Public placemaking – parklets, public art, seating areas, bulletin boards - locations, types?
- Crosswalks – locations, style?
- Lighting amenities – plugs for specialty lights, banners?
- Bike parking – where, how much?
- Vehicle parking – shared parking/loading zone, high-turnover parking, ADA parking – where?

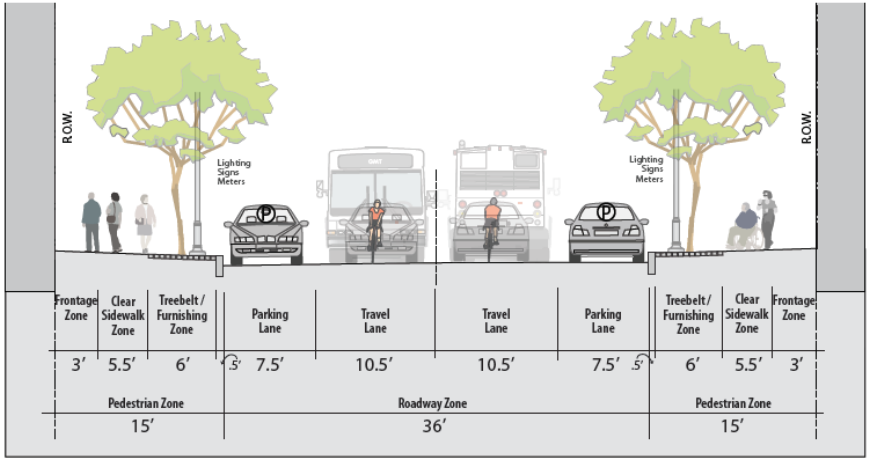
The following are governed by the Downtown Street Standards. We are not seeking feedback on these items.

- Roadway/pedestrian zone dimensions
- Street light fixture types
- Bicycle use of the road
- Utilities

Cherry Street

Commercial Slow Street with Transit
(66' ROW, 36' Roadway)

36' Roadway Zone—30' Pedestrian Zone

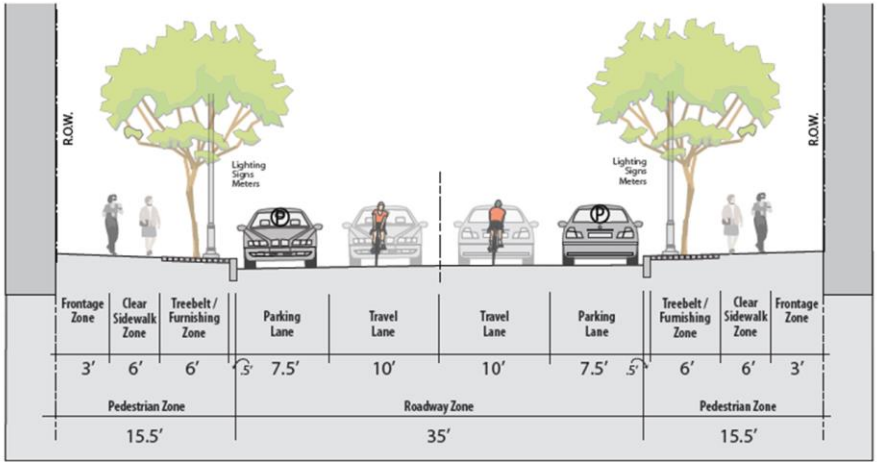


Street Users: Parking, Deliveries, Cars, Trucks, Busses, Bikes, Pedestrians

Bank Street

Commercial Slow Street
(66' ROW, 35' Roadway)

