

North Avenue Corridor Study Public Workshop #3 Notes

DATE: Tuesday, May 20, 2014
 TIME: 7:00 PM
 PLACE: St. Mark's Church Family Center, 1215 North Avenue, Burlington
 PRESENT: See Attached

This meeting can be viewed at: <http://www.cctv.org/watch-tv/municipalities/burlington>

1) Welcome & Overview of the Study

Nicole Losch of Burlington DPW welcomed the group and provided an overview of the Study.

2) Study Presentation

Joe Barr of Parsons Brinckerhoff made a presentation including the status of the study and intersection/cross section concepts for the corridor. The presentation is available at:

<http://www.ccrpcvt.org/corridors/NorthAve/NorthAvePublicForum3-May%2020-2014-FINAL.pdf>

3) Open House

Participants visited five different stations to discuss cross-sections and intersections concepts in detail and vote for their favorite concepts. These notes summarize voting tallies for the cross-section and intersection concepts, comments on proposed pedestrian cross-walks and other written comments.

Segment 1: Plattsburg Avenue to Shore Road (*Eleni Churchill, CCRPC & Kirsten Merriman-Shapiro, CEDO*)

Voting Results:

Cross Section Concept	Votes		Notes
	Prefer	Do Not Prefer	
Existing Conditions	2	3	
Concept A: Within Existing Curbs	3	20	Because of ample width, Concept A and B are the same between Plattsburg Ave and Shore Rd
Concept B: 5' Min. Bike Lanes			
Concept C: Buffered Bike Lanes	1	0	
Concept D: On-Street Cycle Tracks	0	2	
Concept E: Raised Cycle Tracks	0	0	
Concept F: Raised Two-Way Cycle Track, SB Side	3	3	One of the "prefer" votes notes that this concept should be for the long term. One "do not prefer" vote notes that Concept F is "too costly."

Plattsburg Ave Intersection Concept	Votes		Notes
	Prefer	Do Not Prefer	
Concept 1: Curb extension to slow NB right-turning drivers	19	1	Two of the “prefer” votes prefer two SB Plattsburg Ave lanes from Colchester.
Concept 2: Removal of dedicated NB right-turn lane	2	2	
Concept 3: Mini-roundabout, no flare on approaches	6	21	One note reads “my driveway?” This is the Local Motion preferred concept.

Shore Rd/Heineberg Rd Intersection Concept	Lanes	Votes		Notes
		Prefer	Do Not Prefer	
Concept 1: Signal modifications, including split phasing	3	3	7	One of the “prefer” votes notes that this concept should be for the short term.
	4	3	13	
Concept 2: Shore Rd realignment and signal modifications	3	23	0	This is the Local Motion preferred concept.
	4	6	8	One of the “prefer” votes notes that this concept should be for the long term. One of the “do not prefer” votes notes that this concept is “Not worth the money.”

Pedestrian Cross-Walk and Other Complete Streets Notes:

	Two-stage left turn for cyclists and/or a bike box	Leading pedestrian intervals	Proposed crosswalk	Pedestrian Refuge Island	Crosswalks / Curb Extensions
Shore Rd / Heineberg Rd	3	2			
Gosse Ct	2		4		
Woodlawn Rd				1	
Woodbury Rd	2	1		1	1
Staniford Rd	1		3	1	
Cross Pkwy	1		5	2	
Green Acres Dr / Cayuga Ct	1		4	1	1

Loaldo Dr	1		4	1	1
Plattsburg Ave	1	1		2	1

Written Comments:

- Plattsburg/Merola’s – prevent drivers coming from Plattsburg who continue to Merola’s to ignore the lights, just because they are not turning right or left. Roundabout would be great to prevent shooting for Merola’s.
- Would prefer crosswalks with green flashers.
- Traffic circle at Plattsburg would not be enough for big trucks to get through without going over curbs – engineering them correctly.
- Preserve parking in-front of St Mark’s Church
- Crosswalk needed in front of Bessery’s
- Why is there no crosswalk NOW at Northgate?
- Need crosswalk at bus stop in front of North Country Credit Union/Rite Aid
- Process very complex – 5 segments, 6 cross sections. Not really able to choose – need to narrow focus.
- Five second delay on the light only gets a walker 15 feet if walking speed is 2 miles/hour or 30 feet if 4 miles/hour. Then it’s a standoff between a 2 ton vehicle and a 200 pound person.

