

## North Avenue Complete Streets Corridor Study Advisory Committee Meeting #3 Notes

<http://www.ccrpcvt.org/transportation/corridors/north-avenue-corridor-study/>

DATE: Tuesday, December 17, 2013  
 TIME: 6:30 - 8:30 PM  
 PLACE: St. Mark's Church Family Center, 1251 North Avenue, Burlington

**Members/Alternates Present:**

Tad Cooke, Ward 3 NPA  
 Jon Moore, CCTA  
 Jim Holway, Ward 4 NPA  
 RJ Lalumiere, Alternate Ward 7 NPA  
 Nicole Losch, Burlington DPW  
 Kirsten Merriman-Shapiro, CEDO  
 Sandrine Thibault, Burl. Planning

Tony Redington, Alternate Ward 3 NPA  
 Charlene Wallace, Local Motion

**Others Present:**

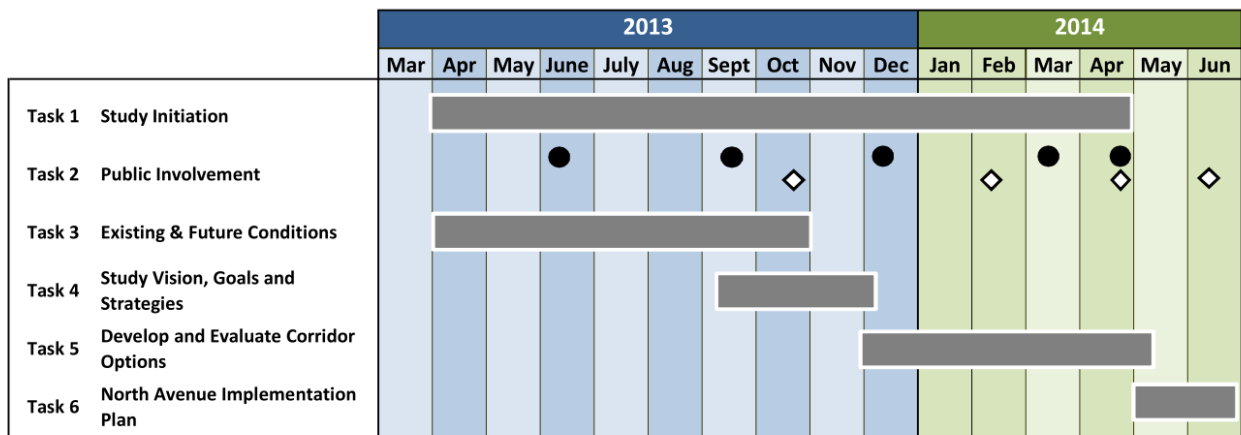
Eleni Churchill, CCRPC  
 Paul Kervick, Ethan Allen Residence  
 Diane Meyerhoff, Third Sector Associates  
 Steve Rolle, Parsons Brinckerhoff  
 Sai Sarepalli, CCRPC

**1) Welcome & Introductions**

Eleni Churchill of the CCRPC welcomed the group and introductions were made.

**2) Project Status**

Steve Rolle of Parsons Brinckerhoff provided an updated study schedule—see below.



**KEY**

- |  |  |
|--|--|
| ◇ Public Meetings/Workshop                       | ● Advisory Committee Meeting                   |
| 1 Overview, existing & future conditions, issues | 1 Study overview/process                       |
| 2 Concepts workshop                              | 2 Existing & future conditions, vision & goals |
| 3 Select preferred alt(s)                        | 3 Finalize vision & goals, initial concepts    |
| 4 Final recommendations                          | 4 Refine concepts, preliminary preferred alts  |
|  | 5 Recommendations                              |

### **3) Discussion of Vision & Goals**

The committee reviewed the vision and goals statement (draft 12/17/13). The following revisions were agreed upon (~~strikeout~~ is deleted text, underlined is added text):

#### **VISION**

North Avenue will continue to serve as the primary transportation corridor connecting Burlington's New North End with the rest of the City. As the North End's "Main Street," North Avenue will provide for **safe, inviting, and convenient travel for all users** ~~of all ages and abilities~~ —including motorists, pedestrians, bicyclists, and public transportation riders. **The need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions.** The corridor will develop into an **attractive public space** through creative streetscape, signage, and other site design features. The corridor will become more livable and desirable by promoting social interaction, public health, economic development, and environmentally sustainability initiatives.

#### **GOALS**

**GOAL 1) Remake the North Ave corridor into a "Complete Street" that accommodates the safe and efficient travel for all users of all abilities and provides transportation choices.**

- Achieve a world class transportation corridor that offers quality of service and highest safety for those who walk, bicycle, and travel by motor vehicle or transit.
- Identify near-term improvements that can be implemented now to improve the safe and convenient accommodation of all corridor users.
- Develop a longer-term plan for fully remaking the corridor according to "Complete Streets" principals.

**GOAL 2) Improve safety for all users. ~~of all abilities.~~**

- Pedestrians – improve condition of sidewalks and upgrade to meet current ADA standards; identify convenient/desirable crossing locations; and incorporate high visibility and driver awareness measures at crosswalks.
- Bicyclists – provide dedicated space and bicycle treatments to form a continuous, high quality bicycle corridor that facilitates travel in and out of the New North End.
- Design facilities with all users in mind including children and seniors.
- Address high crash locations and congested locations.
- Improve access management and left turn accommodations on the corridor to reduce conflicts.
- Calm traffic and moderate travel speeds.