35' Roadway Zone—31' Pedestrian Zone



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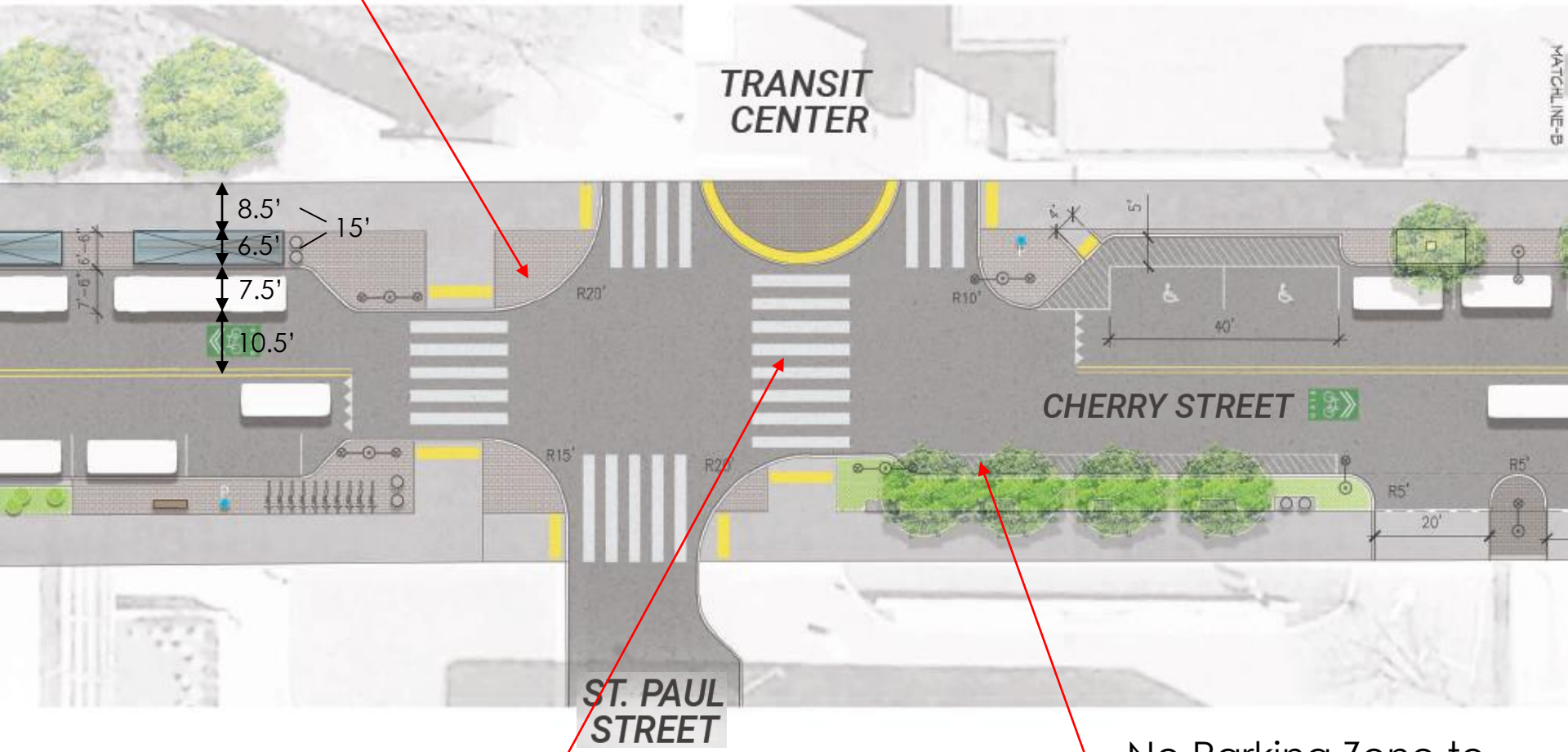