Segment 2: Shore Road to VT 127 Ramps (Nicole Losch, DPW & Jason Charest, CCRPC)

Voting Results:

Cross Section Concept	Lanes	Votes		Notes
		Prefer	Do Not Prefer	
Existing Conditions	3	1	9	
	4	3	5	
Concept A: Within Existing Curbs	3	0	7	
	4	0	17	
Concept B: 5’ Min. Bike Lanes	3	0	0	
	4	0	3	
Concept C: Buffered Bike Lanes	3	5	0	One “prefer” vote only prefers this alternative with bollards
	4	1	4	
Concept D: On-Street Cycle Tracks	3	0	1	
	4	0	7	
Concept E: Raised Cycle Tracks	3	1	2	One “prefer” vote prefers this concept for the long term. One “do not prefer” vote notes that this concept is too expensive.
	4	0	4	
Concept F: Raised Two-Way Cycle Track, SB Side	3	4	0	Two “prefer” votes note that this is their preferred long-term concept.
	4	2	9	

Ethan Allen Shopping Center Intersection Concept	Lanes	Votes		Notes
		Prefer	Do Not Prefer	
Concept 1: Signal modifications, relocate park entrance	3	1	5	One comment asked about a roundabout concept for this intersection.
	4	5	20	
Concept 2: Signal modifications, driveway reconstruction	3	22	4	This is the Local Motion preferred concept.
	4	8	3	

Ethan Allen Pkwy Intersection Concept	Lanes	Votes		Notes
		Prefer	Do Not Prefer	
Concept 1: Signal modifications, relocate park entrance	3	19	3	
	4	9	7	
Concept 2: Full roundabout, no flare on approaches, relocate park entrance	3	4	15	A single-lane roundabout is the Local Motion preferred concept.
	4	2	21	

Pedestrian Cross-Walks & Other Complete Streets Notes:

	Two-stage left turn for cyclists and/or a bike box	Leading pedestrian intervals	Proposed crosswalk	Pedestrian Refuge Island	Crosswalks / Curb Extensions
VT 127 intersection	1				
Saratoga Ave	1		2	1	
Killarney Dr/Village Green	1		2	1	
Ethan Allen Pkwy	1				
Lakewood Pkwy	1		2	2	
Leddy Park Rd	2		2		
Ethan Allen Shopping Center	2				1
Mid-block crossing (Snap Fitness)	1		2	1	

Poirier Pl	1		2	1	
Shore Rd / Heineberg Rd	4				

Written Comments:

- Two-lane roundabout is too large for the Ethan Allen intersection. Evaluate a single lane roundabout at this location.
- Roundabouts need to have ramps for cyclists to get off roundabout and onto a side path.
- Tough getting out of Ethan Allen Pkwy during the PM peak
- Tightening turns/corners is troublesome
- NOT 4 LANES! (slow cars down!)
- I like Local Motion’s concept to use removable bollards
- This whole concept seems unnecessary and impractical – don’t we already have a bike path just three blocks away? People still use cars for important and necessary tasks, bikes are still used only for convenience and recreation – four roundabouts is crazy – try to enter the Winooski roundabout at rush hour – these just back up traffic.
- I use a bike to commute ALL THE TIME, in summer and winter. I would use it more if the roads were safe. Local Motion’s 2-way facility looks great for long-distance (like the majority of North Ave) commuters. It would be difficult for someone only going a few blocks and staying on the Eastbound side (like from Saratoga Ave to Ethan Allen Drive), but hose bikers could just share the road with cars I believe... Also, I am concerned that the facility would not be a priority in plowing, which would decrease use! Make it easy to use!
- No 4 lanes at Ethan Allen Shopping Center. People in a hurry – more dangerous for peds, also bus area draws extra peds. Fewer lanes safer. Scary to bike thru today.
- How will you do a crosswalk at Village Green when traffic backs up well through if? But yes, need crossing there.
- Roundabouts: either they are 2 lane or 1 lane but should not be 1 and a half. People get confused already with roundabouts. With 2 lanes traffic should be more fluid.
- Short term 2 way cycle track within the existing pavement width.

Segment 3: VT 127 Ramps to Institute Road (Nick Schmidt, PB)

Voting Results:

Cross Section Concept	Votes		Notes
	Prefer	Do Not Prefer	
Existing Conditions	1	4	
Concept A: Within Existing Curbs	0	13	Because of ample width, Concept A and B are the same between VT 127 Ramps and Institute Rd
Concept B: 5’ Min. Bike Lanes			
Concept C: Buffered Bike Lanes	1	1	
Concept D: On-Street Cycle Tracks	0	0	
Concept E: Raised Cycle Tracks	0	7	One “do not prefer” comment notes

			that this concept is too expensive.
Concept F: Raised Two-Way Cycle Track, SB Side	6	1	

