Cherry and Bank Street Concept Design

City Council
May 21, 2018
Burlington, Vermont

Who are we?

Kirsten Merriman Shapiro
Laura Wheelock

(City Project Managers)

Greg Goyette
Greg Edwards

(Street Design and Engineering)

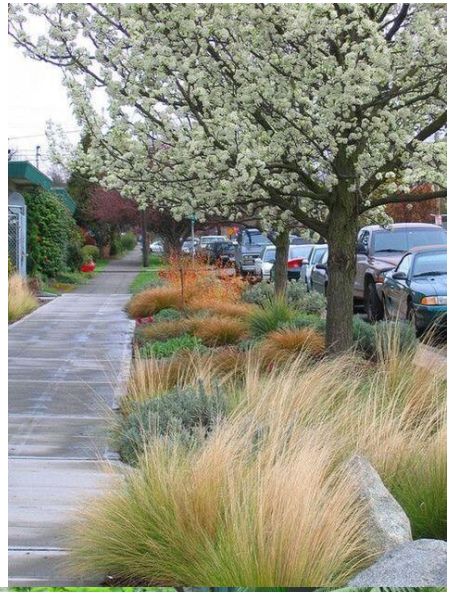
Images and photos contained herein are sourced from Stantec or City of Burlington Downtown Street Design and Construction Standards unless otherwise noted

Why are we here?

- Presented a base design for improvements

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

- Gathered focused community feedback
- Considered public comments and updated concept
- Now seeking endorsement



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

Previous Public meetings:

- May 16, 2018 - Public Works Commission Presentation, approval & recommendation
- May 16, 2018 - Transportation, Energy and Utilities Committee, approval & recommendation to City Council of conceptual design
- May 1, 2018 - Transportation, Energy and Utilities Committee, presentation & public comments
- April 18, 2018 - Public Works Commission Presentation & public comments
- 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 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
2019

Construction
2019/2020

Upcoming Meeting:

- May 21, 2018 - City Council Presentation and Approval

Next Steps:

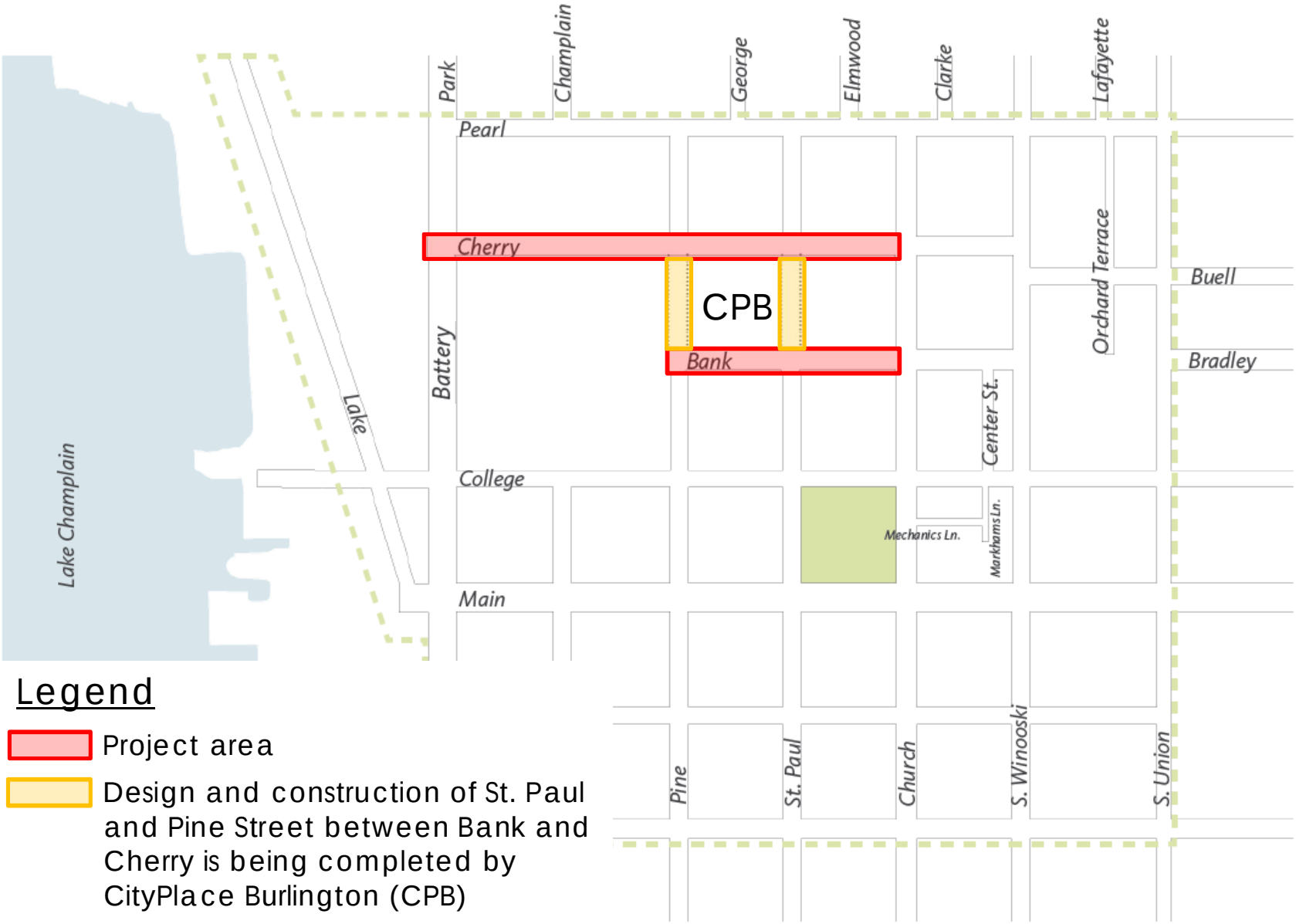
- June 29th - Complete Conceptual Design Plans
- 2019 - Complete Final Engineering & Permitting
- 2019/2020 - Construction

What has been completed to date?

- Reviewed Downtown Street Design and Construction Standards
- Developed a base design
- Began coordination with CityPlace Burlington development
- Existing parking inventory
- Solicited public input and updated base design

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

Where are improvements proposed?