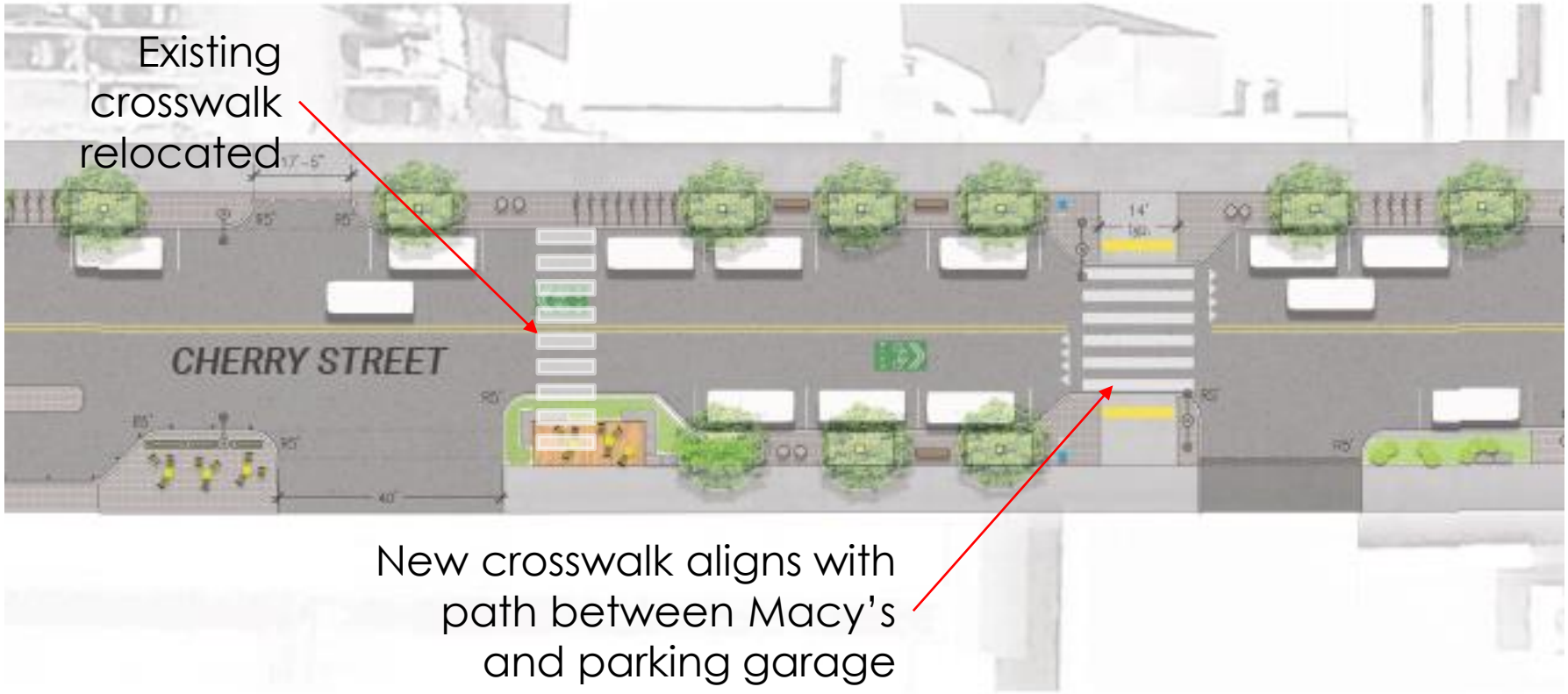
Curb extensions result in shorter pedestrian crossing distances and make pedestrians more visible to motorists