VT 127 Ramps Intersection Concept	Lanes	Votes		Notes
		Prefer	Do Not Prefer	
Concept 1: Signalized intersection. Removal of high speed NB and WB right turns. 5 sec Leading Pedestrian Interval (LPI)	3	7	5	
	4	6	10	
Concept 2: Same as Concept 1 with dual SB left-turn lanes	3	0	1	
	4	2	4	
Concept 3: Roundabout with dual SB and WB approach lanes, no flare on approaches.	3	14	7	This is the Local Motion preferred concept.
	4	6	18	

Pedestrian Cross-Walks & Other Complete Streets Notes:

	Two-stage left turn for cyclists and/or a bike box	Leading pedestrian intervals	Proposed crosswalk	Pedestrian Refuge Island	Crosswalks / Curb Extensions
Institute Rd	1				
Mid-block between VT 127 and Institute Rd	1		2		
VT 127 Ramps	1				

Written Comments:

- Concept 1 for VT 127 intersection: Keep the NB right-turn ramp.
- Concept 3 for VT 127: Roundabout should be two lanes all around.
- VT 127 intersection: Slip lanes are not needed given traffic volumes and are unsafe for pedestrians. VT 127 has a slip lane feel... radius must be reduced for pedestrian safety.
- We need a short term, low cost, 2 way bike track within the pavement now. Biking situation is desperate on North Ave.
- With 2 lanes – 1 each way – plus turning some hope for a little noise reduction, that would be good.
- Better full pause in signals – getting out of Village Green and Saratoga extremely difficult/dangerous now.
- 4 lanes causes people to wave kids, other pedestrians on, when not all 4 lanes are safely stopped – no 4 lanes.

- I don't think any parking is necessary on North Ave. We could get rid of parking rather than widening.
- Single lane roundabout please! If it works for Shelburne Rd and Ledge/ Locust, it will work here.
- Keep slip lane off 127.
- I live on Village Green. Sometimes when we want to go south, because of traffic, go north instead and turn around in park!
- Option designs must include all users but not be controlled by occurrences – ie. Trucks having to slow more than others in roundabouts.
- I agree with Local Motion that slip lanes just add more road that pedestrians have to cross (thumbs down) and it makes it crappy for bikers coming around the traffic circle (omg all of a sudden they're in the middle of 2 NB lanes). No slip lane!
- Can't have crosswalks at points of entry/exit of a rotary. Look no farther than Winooski for a bad example. Otherwise, rotaries are the best way to keep traffic flowing.

Segment 4: Institute Road to Washington Street (Joe Bar, PB)

Cross Section Concept	Votes		Notes
	Prefer	Do Not Prefer	
Existing Conditions	1	6	
Concept A: Within Existing Curbs	2	7	Because of ample width, Concept A, B, and C are the same between Institute Rd and Washington St.
Concept B: 5' Min. Bike Lanes			
Concept C: Buffered Bike Lanes			
Concept D: On-Street Cycle Tracks	0	2	
Concept E: Raised Cycle Tracks	0	4	
Concept F: Raised Two-Way Cycle Track, SB Side	5	2	
Institute Rd Intersection Concept	Votes		Notes
	Prefer	Do Not Prefer	
Concept 1: Maintain signal with modifications	16	3	
Concept 2: Single-lane roundabout with SB right-turn lane, no flare on approaches	4	18	Local Motion preferred concept: single-lane roundabout without the SB right-turn lane

Pedestrian Cross-Walks & Other Complete Streets Notes:

	Two-stage left turn for cyclists and/or a bike box	Leading pedestrian intervals	Proposed crosswalk	Pedestrian Refuge Island	Crosswalks / Curb Extensions
Washington St / Berry St intersection	1				

Convent Square	1		2		
Champlain Farms existing crosswalk	1				
Burlington College entrance	1		2		
Lakeview Cemetery	1				
Institute Rd	1				

Written Comments

- Roundabout at Institute Road: Three of the “prefer” votes only prefer this concept if the SB right-turn lane is removed from consideration.
- I like the short term Local Motion option within the existing pavement width. 10 foot lanes are okay on a complete street. (Me too!)
- Local Motion is only option ensuring consistent conditions throughout, it seems.
- The high school students will have a hard time. They barely got their license. Don’t confuse them.
- Keep right turn on red but make 4-way stop for pedestrians with no right turn on 4-way stop.
- With travel lanes and bike lanes do away with parking, there has not been any parking for many years.