Legend

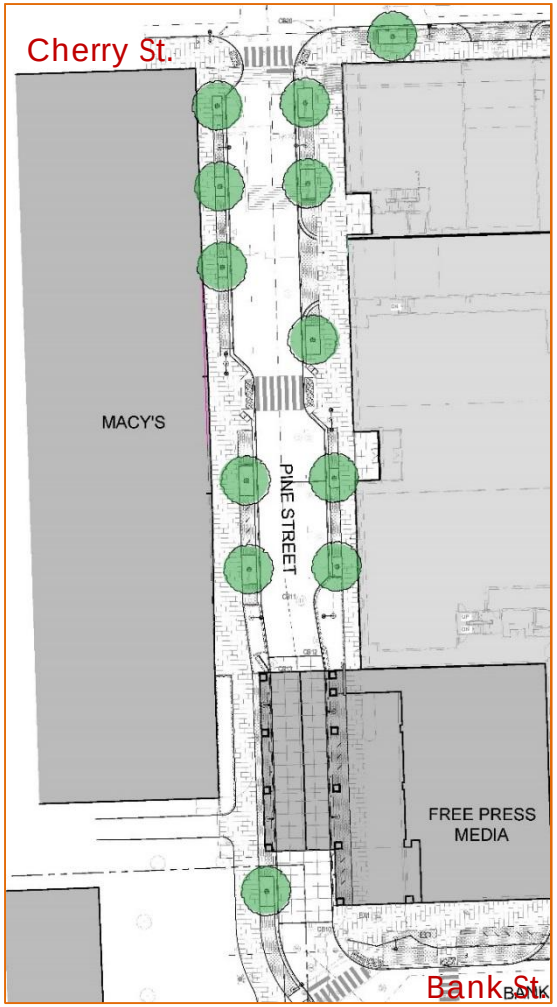
Project area

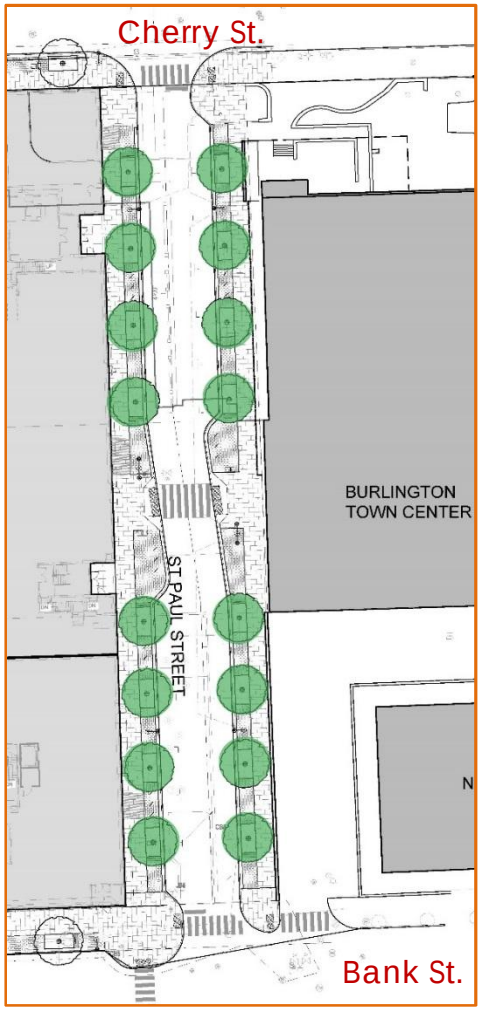
Design and construction of St. Paul and Pine Street between Bank and Cherry is being completed by CityPlace Burlington (CPB)

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

New Street Segments by CityPlace Burlington

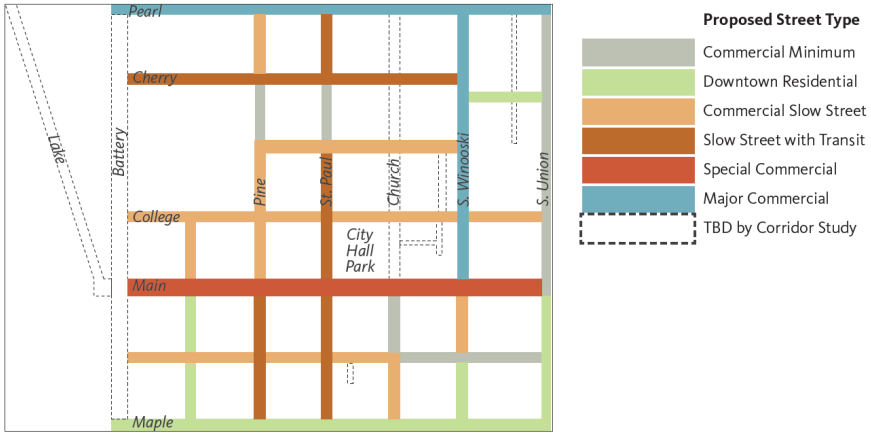
The City has been coordinating with the CityPlace Burlington Design team to ensure that the design of these two new street segments between Bank and Cherry Street: Pine and St. Paul are based on the newly adopted *City of Burlington Downtown Street Design and Construction Standards*. The current designs below do not show the design alignment modifications for the Pine & Cherry Street and Bank & St. Paul Street intersections as the Developer is awaiting the final approval of the conceptual design for Bank and Cherry Streets by the City Council.





Base Design

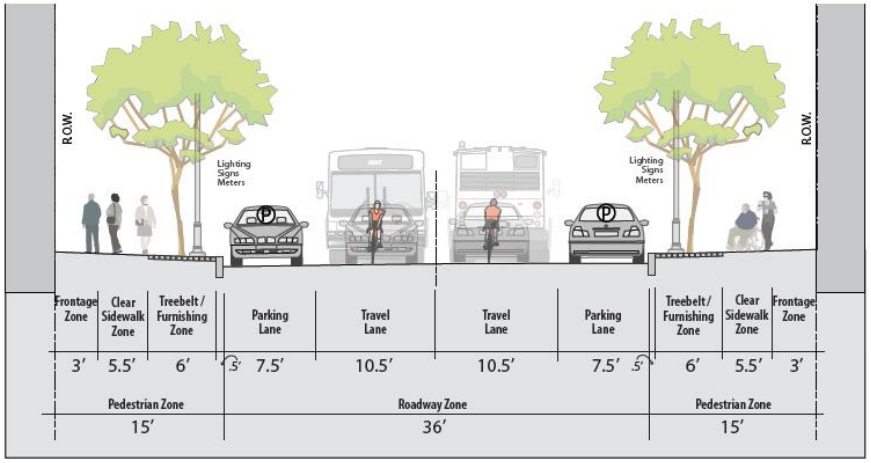
Uses the pedestrian and roadway zone dimensions from the Great Street Standards