**GOAL 3) Provide a range of convenient and efficient travel options and improve multimodal connections.**

- Promote transportation options.
- Improve transit service in the corridor. (~~reduce headways; consolidate stops and add shelters~~)
  - Reduce headways
  - Add shelters
  - Increase span of service during the day and weekend service
  - Ensure efficient flow of buses along the corridor
  - Improve access (sidewalks, bike access) to transit shelters/stops
- Improve pedestrian ~~and bicycle~~ facilities.

- Develop a safe, efficient and continuous bicycle network.
- Promote Transportation Demand Management (TDM) initiatives in the corridor.

**GOAL 4) Develop strategies that support vibrant and livable neighborhoods in the New North End; enhance the quality of life of residents and visitors; and support sustainable economic growth.**

- Improve the visual character with streetscape treatments and other amenities that promote and enhance the pedestrian environment and public realm.
- Create attractive and inviting public spaces. ~~vibrant public spaces.~~
- Support economic development consistent with City planning objectives
- Enact supportive zoning/land use regulations including those that address building location and urban design specific to the corridor.
- Incorporate sustainable design practices.

**4) Initial Improvement Concepts**

Steve explained that there are key decisions that will define the corridor:

- Configuration of bicycle accommodations
- Intersection treatment at VT 127, Ethan Allen, Shore Road, and Plattsburg Avenue
- “Right sizing” of North Ave from the VT 127 to the Shore Road intersection
- On-street parking—there is an oversupply in most of the corridor, except at the southern end
- Pedestrian crossing plan

Steve spoke about these concepts in turn.

***Long-Term Bike Accommodation Options***

- Two-way cycle track – May not be feasible south of Washington/Berry Street; driveways and cross streets are challenges
- One-way cycle tracks
- Bicycle Lanes – standard or buffered

***Intersection Treatment Options at VT 127***

- Roundabout – two lane roundabout needed (this need to be re-evaluated)
- Signalized Intersection with Improvements – eliminate high speed, no stop turns; improve pedestrian and bike crossings; may need to add additional turning lanes

***Intersection Options***

- Shore Road: dedicated center left turn lane; realign Shore and Heineberg Roads. RJ Lalumiere suggested that if Shore Road is not realigned, the signal have split phasing to allow smoother bicycle travel.
- Ethan Allen Parkway and Plattsburg Avenue Intersections: mini-roundabout; minor realignment; pedestrian islands, relocate Ethan Allen Park entrance; eliminate high-speed free right turn.

***VT 127 to Shore Road Segment Configuration***

- Right-Sizing of the Corridor: One travel lane in each direction with center turn-lane/median; are additional lanes needed at Ethan Allen or VT 127?
- On-street Parking: Provide on one side only? Selective provision? Alternate sides?

***Potential Gateways (Suggested at the Public Meeting#)***

- North Street: Busy intersection, southern entrance to corridor

- Washington/Berry Street: Gateway to Old North End
- Institute Road: Burlington High School entrance
- Vermont 127: Transition from highway to urban street
- Ethan Allen Parkway: Busy hub, connections to recreational facilities
- Ethan Allen Shopping Center: Commercial hub
- Plattsburg Avenue: Northern entrance to corridor

Steve discussed *near-term options* for each of the corridor segments.

***Washington Street to North Ave – Near Term***

- Bicycles: Add sharrows, parallel route.
- Pedestrians: Additional crossings, improve visibility, convenience, safety of crossings, ADA ramps.
- Motorists: Check signal warrants at Washington.

***VT 127 to Washington Street Near-term Options***

- Bicycles: Widen bike lane/narrow travel lane; Add sharrows through Institute Road intersection; eliminate some parking on northern section/extend bike lanes.
- Pedestrians: Additional crossings in activity areas; improve visibility, convenience, safety of crossings; ADA ramps.
- Transit: Additional shelters; larger shelters at BHS, crosswalks paired with stops.

***Shore Road to VT 127 Near-Term Options***

- Bicycles: Remove a travel lane and add bike lanes *or* wide curb lanes; intersection treatments at VT 127, Ethan Allan Parkway; bike box or two-stage left turn at Shore Road. There was consensus that bike lanes are preferable to wide curb lanes for this segment.
- Pedestrians: Same as other segments; center median refuges; add pedestrian signal heads.
- Transit: Same as other segments.

***Plattsburg Avenue to Shore Road Near-Term Options***

- Bicycles: Eliminate parking on one side to provide bike lanes; add sharrows; intersection treatment at Plattsburgh Avenue.
- Pedestrians: Same as other segments; intersection treatments at Plattsburg Avenue similar to Ethan Allan Parkway; pedestrian on-demand signal at night.
- Transit: Same as other segments; extend route into neighborhoods.

**5) Next Steps**

- Finalize Vision & Goals
- Refine Improvement Concepts
- Public Meeting (January/February)
- Advisory Committee (March)

As Steve will be leaving his job at PB, he thanked everyone for their hard work and interest in the study.

The meeting was adjourned at 8:30 PM.