New crosswalk aligns directly with front door to Transit Center building

No Parking Zone to allow for busses to turn left out of transit center



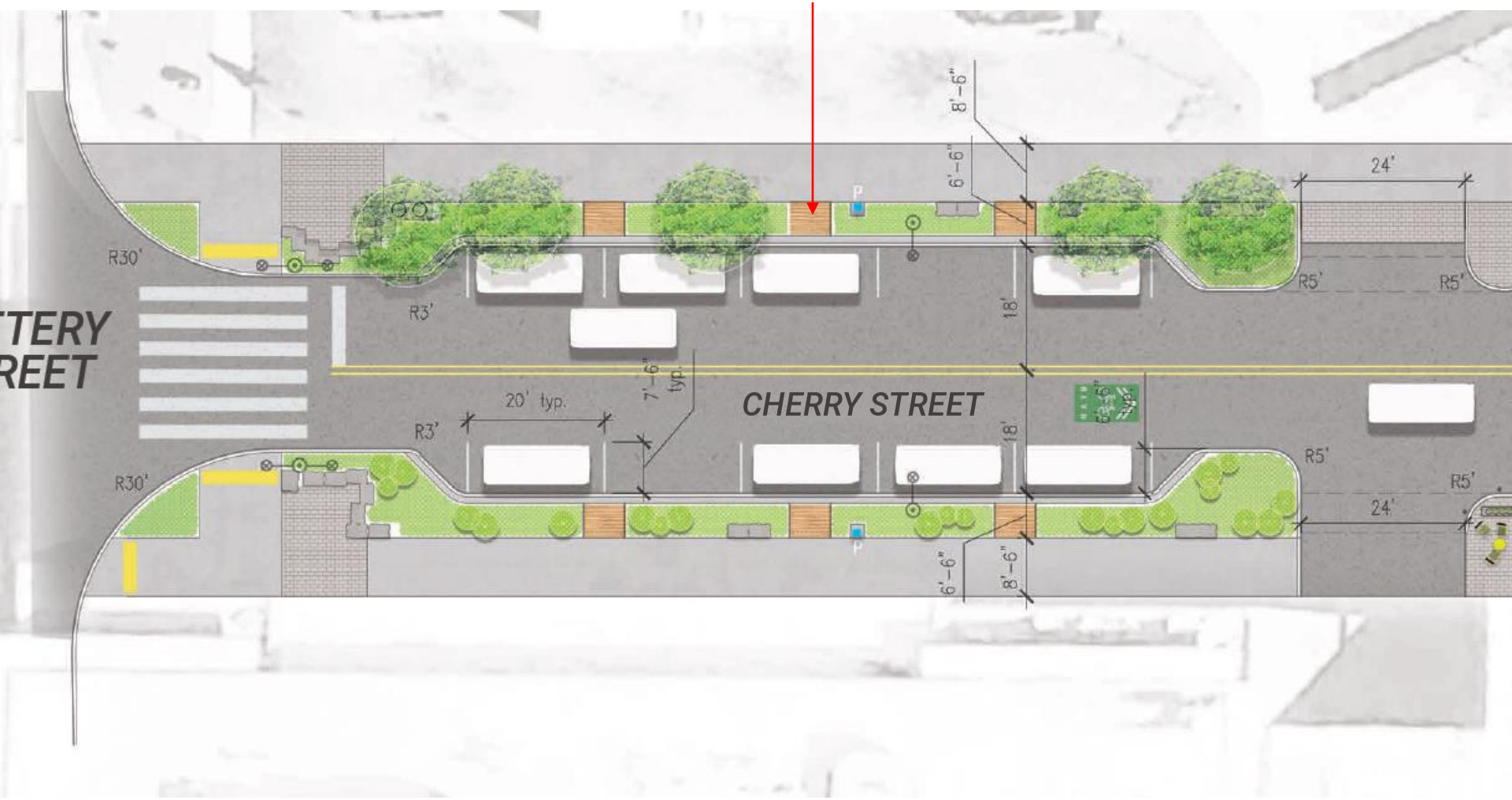
Conventional Continental Crosswalk

Brick & Granite Crosswalk

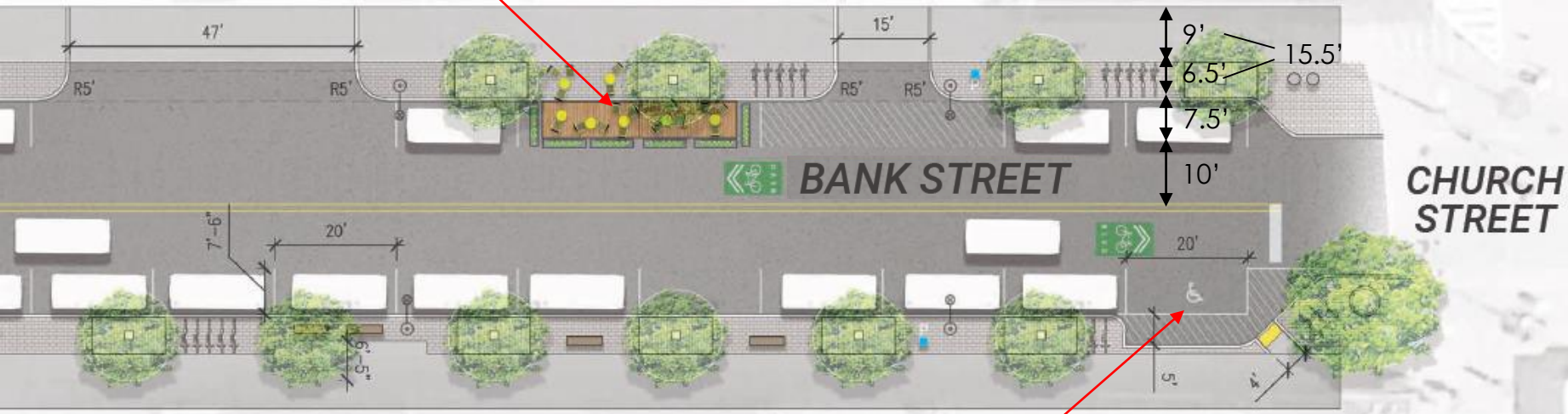
Enhanced Crosswalk (PILOT)