Cherry Street

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

36' Roadway Zone—30' Pedestrian Zone

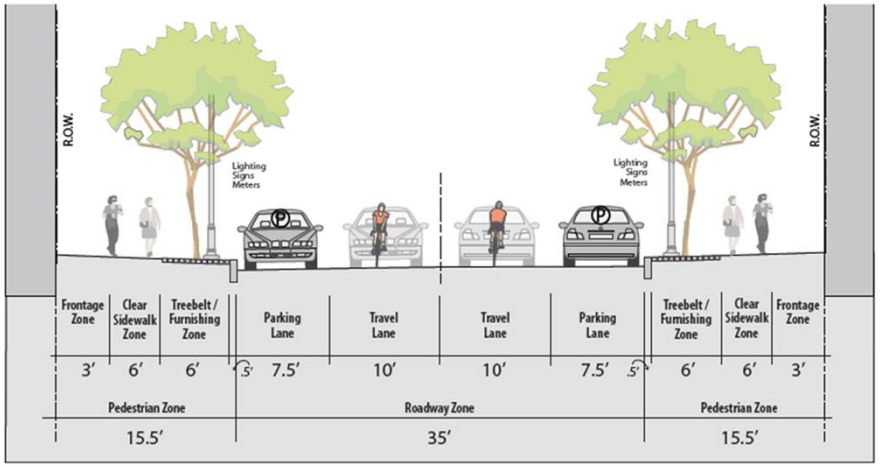


Street Users: Parking, Deliveries, Cars, Trucks, Busses, Bikes, Pedestrians

Bank Street

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

35' Roadway Zone—31' Pedestrian Zone



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

What did we hear?

General themes:

- Encourage slow speeds and reinforce street is for pedestrians
- Create a balance of pedestrian, bicycles, parking and vehicles as all compete for the limited space
- Provide a bike friendly street and consider a dedicated bicycle facility
- Option #2 for the intersection design of Bank and St. Paul Streets was universally preferred
- Dual use of loading zone areas
- On street parking is still important to many of the businesses and property owners
- DPW Commission suggested City Council consider an on street bike lane on Cherry Street from Battery to Pine

"Pedestrian is King" modal hierarchy diagram (walking, cycling, public transit, private vehicle)

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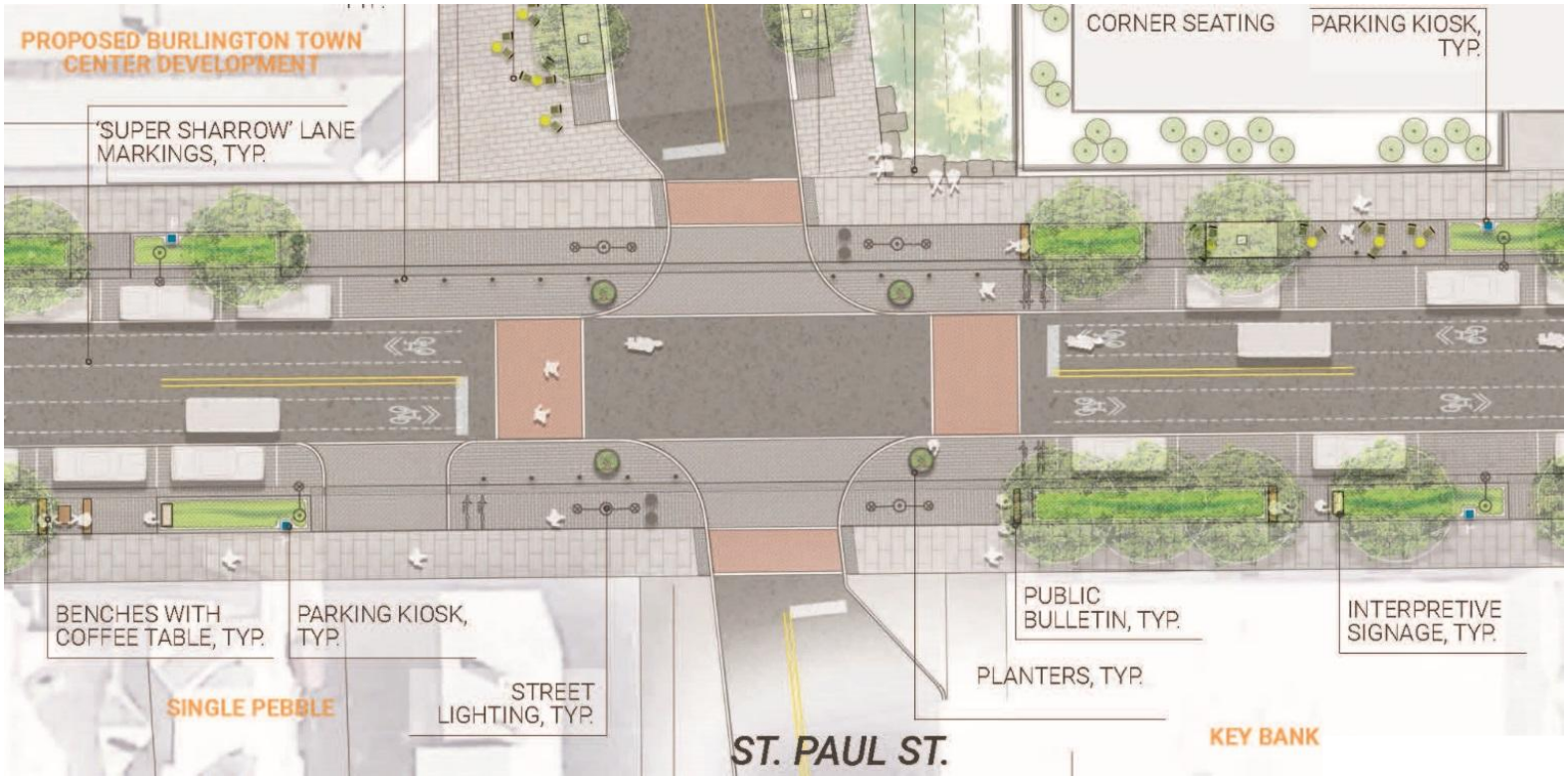
What did we revise?

Bank Street to be curbless

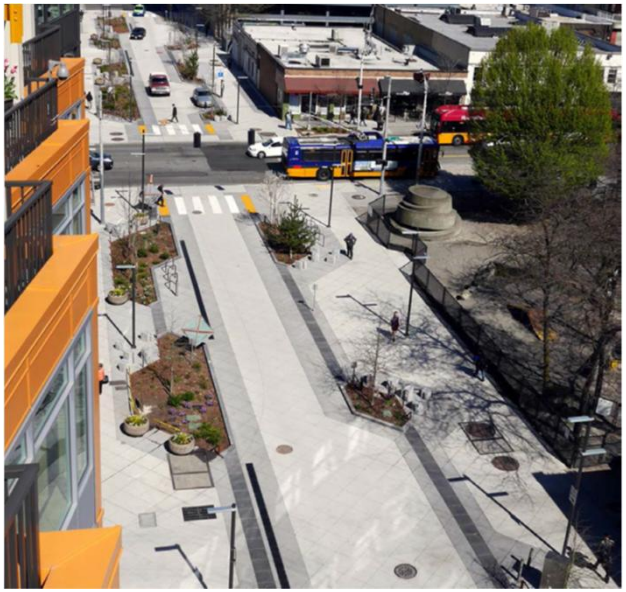
- Street is at sidewalk grade and includes textured crosswalks and parking area pavers
- Defines shared space with textures, pavers, bollards, planters, lighting, plantings, etc.

