

# Board of Aldermen Committee Minutes

<b>Date:</b> 5/26/15	<b>Chair:</b> DePoy	<b>Convened:</b> 5:00 <b>Adjourned:</b> 6:45
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<b>Committee</b>	<input type="checkbox"/> Charter & Ordinance <input type="checkbox"/> Community Development <input type="checkbox"/> Finance <input type="checkbox"/> General <input type="checkbox"/> Public Safety	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Public Works Recreation Intermunicipal Special Liquor Human Resource
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<b>Committee Members Present</b>	<input type="checkbox"/> Dave Allaire <input type="checkbox"/> Chris Etori <input checked="" type="checkbox"/> Gary Donahue <input type="checkbox"/> Sharon Davis <input checked="" type="checkbox"/> Tom DePoy <input type="checkbox"/> Melinda Humphrey	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Jon Skates Ed Larson William Notte Chris Siliski Matt Bloomer
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<b>Others Present</b>	<input checked="" type="checkbox"/> Dave Allaire <input checked="" type="checkbox"/> Chris Etori <input checked="" type="checkbox"/> Sharon Davis <input type="checkbox"/> Tom DePoy <input type="checkbox"/> Melinda Humphrey <input type="checkbox"/> Jon Skates	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Gary Donahue William Notte Ed Larson Chris Siliski Matt Bloomer Mayor Louras Treasurer Wilton Attorney Romeo <input checked="" type="checkbox"/> Other_ Jeff Wennberg____ <input checked="" type="checkbox"/> Other_ Jim Rotondo_____ <input type="checkbox"/> Other_____
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**Motions/Discussion:**

The Public Works Committee met to discuss the concept of "Complete Streets" and how the City of Rutland is working toward achieving the goals of the State Law which requires municipalities to at least investigate and document completing a street to accommodate all forms of transportation. The discussion quickly turned to Dorr Dr. in Rutland which is slated to undergo significant repairs this year. Advocates for bike and pedestrian traffic would like to see Dorr Dr. widened enough to have at least a 3' shoulder added to the current road width which would allow for bike and pedestrian traffic. Mayor Louras and Comm. Wennberg spoke on the issue saying that the cost of "completing" Dorr Dr. were so significant that it has been decided that Dorr Dr. will be resurfaced to its current width. If the state would fund the "Complete Streets" concept, then the city would gladly look at "completing" all streets that get resurfaced. Many people from the public came to voice their support for the "Complete Streets" concept and "completing" Dorr Dr. Jim Mongeon lives just off of Dorr Dr. and would like to see the bike/ped lanes put in for safety and emotional reasons. Gail Johnson felt it would help with grant applications for revitalization projects. Andy Olanoff said that it is important as many people bike down Dorr Dr. and further into Rutland Town to the Creek Rd. It was also pointed out by Mayor Louras that the Creek Rd. has some sections where the road is as little as 21' and speaking with Rutland Town officials about widening the Creek Rd. would be helpful. Others who spoke mentioned that the new bridge being installed over Otter Creek would have the "Multi-use path" incorporated on it and people coming off the multi-use path could go south on Dorr Dr. and use the new bike/ped lanes if built. Peggy Shinn said that installing bike lanes around the city might encourage kids to bike more instead of relying on their parents to taxi them around so much. After some more discussion on the issue, Ald. Siliski made a motion asking DPW to develop a draft plan that mirrors the Burlington Complete Streets guidance document. The motion passed 4-0 and I so move.



## RUTLAND CITY PLANNING COMMISSION

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May 26, 2015

D.P.W. Committee of the Rutland City Board of Aldermen

Dear Committee Members:

The Rutland City Planning Commission recognizes the importance of incorporating complete streets principles in municipal infrastructure projects. Considering all modes of transportation in these projects will make Rutland more business friendly and improve our quality of life. Cities and towns across the country see a direct correlation between this comprehensive approach and economic vitality.

In 2011, the legislature passed Act 34 which states, "Complete streets principles shall be integral to the transportation policy of Vermont." In complying with this sensible statute, we will make Rutland more attractive to young people, to business investors and to tourists.

Burlington created a document titled, "Burlington Complete Streets Guidance." This brief manual gives the D.P.W. a basic template for applying these principles to their road projects. This sensible approach takes the guesswork out of the process. The Rutland Planning Commission proposes that Rutland draft a similar guidance manual.

The Planning Commission unanimously supports compliance with Act 34 and soliciting public input when road reconstruction projects are being considered.

