

North Avenue Corridor Study Public Meeting #1 Notes

DATE: Tuesday, October 29, 2013
 TIME: 7:00 PM
 PLACE: Lyman Hunt Middle School Cafeteria, 1364 North Avenue, Burlington
 PRESENT: See Attached

1) Welcome & Overview of the Study

Nicole Losch of Burlington DPW and Eleni Churchill of the CCRPC welcomed the group and provided an overview of the Study and the public meeting.

2) Existing Conditions

Steve Rolle of Parsons Brinckerhoff presented the existing conditions. Steve briefly reviewed each segment from the perspective of bicyclists, motorists, bus riders, and walkers. The presentation is available at: <http://www.ccrpcvt.org/transportation/corridors/north-avenue-corridor-study/>.

3) Small Group Workshop

Participants were divided into four small groups to discuss corridor issues in detail. Each group reviewed a specific corridor segment, rotating to all four stations (i.e. – each group reviewed each corridor segment). Facilitators led groups through a series of questions; results (responses) are presented in Attachment 1.

4) Major Corridor Issues

Participants were asked: *“From a corridor-wide perspective, what do YOU think are the most important transportation issues along the North Avenue Corridor? Please list up to five.”*

The raw data is presented in Attachment 2. The following table summarizes the number of times these topics were mentioned by respondents:

Topic	Number of Responses
Improve bike accommodations	21
Reduce speeding	20
Improve Pedestrian accommodations	18
Amenities (esp. Lighting) and Scale	8
Improve Bus service	6
Improve Signal timing/detectors	6
Add Left-turn Lanes	6
Reduce congestion	3
Roundabouts	1

The meeting was adjourned at 8:45 PM.

Participants

Anderson	Hanna
Ayers	Tom
Bailey	Ryan
Bogdan	Karen
Bogdan	Dave
Brand	Matthew
Brown	Flip
Bucci	Jon
Buchanan	Kara
Buchanan	Gus
Curtis	Jace
Davis	Bob
Dugdak	Jack
Emanuelson	Karin

Gagnon	David
Garcia	Daniel
Gardener	Matt
Gardner	Matthew
Gragg	Monica
Hasselmann	Joseph
Hoye	Colin
Hu	Peng
Imbarrato	Domenic
Lemieux	Andrew
McGarvey	Ron
Miatke	Baxter
Milens	Muffie
Nguyen	Kevin

Orlansky	Michael
Post	Sandy
Sayler	Tim
Schwartz	Aaron
Strand-Jordan	Megan
Spencer	Chapin
Su	Flora
Therrien	Alan
Truzansky	Tracy
Wan	Trani
Weigel	Brent
Western	Heidi
Wu	Roy

Advisory Committee Members: Kirsten Merriman-Shapiro, Kelly Stoddard-Poor, RJ Lalumiere, Jim Holway, Tony Redington

Rock Point School: 12 juniors and seniors attended with their teacher, Gus Buchanan.

Workshop Breakout Group Facilitators: Nicole Losch (City of Burlington); Steve Rolle (Parsons Brinckerhoff); Sandrine Thibault (City of Burlington); Eleni Churchill (CCRPC); Nick Schmidt (Parsons Brinckerhoff); Bryan Davis (CCRPC); Jason Charest (CCRPC); Kirsten Merriman-Shapiro (City of Burlington).

Other Consultants: Diane Meyerhoff (Third Sector Associates)

Attachment 1: Workshop Results – Corridor Segment Discussion (see separate file)

Attachment 2: Responses to the Question: From a corridor-wide perspective, what do YOU think are the most important transportation issues along the North Avenue Corridor? Please list up to five.

North Ave and VT 127 section (dangerous for bikes)

Lighting/aesthetics

Bus shelters

Speed

Sidewalks

Congestion

Slow down speeding traffic during day time

No more trees

More bike lane

Traffic signal suitable time

Slow down the speed during day-time

Reasonable signal time

More bike lane

Slow down speeding traffic

Make it easier to cross the street

Add the bike lane

Better bike lanes

Lighting

Slow down speeding traffic

More crosswalks

Improve sidewalk conditions

Better bicycle accommodations

Slowing down speed of traffic

Better markings along corridor for transitions, bikes, etc.