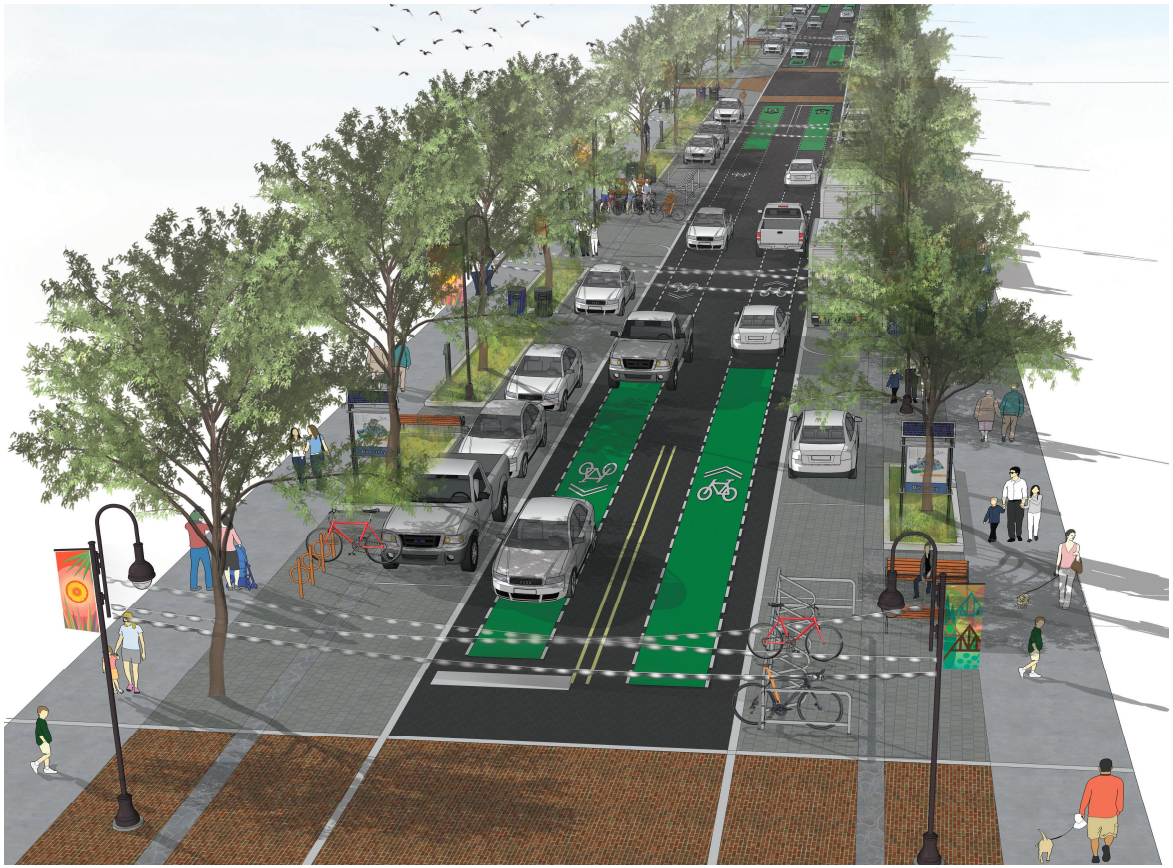


What did we revise?

Bank Street to be curbless

- Reinforces pedestrian priority operation
- Provides flexibility for future
- Allows for temporary street closures for events

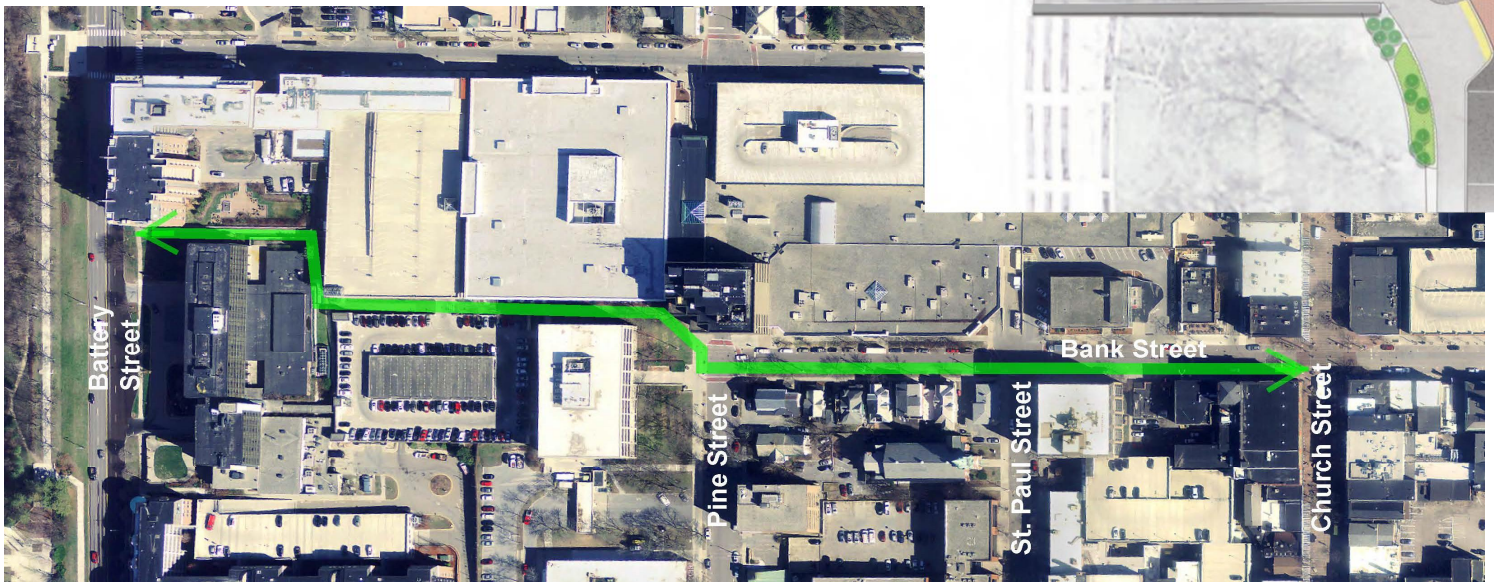




What did we revise?

