

RESOLUTION**A RESOLUTION APPROVING PREFERRED ALTERNATIVES AT WILLISTON ROAD FOR THE GARDEN STREET PROJECT**

WHEREAS, Garden Street has long been recommended as a downtown City Center street and included in planning for City Center through the Capital Improvement Program, current and draft Land Use Regulations and Comprehensive Plan, the Official Map, the Impact Fee Ordinance, the Market Street Environmental Assessment, the adopted South Burlington City Center Tax Increment Financing District Plan, and is included in private sector projects most recently within the Trader Joe's development; and

WHEREAS, in 2013 the City authorized the City Manager to contract with Stantec Consulting Services, Inc. to complete the construction documents for Garden Street and associated City Center intersections; and

WHEREAS, community and stakeholder outreach was conducted including a site walkabout, a workshop, online material and property owner, committee and agency outreach to prepare the "Purpose and Need Statement" that was adopted by the Planning Commission and against which design options were vetted and culminated in public and additional stakeholder outreach in late winter 2015 to assess alignment and street typical alternatives (all in conformance with the draft form based codes street standards) including a workshop, an elementary school classroom exercise, and the submission of online public comments; and

WHEREAS, in April 2015 the Council approved an alignment and typical section for Garden Street; and

WHEREAS, the project team coordinated with the Williston Road Study project team to model current and projected future traffic patterns, generated alternatives based on public outreach and the draft Form Based Codes District Street Typologies as well as traffic models; and

WHEREAS, the City invited adjacent property owners to provide comments on various alternatives individually, hosted a community workshop to discuss preferences for various alternatives, collected comments over several weeks online which was covered in news media, and requested a review by Local Motion; and

WHEREAS, all alternatives included a realignment of the Williston Road/White Street/Midas Drive intersection, crosswalks on all four corners of intersections, a center median between White Street and Patchen Road, and narrower turning radii to slow traffic and enhance pedestrian safety, all of which will support safer conditions throughout the section for all modes; and

WHEREAS, the community supported alternatives include demonstrated support for three specific design features in no particular order: green belts adjacent to the roadway, turning lanes, and off-road bicycle facilities; and

WHEREAS, analysis of the traffic model, with improvements such as a divided median, realignment of the intersection of White Street and adaptive signal control resulted in sufficient vehicular capacity such that turning lanes are not necessary for traffic flow; however they could be potentially in the future as conditions dictate based on future development, traffic flows and the community's future priorities; and

WHEREAS, there would be significant impacts to private property owners due to the width of right-of-way that would be required to install turning lanes; and,

WHEREAS, the project team met with the property owners along Midas Drive, and there was general consensus to retain on-street parking while continuing the separated bicycle facility from the Garden Street typical.

NOW, THEREFORE, BE IT RESOLVED that the South Burlington City Council hereby approves the following preferred alternative for the Williston Road intersections and Midas Drive as contained in the report dated February 1, 2016 pages 61 - 63 (6.4 Recommended Improvements) and attached as Exhibit 1 and which include:


1. Alternative 3B as the short term alternative for the Williston Road intersections.
2. That closure or combination of some driveways through proper access management are to be pursued short term with the cooperation of property owners and long term as properties redevelop.
3. That the acquisition of right-of-way and/or the granting of necessary easements to the City be pursued as properties redevelop sufficient to accommodate the projected future right-of-way needs for Williston Road.
4. Alternative 3 is the preferred alternative for the Midas Drive connection.

APPROVED this 17 day of February, 2016.

SOUTH BURLINGTON CITY COUNCIL



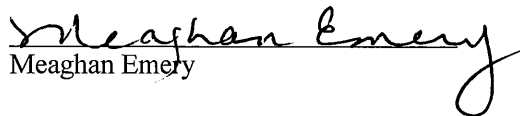
Pat Nowak, Chair



Chris Shaw, Vice Chair



Helen Riehle, Clerk



Meaghan Emery



Tom Chittenden

GARDEN STREET PROJECT DEFINITION REPORT

Williston road intersections and Midas Drive alternatives
February 1, 2016

6.4 RECOMMENDED IMPROVEMENTS

6.4.1 Williston Road Recommendations

While all alternatives would be an improvement over existing conditions, **Alternative 3B** is recommended over the others because it provides the most inviting environment for pedestrians and bicyclists, improves safety for all users and balances other factors such as impacts to adjacent property owners, maintenance and utility impacts. Alternatives 1 and 2 do not provide green belts for landscaping opportunities, snow storage and more inviting pedestrian environment. The on-road bike lanes for Alternative 3A would only be a marginal improvement for bicyclists because it only accommodates the small percentage of riders who self-identify as experts (studies show this is less than 5% of the population). The roundabouts proposed in Alternative 4 would have significantly negative impacts on the function and value of adjacent properties and would likely require intersections to the west of White Street/Midas Drive to be converted to roundabouts in the future as City Center is established.

Alternative 3B (Figure 20 and Figure 21) most closely resembles street standards included in the Draft Land Development Regulations. It would provide off-road bicycle facilities to accommodate a majority of the bicycling population. Green belts would provide for landscaping and pedestrian oriented lighting opportunities, snow storage and a more inviting and attractive environment. Motor vehicle safety and mobility would be improved with the addition of a continuous median and the realignment of the Midas Drive and White Street approaches. The narrower ten foot travel lanes and planted and furnished green belts would calm traffic. Tighter curb radii at the intersections would shorten crossing distances and times for pedestrians. Updated traffic signals and controllers would improve intersection operations.