Custom Designed Crosswalk

Tree belt allows for landscaping, stormwater treatment, parking kiosks, public placemaking, bicycle racks, street lighting, trash receptacles, and signage installations

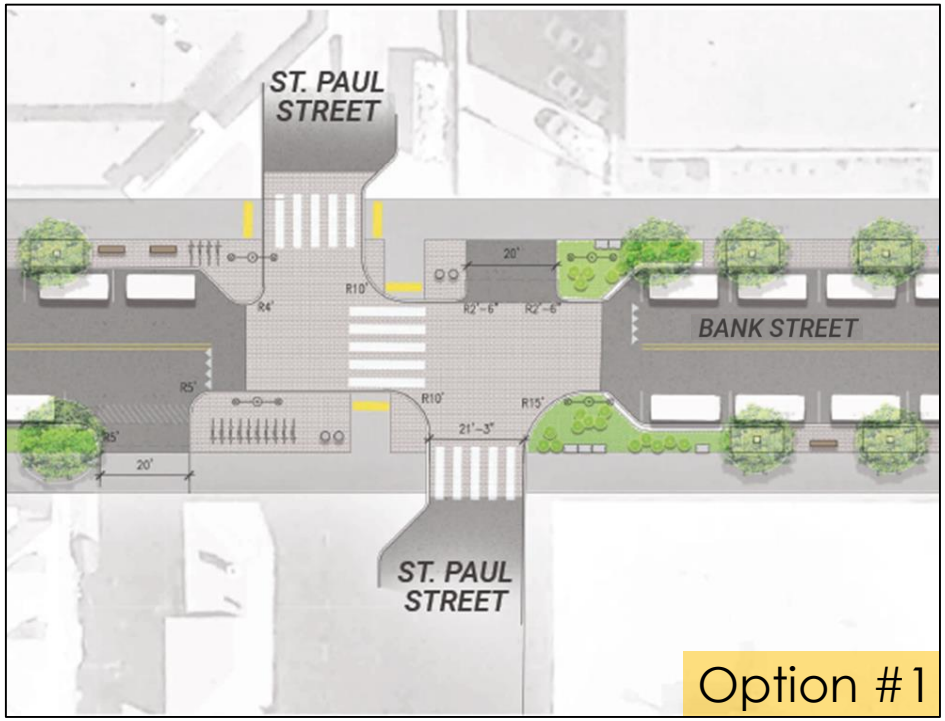


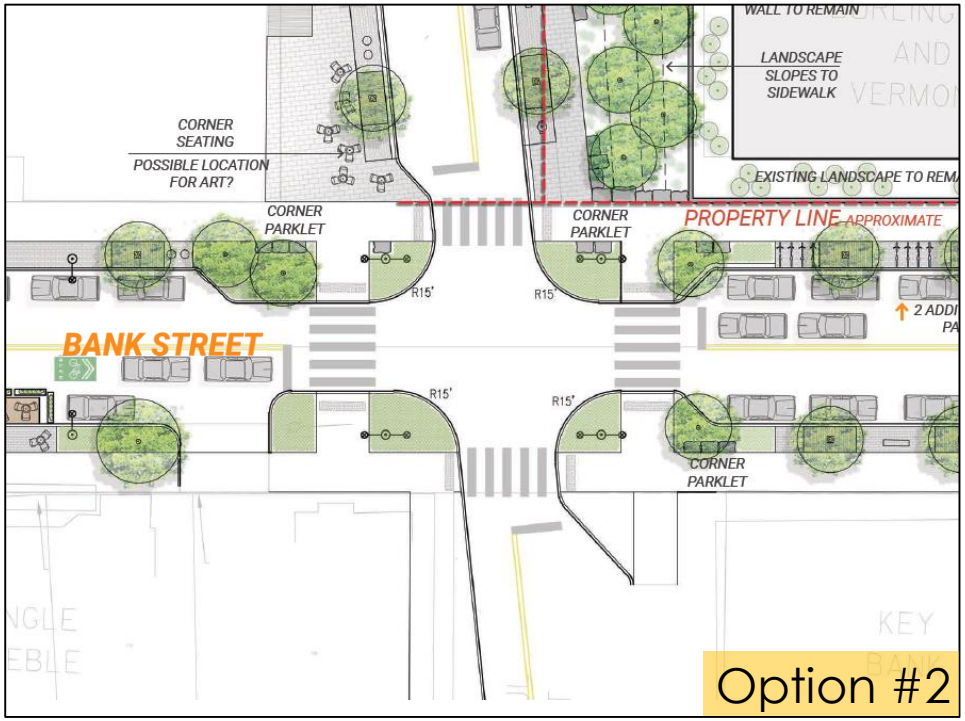
On-street parking can also be utilized for seasonal or permanent parklets