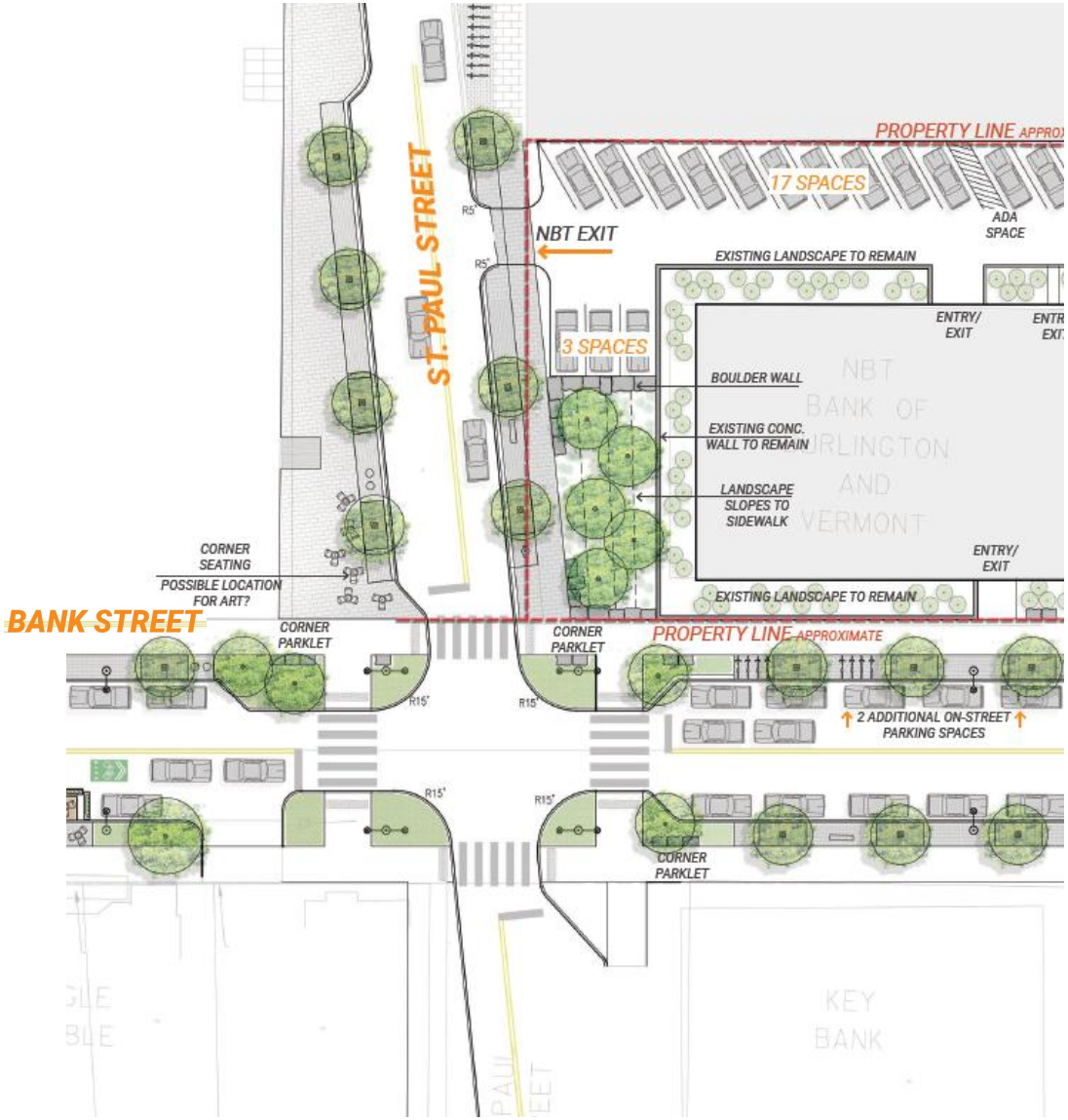
Improve existing path linkage: Battery to Church

- Provides an alternative east-west connection for bicycles/pedestrians
- Uses existing path next to Hilton – Battery to Pine
- Uses low speed, low volume Bank St. - Pine to Church



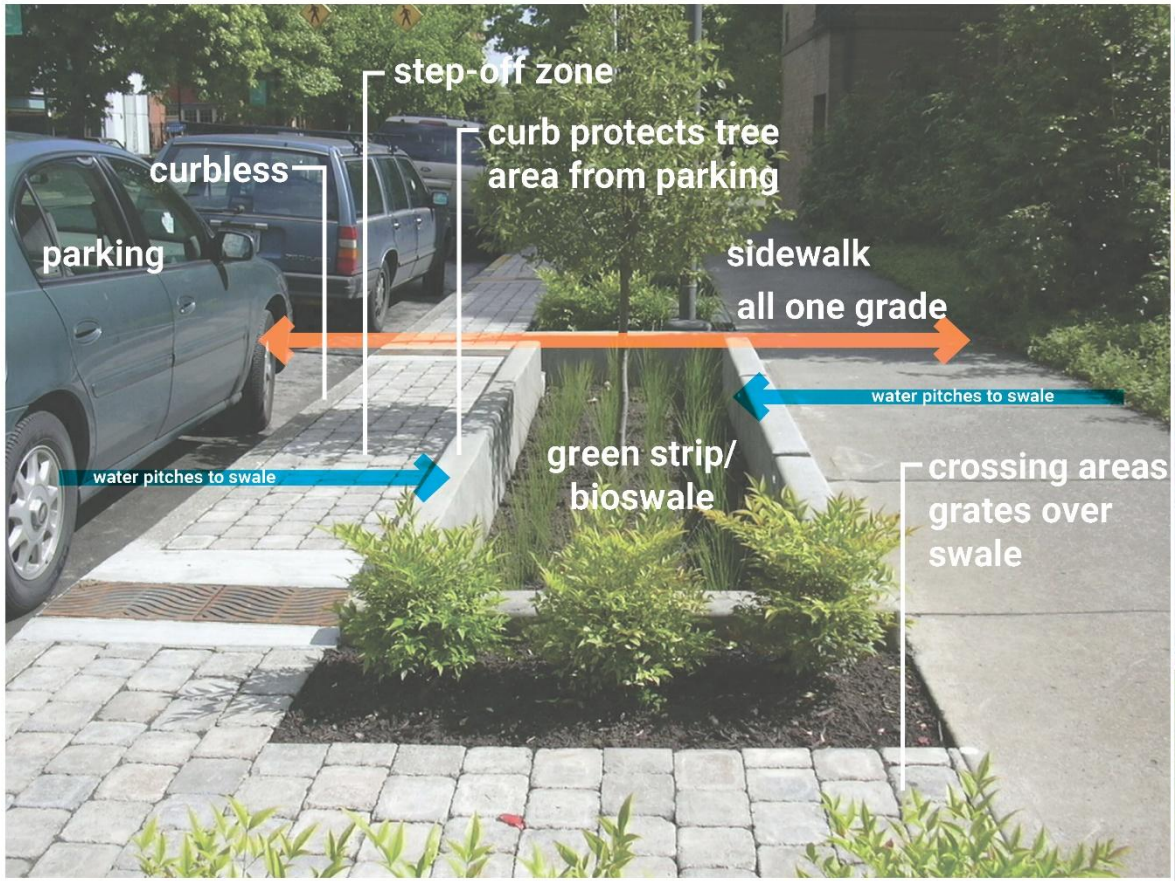
What did we revise?