While an off-road bicycle facility is recommended, the location of the bicycle facility (i.e. north or south side of the road, termination point) may need to be adjusted based on the results of the Williston Road Network Study currently underway. Further coordination with the study team is required before moving these recommendations into more detailed design.

Specific recommendations for **Alternative 3B** are grouped into short and long-term improvements that can be made by the City when deemed appropriate. This was done to minimize the impact to the current business operations of the adjacent business and property owners. If the property gets redeveloped, accommodations for the long-term improvements could be requested during Development Review.

Short-term Improvements

- **Four 10' vehicle lanes** – The narrower travel lanes would calm traffic.
- **Protected bikeway on south side of road** – A shared-use path or protected bikeway would separate bicyclists from motor vehicles and would accommodate a much larger population of bicyclists. It is recommended that the total width of the protected bikeway and sidewalk be combined and reduced to 10' in front of the plaza where Marco's Pizza is located to minimize the impact to parking in front of the building. This parking is important to the property owner for the function of the businesses that do not have entrances at the rear of the building.
- **4' wide continuous median between White/Midas and Patchen/Hinesburg Road** – A continuous median would eliminate left-turn conflicts at driveways, reduce crashes and increase motor vehicle mobility along Williston Road.

GARDEN STREET PROJECT DEFINITION REPORT

Williston road intersections and Midas Drive alternatives
February 1, 2016

- **5' sidewalks on both sides of road** – This is similar to the existing condition.
- **6' green belts on both sides of the road** – Green belts would provide space for snow storage and street trees or other landscaping features. Adding the green belts would require additional ROW (80' total width).
- **Realignment of White/Midas to form traditional intersection with Williston Road crosswalks** – The intersection realignment would eliminate the awkward turning movements from the side streets and potentially reduce the number of motor vehicle crashes. New crosswalks would accommodate pedestrian movements to and from destinations north and south of Williston Road.
- **Tighter curb radii (the curve at corners)** – Smaller curb radii at intersection corners will reduce pedestrian crossing distances and slow turning traffic making a safer and more inviting environment for pedestrians. It is recommended that minimum curb radii meet the street standards included in the draft LDR's.
- **Updated traffic signals and controllers** – The existing traffic signals and controllers would be replaced to optimize signal phasing and timing and maximize intersection capacity.
- **Reduce Curb Cuts** - Curb cuts, especially on the north side of Williston Road, are plentiful and are considered necessary to operations of the current businesses according to the property owners. Elimination or consolidation of curb cuts along Williston Road will improve safety for pedestrians, bicyclists and motor vehicles by providing well-defined access points and reducing the number of conflict points along the roadway. Reducing curb cuts will also improve vehicular capacity and mobility through the corridor.
 - **Cairns/Chastenay Parcels** - Further exploration with property owners during project design is recommended to consolidate the westernmost access to the Cairns parcel (formerly U-Save Beverage and Delil) with the access to the Chastenay parcel located immediately to the west. Both parcels are located on the north side of Williston Road.
 - **Pomerleau Parcel** - Further exploration with the property owner is recommended to close the easternmost exit from the Pomerleau parcel (Price Chopper Plaza). This parcel is located on the south side of Williston Road.

Long-term Improvements

The following long-term improvements are recommended if and when certain parcels adjacent to the project area are redeveloped to minimize impact on current business operations.

- **Reduce curb cuts for Jolley Associates** – If the gas station on the northwest corner of Patchen Road/Williston Road redevelops, it is recommended that access on Williston Road be consolidated down to one point located as far west from this intersection as possible.

GARDEN STREET PROJECT DEFINITION REPORT

Williston road intersections and Midas Drive alternatives
February 1, 2016

- **Reduce curb cuts for Swiss Host Motel & Village** – If this parcel redevelops, it is recommended that access on Williston Road be consolidated down to one point located east as far from the intersection of Midas and White Street as possible.
- **Reduce curb cuts for the entire block** – If the entire site should be redeveloped according to the proposed Land Development Regulations, access to parking should be off the slower and less heavily traveled streets of White Street and Patchen Road. At a minimum, access should be reduced to one driveway along the corridor.
- **Increase protected bikeway width in front of Pomerleau Plaza** – If this plaza redevelops recommend requesting an increase in width of the protected bikeway and sidewalk on south side of road in front of plaza to 15' and consolidation or elimination of access points on Williston Road.
- **Dedicated Left-Turn Lanes** - The addition of dedicated left-turn lanes combined with the short-term recommendations of green belts and bicycle/pedestrian facilities would require additional land takings that would have a significant impact to business operations. The short-term recommendations of realigning White Street and Midas Drive, upgrading traffic signal hardware and adjusting signal phasing/timings would improve intersection safety without significant land takings or business operation impact at this time.

The addition of dedicated left-turn lanes as illustrated in **Alternative 2** could be considered further once significant City Center buildout has occurred. The left-turn lanes have been identified in the Williston Road network study as an alternative to provide additional intersection capacity assuming a full buildout of City Center. As properties redevelop along the corridor, it is recommended that the City require sufficient rights-of-way as part of the Development Review process so that the left-turn lanes could be constructed if necessitated by full City Center buildout and if other improvements recommended in the Williston Road network study are not made.

6.4.2 Midas Drive Connection Recommendations

For the Midas Drive connection, **Alternative 3 (Figure 26)** is recommended because it improves bicycle infrastructure and provides for on-street parking for businesses along the road. All improvements can be made within the existing ROW for Midas Drive. This also provides for the greatest continuity of facilities along the length of the Garden Street project.

The recommendations are based on significant public and stakeholder input and the information that was available at the time this report was developed. Any significant alterations from these recommendations will need to be approved by City Council.