Sincerely,

Dave Coppock

Acting Chair

## DORR DRIVE, 'COMPLETE STREETS'

### Facts about Dorr Drive...

The **one mile stretch** of Dorr Dr from the County/City line at Campbell Road to the River Road Bridge contains, as noted at noon May 27, 2015:

- 166 residents, counted by free standing roadside mailboxes
- Three additional residential streets feed from the R [going S] on Dorr Drive – additional traffic population unknown
- In addition to detached homes, Dorr Drive consists of multi-family condominium units and one commercial business
- The road bed has no side stripes to mark the road from residential properties, intermittent gravel spots, no culvert, a faded, intermittent center stripe, and multiple pot holes
- Dorr Drive has no sidewalks along its length
- Three "Bike Route" signs appear only on the L side of Dorr Dr [going N] from Campbell Road toward the River St Bridge
- Speed limit is posted at 30MPH
- Dorr Drive is located within the Historic SW Rutland community delineation

Gail H Johnson, M.Ed., M.S.  
Resident and lead coordinator  
Historic SW Rutland

To: Tom Depoy, Alderman, Chair DPW Committee  
From: Chris Siliski, Alderman  
Cc: Dpw committee

Re: Complete Street Strategy (5/27)

Alderman Depoy -

I respectfully request the "Complete Streets" discussion focus on an overall strategy for the City rather than individual projects. I also request that the conversation go well beyond a discussion on bike lanes. In fact, bike lanes are only one of a number of issues that the City should consider in developing an overarching strategy.

This letter proposes such a strategy that considers:

1. A common understanding that the quality of the entire above ground infrastructure-transportation system has a direct relationship on economic development and investment in both business and housing.
2. The same infrastructure helps to keep all citizens safe regardless of their choice of getting loved-ones from point A to B.

Currently, taxpayer money is not being utilized as effectively and efficiently as possible. Thus, tax money is being underutilized and, hence, wasted.

To increase the positive economic impact for and safety of all, the City should adopt a plan similar to that of Burlington, Vermont - one of the few communities actually growing in Vermont. This document, entitled "Burlington Complete Streets Guidance" (attached) includes:

- A re-classification of streets that outlines community infrastructure needs and expectations.
- A system of development and oversight that does not hinder DPW and/or the executive office, but at the same time makes its decisions more transparent, strategic and accountable.

Please note, the attached plan (as well as the "Complete Streets" concept) does not limit itself to bike paths only...far from it. In fact, within the plan, only certain streets are designated as potentially adequate to host bikes. Some streets involve no sidewalks, others two, and some one, all of different width. Regardless, as noted by Burlington's Guidelines, per "Complete Streets" law, the City would have mechanisms not to include aspects within its design work of certain streets; however, such decisions would require justification and transparent approval.

Finally, if the City chooses to capture the economic and security opportunities in front of us, the City should consider adopting the following key underpinnings within and across its strategy.

1. **Leveraged investment.** The City should target places where investment in housing, business, non-profit and/or public infrastructure has already occurred or is about to. These zones should be places that plant seeds of growth. As they germinate and start to grow toward each other, key linkages can be made. Examples: CCV, Merchant's Row Court House, Winter Farmers' Market, Dana School, various schools and parks, Rt. 7+4 project, Merchants up Strongs Avenue, new Credit Union on Allen Street, etc.
2. **Finish the street.** The City should leverage its own work. Many projects extend up the majority of a street but do not go to its end. This gives the project a significant sense of incompleteness. Potential investors then continuously pay attention to the remaining blight and not the completed construction. Example: Compare Crescent Street (Lincoln to Rt. 7) vs. Killington Avenue (where the one-way strip was completed from East to Rt. 7). The later leverages and connects the Killington Avenue grant, X-King investments, and the Rt. 7 project at a major gateway into a neighborhood in positive transition.
3. **Re-establish curbing and, when applicable, green strips.** The largest blight in the City is not dilapidated, multi-unit buildings. It is decrepit City infrastructure and poorly maintained right-of-ways throughout the city. In nearly every neighborhood and on nearly every street, landlords and private citizen have parked on the City right of way to the point of its destruction. Worse, rather than remedy the situation and re-assert control, the City has often paved over the right of way to facilitate the unregulated parking and further the destructive impact on property values. Additionally, there are a number of safety concerns that former Police Chief Jim Baker consistently pointed out in regard to the perception of narrowness and limits (or lack there-of) on speed. Example: Killington Avenue one way before and after vs. re-surfacing work in front of Northwest School adjacent to the new bike path and Pine Hill Park...pictures tomorrow at the meeting.
4. **Maintain one good interconnected sidewalk and not two bad.** The City cannot afford to maintain and does not need two sidewalks on every street, especially "sidewalks to nowhere". Example: Killington Avenue positive step forward.
5. **Stop using asphalt as a substitute for concrete curbs and sidewalks.** It looks horrible and it falls apart quickly. Example: Corner of Stratton and Allen Street in front of one of the City's largest economic developments.

In sum, money is an issue and will always be an issue. But most residents would rather do one street "right" than two streets wrong. One right street will attract and spur private investment and facilitate multi-faceted growth. Two wrong streets will not. The system of design and approval is currently leading the City to doing it wrong - or at least not as right as it could.