Preferred St. Paul & Bank Street Alignment



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

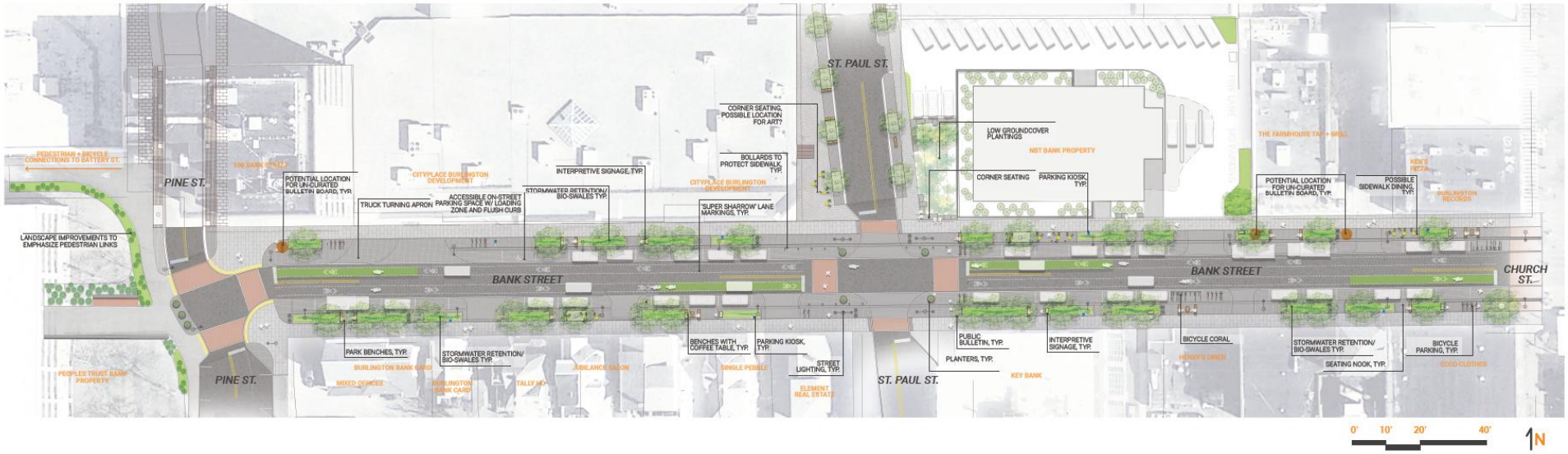


Stormwater Treatment on Curbless Streets

- Bioswales in greenbelt collect and filter runoff from roadway and sidewalk
- Permeable pavers allow runoff from roadway to soak into underlying soils
- Permeable pavers reduce concentration of runoff
- Trees and plantings are watered
- Runoff and rainfall is filtered

CONCEPT PLAN

BANK ST.

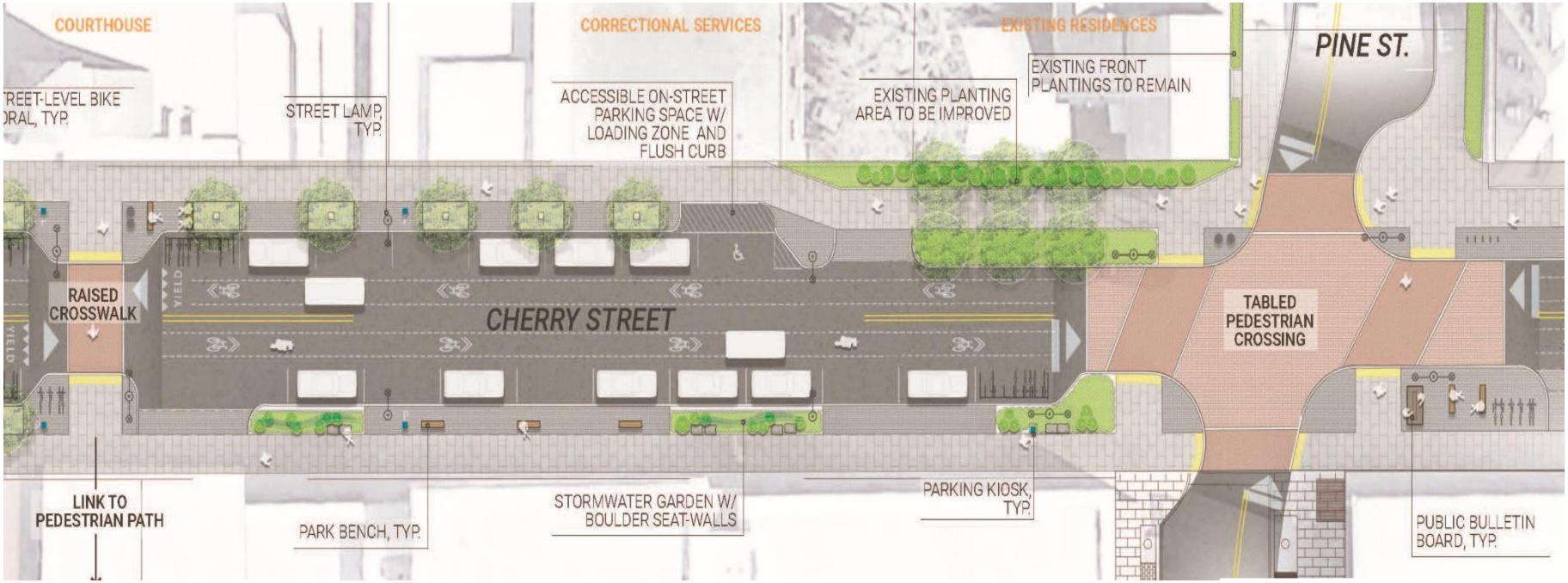


Stantec

What did we revise?

Cherry Street to be slow street

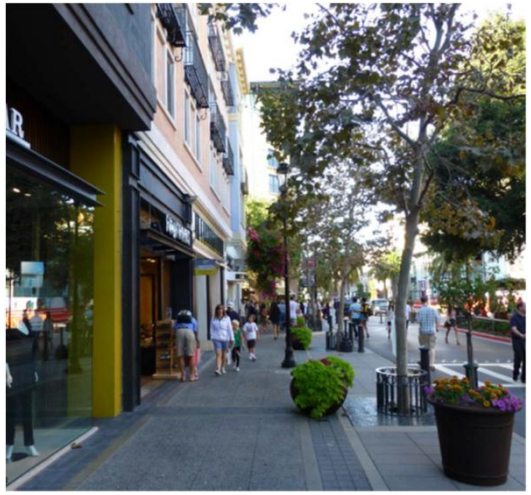
- Provides textured and tabled intersection at Pine Street and mid block raised crosswalk near Hotel Vermont
- Maintains narrow lanes and on-street parking to provide friction, slow vehicles and separate pedestrian space



What did we revise?