Roadway zone provides on-street parking including accessible parking spaces

St. Paul & Bank Street - Option Comparison





Benefits:

- Can be constructed within City ROW

Considerations:

- Offset intersection can be confusing for pedestrians, bicycles, buses, and motorists
- Bank egress located in middle of intersection

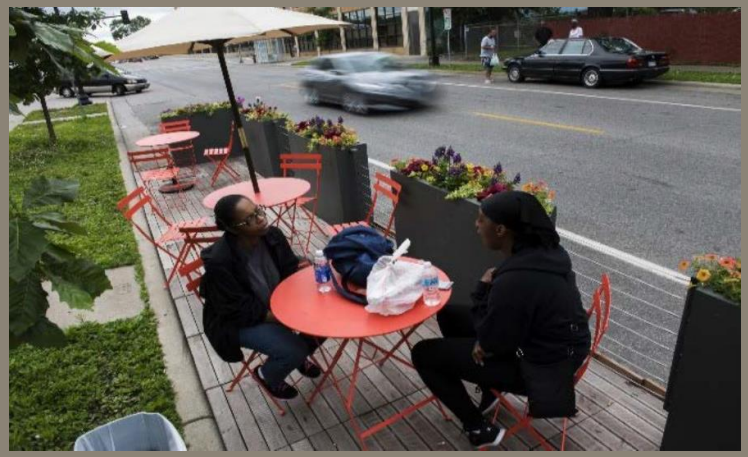
Benefits:

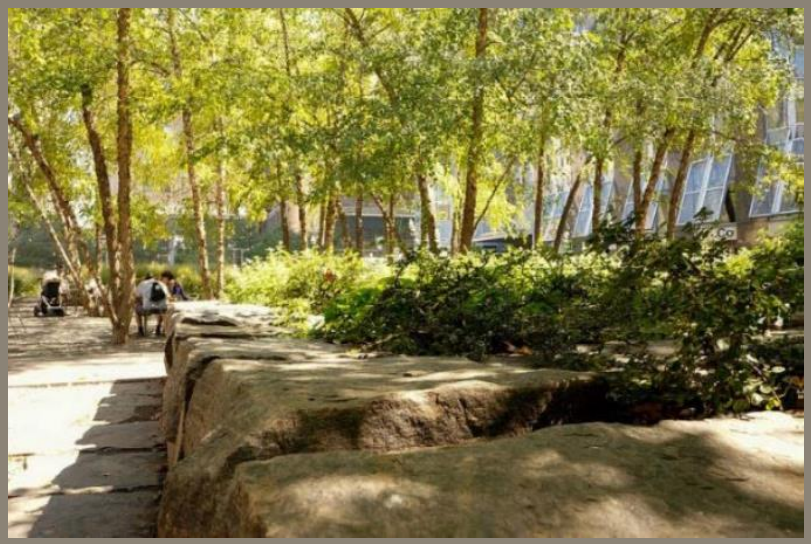
- Intersection alignment more predictable for all users
- Accommodates bus movements
- Eliminates driveway within intersection
- Provides opportunity for public placemaking at northwest corner
- Improved access for emergency vehicles

Considerations:

- Requires easement from adjacent property

Examples of amenities





SKI
Waterbury

General Feedback

While not exhaustive the following is intended to provide the flavor of other feedback received to date:

- Consider solar exposure when locating green spaces
- Plantings – Use planters for future maintenance and flexible.
- Like parking on both sides of Bank Street
- Places for dogs (green space)- Add dog bag dispensers / garbage bins
- Public art – electrified – change it up / rotate- visual and performance arts
- Extend specialty lighting to draw people onto side streets – also banners
- Like un-curated bulletin boards
- No messy bulletin boards
- Loading Zone Time limited 8-10AM dual use
- Prefer stormwater without gardens (maintenance issues)
- Like rain gardens to address stormwater
- Standard crosswalk / Decorative = Cost / Maintenance.
- Granite and paver crosswalk designs
- Crosswalk preferences? Artistic / stylized, near transit center could be a good spot.
- Likes Transit Center crosswalk alignment & new crosswalk by Hen of the Woods.
- Don't like new crosswalk by Hen of the Woods
- Lake Champlain Basin Program wayside exhibits could be considered
- Cherry and Church – Great to have that more activated. Good place for parklet
- No parklets if lose on street parking
- Parklets seasonal only – coordinate with businesses for seating
- Mix seating types – boulder for kids and benches for seniors or movable tables /chairs
- Stone wall seating natural
- Charging stations at benches or seating
- More covered bike parking near transit center
- **Universal support of Option 2 for street alignment of St. Paul/Bank Streets**

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Base Design Considerations per planBTV Walk Bike

- The concept designs reference planBTV Walk Bike, in which the community identified Pearl Street and Main Street as the priority corridors for dedicated, separated bikeways to travel east-west by bike. Pearl and Main Streets provide connectivity to other bikeways to the east and west, while Cherry and Bank Streets fill important gaps for just 3 to 4 blocks in the downtown core.
- planBTV Walk Bike prioritizes pedestrian safety on Cherry and Bank Streets, where people commented on difficult intersections to cross.
- Focuses on Traffic Calming and Lower Traffic Speeds
- Improvements to increase comfort and safety for people walking
- planBTV Walk Bike was approved by City Council in April 2017
- planBTV Walk Bike engaged over 500 people in its development over two years
- planBTV Walk Bike is now being implemented in other areas of the city.

The City has received considerable feedback on the balancing of bike facilities and on street parking so we wanted to provide some of the following analysis that informed the base design. The city understands that there are also additional components to the full analysis of bike facilities.

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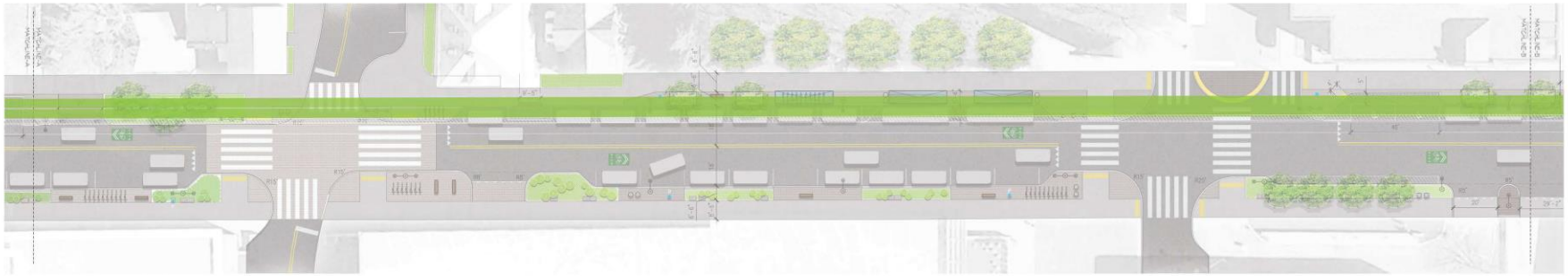
Option #1 -- Cherry Street: 2 way bike lane north side analysis



Impacts to parking: 36 vehicles spaces and 4 ADA spaces and two bus spaces

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Option #2 – Two-way protected bicycle lane on south side of Cherry Street

Impacts to parking: 31 vehicles spaces and 2 shared vehicle/loading zone

Option #3 – One-way protected bicycle lane on south side of Cherry Street with a Shared-Lane on the north side

Impacts to parking: 31 vehicles spaces and 2 shared vehicle/loading zone

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