Make sure all traffic light detectors are working properly

More green space

Speed (too fast)

Crosswalks (too few)

Signal timing

Congestion

Bike lanes not wide enough

Speed is an issue

Green space too thin

Bike signs unclear

Early blinking yellow lights

Some traffic lights need more phases

Major intersections less confusing

Left turn lane

Bicycle lanes
More crosswalks (very visible to motorists)
Keep a neighborhood scale to it all

Bicycle accommodations
Slow down traffic
More accommodations for crossings

Northern part of North Ave corridor needs more crosswalks (especially across Plattsburg Ave)
Speeding along northern section of North Ave – also different speeds in 2 directions north of Shore Road (30 mph in SB, 25 mph NB)
Lack of bike lanes/too narrow

Speed issues
Left turns are unusually difficult
The on street parking either needs to be marked as such or replaced with bike lane and/or shoulder

Lane width in 5-lane area too small, speed too high for width – buses, trucks, city vehicles too big – no shoulder makes everyone take up too much space
Lack of safe bike travel through shopping strip – Ethan Allen to Shore
Too few safe crosswalks in this shopping district
Left turns onto North Ave are difficult, dangerous, and frustratingly slow

Bike lanes!
2 lanes only (maybe 127 to Shore Rd turn lane between)
Crossing @ bus stop
Slowing traffic
Look and feel of a village/community versus highway

Provide continuous dedicated bicycle accommodation
Crosswalks for pedestrians
Slow down speeding traffic
Determine a way to extend CCTA service – even just a late bus and Sunday service
Consider middle lane for turning

Dedicated bike lanes north and south – bike paths to connect to North Ave
Bus pull ins/outs and bus shelters, well lit
Fix the Plattsburg Ave intersection so you can cross Plattsburg Ave from the north side walk and then walk south down the east side of North Ave
More frequent crosswalks in all directions

Cycle track – entire corridor
Roundabouts at key intersections – North/BHS/Ethan Allen Shopping Center/Plattsburg roundabouts to be pathed
Cycle track connections to schools
More frequent transit scheduling (15 minute headways); late PM bus

Plattsburg Ave and North Ave – speed
Crosswalks – Tracy Road odd; Packard Lofts area and south to narrow

More room for bikes
Better crosswalks
Bus shelters/pull offs
Better lighting

Slow down speeding traffic
Better accommodation of bicycles
More crosswalks
Slow down speeding traffic
Did I mention slowing down speeding traffic?

Speed and volume of traffic
Lack of clearly marked and adequate width bike lanes
Few places for pedestrians to cross
At busy times, hard to turn left from Leddy Park to Kilarney
Shore Rd to Ethan Allen Pkwy, sidewalks close to traffic

Speeding on North Ave from North St intersection continuing north
Pedestrian and bike quagmire at 127 intersection
Biking at Industrial intersection

The corridor where it is 4 lanes is a big problem. You can't make a left turn and cars speed through that section. It is hard to cross the road where the corridor has 4 lanes – not enough cross walks and cars speed through this section.

The 4 lanes part of the corridor gets congested during am and pm commute times and is a high accident area. Accessibility to the corridor through the 4 lane areas is difficult from the residential areas, especially during the am and pm peak times.

During winter months when snow banks are high poses a real safety issue, because vehicles trying to access the corridor, especially where it is 4 lanes, can't see traffic coming down the corridor to safely make L or R turn into the corridor!

Responses to: Anything else you'd like to share with the Advisory Committee and Study Team?

- Nope, enough information was gathered for the semester project in Brian Lee's class at UVM.
- Multi bike path adjacent to 127 needs a crossover
- The biggest issue for me personally is the connection between North Ave and the path along 127 where 127 connects with North Ave
- I was with the UVM CE133 class. I don't use this corridor frequently
- Check area complete streets: Route 15, Essex; Williston Road; Colchester Ave
- Bessery's Market – fix the front so people can stop parking on the sidewalk
- Good format for public input!!
- Good format!
- This meeting was helpful as a member of the Committee to hear other people's comments. Thanks
- I feel that there is plenty of ROW for this project, however this turns it into a long term project
- I think the part of the corridor where it is 4 lanes should be changed to 2 lanes with a center turn lane. By Route 127, the L turn lane should stay so through traffic down the corridor to the South End can still flow. At the intersection of Ethan Allen Park heading north, make a short right turn only lane so traffic to Ethan Allen Parkway can continue to flow. At that intersection the current green arrow light doesn't work for traffic when the light to go straight is red and there is a car stopped in that right lane that isn't turning – they end up "holding" up traffic to Ethan Allen parkway.