Cherry Street to be slow street

- Provides generous pedestrian/buffer space



What did we revise?

Better defined space for bicycles

- Considered but did not add dedicated bike lanes and cycle tracks
- Added 'Super Sharrows" with dash lines
- Provides the feel of a bikelane when there is not enough space

This treatment will be used on both Bank and Cherry Streets

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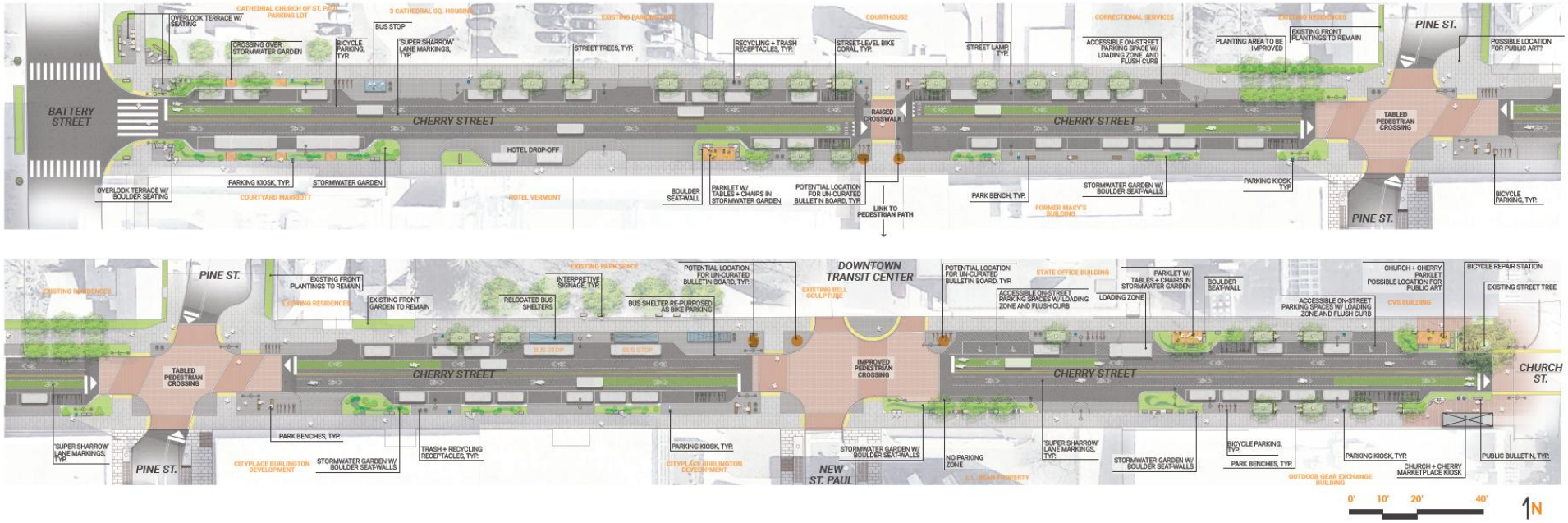
CONCEPT PLAN

CHERRY ST.



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By the Numbers – Car Parking

On Street Parking Space Counts

Street	Existing *post CPB*	Proposed
Bank (Pine to Church)		
Vehicle Spaces*	33	40
Accessible Spaces**	1	1
Bus Spaces	0	0
Cherry (Battery to St. Paul)		
Vehicle Spaces*	70	66
Accessible Spaces	4	4
Bus Spaces***	3	2

*Vehicle space counts include shared vehicle/loading zone spaces and high-turnover spaces. Exact number and location of proposed shared and high-turnover spaces to be determined in later stages of design.
**Parking spaces on Bank Street will be accessible with curbless street.
***Green Mountain Transit has requested two bus spaces on Cherry Street.

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By the Numbers - Trees

Trees Removed for street reconstruction

- Cherry Street: 25 trees - Parks to relocate 2 small healthy maples to alternate site in city
- Bank Street: 19 trees - Parks to relocate 1 small healthy tree to alternate site in city

New Street Trees planted with street reconstruction*

- Cherry Street: 34 new trees
- Bank Street: 32 new trees

There are specific areas in the plans particularly on the south side of Cherry Street that are proposing to use planting or planters to add to the greening of the street and where the solar access makes it a better location for these types of amenities versus trees.

The intent of the design will be to provide a healthy, mature canopy for the roadway which will help with traffic calming, stormwater treatment, aesthetics, and pedestrian comfort level. These new trees will be planted in a much healthier environment than the current environment for the existing trees by using soil cells and appropriate soil volumes.

In addition, species for the new trees have been recommended by the City arborist with careful consideration of cold-hardiness, salt tolerance, and their ability to thrive in an urban environment.

**the number for trees is a goal, but may need to be modified as plans are developed from concept to construction documents*

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By the Numbers – Bike Parking

Number of bike parking spaces shown in the amenity/tree belt zones

- Cherry Street: 47 bike hitches
- Bank Street: 23 bike hitches

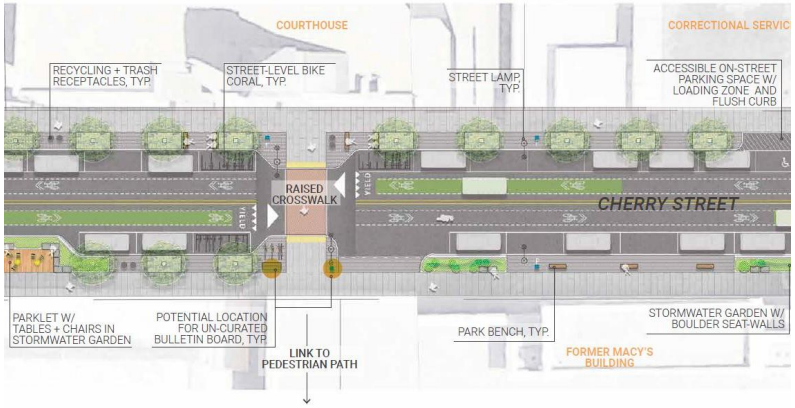
There are other potential opportunities to add additional Bike Parking in the future using bike corrals to meet changing needs in terms of locations or volume of need.

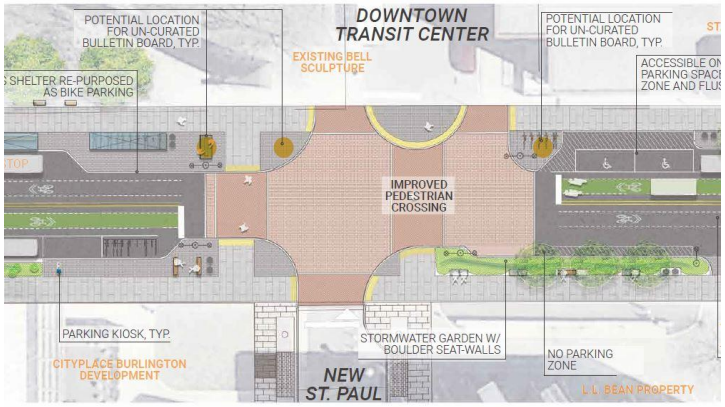
**the number and final locations for bike parking is a goal, but may need to be modified as plans are developed from concept to construction documents*

Stantec

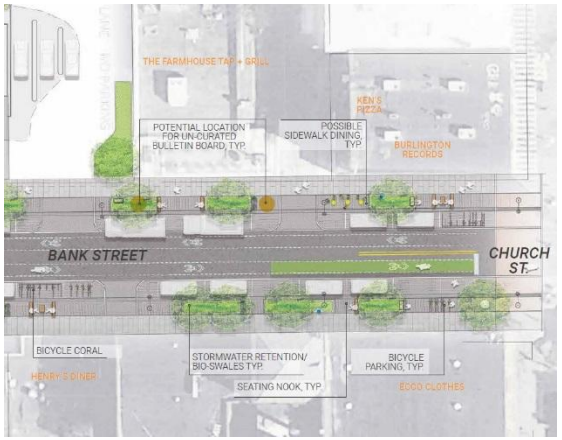
By the Numbers – Bulletin Boards

Cherry Street: Total of 2 Un-curated Bulletin Boards





Bank Street: Total of 2 Un-curated Bulletin Boards



There are other potential opportunities to add curated bulletin boards in the future should the City decide this type of additional information is needed.

**the final locations for un-curated bulletin boards may need to be modified as plans are developed from concept to construction documents*

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PARKLET PRECEDENTS

PLANTING PRECEDENTS

STORMWATER MANAGEMENT PRECEDENTS

BICYCLE AMENITIES

CURBLESS "SHARED" STREET PRECEDENTS

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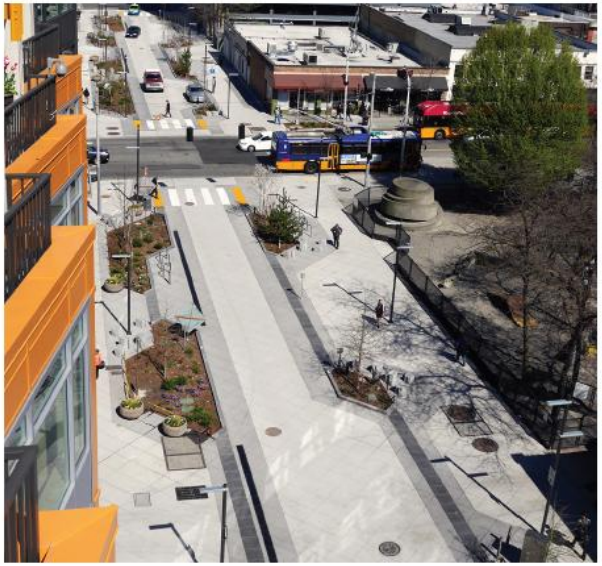

PUBLIC ART

Panamá Viejo

fruit
vegetables
fresh bread
BUY FRESH
BUY LOCAL

STREETSCAPE AMENITIES / MATERIALS FROM GREAT STREETS STANDARDS

BIKE REPAIR STATION

DETECTABLE WARNING STRIPS

TREE GRATES

BENCHES

TRASH + RECYCLING RECEPTACLES

BICYCLE PARKING / CORAL - STREET LEVEL

STREETSCAPE AMENITIES / MATERIALS FROM GREAT STREETS STANDARDS

BIKE HITCH / SIDEWALK-LEVEL

PARKING KIOSK / PAY STATION

PERMEABLE PAVERS

CONCRETE SCORING PATTERN

PLANTERS

SHELTERS

STREETSCAPE AMENITIES / MATERIALS FROM GREAT STREETS STANDARDS

VARIOUS WAYFINDING SIGNS

BOLLARDS

TABLES + CHAIRS

TREE GUARDS

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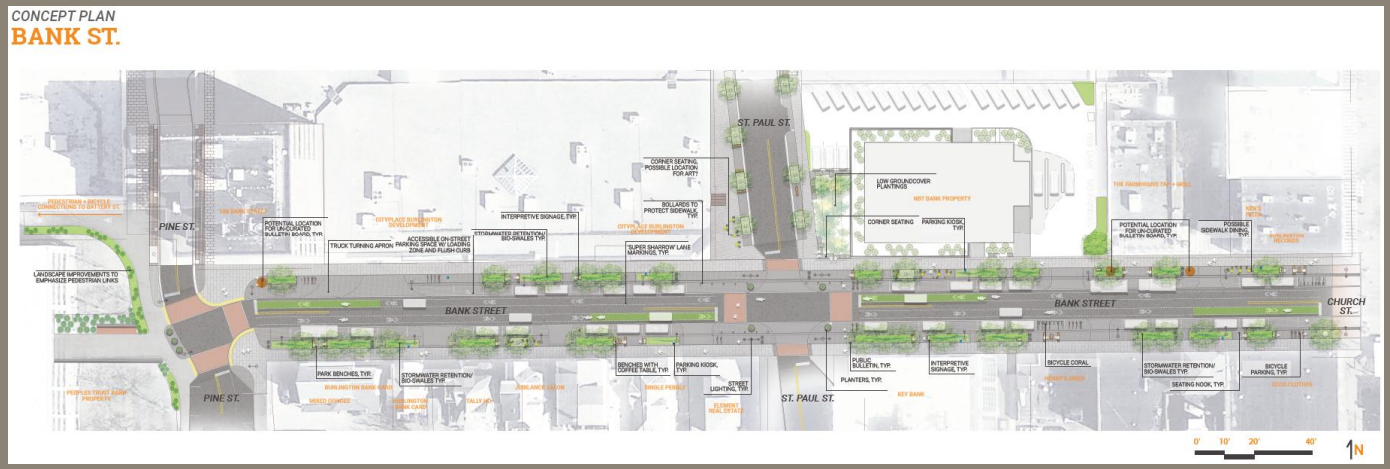
The conceptual designs can be viewed at
https://www.burlingtonvt.gov/CEDO/BTV-Mall-Redevelopment-Process/Bank-Cherry-Streets

Questions?



Stantec