Segment 5: Washington Street to North Street (Sandrine Thibault, P&Z Burlington)

Cross Section Concept	Votes		Notes
	Prefer	Do Not Prefer	
Existing Conditions	0	1	
Concept A1: Within Existing Curbs (NB and SB Sharrows)	0	29	
Concept A2: Within Existing Curbs (NB Bike Lane, SB Sharrows)	0	0	
Concept B: 5’ Min. Bike Lanes	0	0	
Concept C: Buffered Bike Lanes	7	0	
Concept D: On-Street Cycle Tracks			
Concept E: Raised Cycle Tracks			
Concept F: Raised Two-Way Cycle Track, SB Side	1	6	Two of the “prefer” votes note that this is the preferred alternative for the long-term only.

North St Intersection Concept	Votes		Notes
	Prefer	Do Not Prefer	
Concept 1: Signal adjustments, including split phasing	1	16	
Concept 2: Signal adjustments, including protected/permitted SB left turns	25	1	This is the Local Motion preferred concept.

Pedestrian Cross-Walks and Other Complete Street Treatment Notes:

	Two-stage left turn for cyclists and/or a bike box	Leading pedestrian intervals	Proposed crosswalk	Pedestrian Refuge Island	Crosswalks / Curb Extensions
North St	1				
Canfield St	1		2		
Strong St	1				
Ward St	1		2		
Crowley St	1		2		
Washington St / Berry St	1				

Other Written Notes

- I like the short term 2-way cycle track within the existing pavement!
- Eliminate all parking on North Ave. Waste of useful space, don't want my tax dollars maintaining rental spaces!
- I like Local Motion's option C+(b) with the retention of on-street parking and only 1 bike lanes – but what does the transition look like at Washington Street where it goes to the 2-lanes facility? Does the Washington St. intersection get messier with treatments to allow NB riders to get to the 2-way bike facility?

Local Motion Proposed Cross-Section Concept

At the public meeting, Local Motion provided a separate cross-section concept for the short-term consisting of a **Two-Way 8' to 10' Cycle Track at the west side of North Ave, 2' buffer, and 10' to 10.5' travel lanes**. This concept was voted on and the results are presented below. These voting results will be treated as public comments as we move forward with the corridor planning process. The concept will be evaluated by the project team.

Voting Results for Local Motion Concept:

Corridor Segment	Votes		Notes
	Prefer	Do Not Prefer	
Segment #1: Plattsburg to Shore	31	1	One of the “prefer” votes notes that this concept should be for the short term.
Segment #2: Shore Rd to VT 127	30	1	3 Lanes was the preferred cross-section of Local Motion.
Segment #3: VT 127 to Institute Rd	33	1	
Segment #4: Institute Rd to Washington St	33	1	
Segment #5: Washington Rd to North St	27	0	One of the “prefer” votes notes that this alternative is preferred with parking.

General Comments:

I agree – C+ - I am in agreement with Local Motion’s approach re: feasibility (economically) and safety for all users. In addition, I support the 3-lanes concepts. Thank you for taking this project on! I know it is not easy, but feel it is VERY important, and generally feel any effort will be an improvement over the current situation.

Problems from the standpoint of a cyclist/pedestrian:

- 5-second leading time is inadequate. At 2 mph a pedestrian travels 15 feet in 5 sec, which just sets him/her up as a target for turning cars. For pedestrian friendliness, leading time must be longer.
- Even better is to stop all vehicles (including bikes) at the intersection, and forbid right-on-red. Then pedestrians are not threatened.
- Same idea for roundabouts. Stop traffic completely! Mr. Barr said that the standard concept is for crosswalks without traffic signals at roundabouts. That sounds about as effective as voluntary income taxes.
- Generally, making cycling and walking safer/better/more enjoyable/more acceptable/more used will require that drivers will experience more inconvenience. Reality! Bob Herendeen

4) Next Steps

Nicole Losch thanked everyone for coming and suggested that everyone check the study website at: <http://bit.ly/north-ave>. The web tool, where users can vote on favorite options, is also available via link on the site. The next step is a series of presentations to decision-makers:

- June - Public Works Commission
- June/July - Transportation, Energy and Utilities Committee of the City Council
- July/August - City Council (who will adopt the final plan)

The meeting was adjourned at 9:00PM.

83 Participants

Adams-Kollitz	Jon
Archambeau	Tiki
Barlow	Mark
Barr	Jill
Becot	Florence
Bell	Tony
Bellinger	Jason
Berger	Margie
Bleakney	Ian
Bogdan	Karen
Bogdan	Dave
Brewer-Colie	Katelin
Brophy	Jim
Carter-Lovejoy	Lorraine
Chagnos	Linda
Conboy	Robert
Delorme	Angela
Dunshee	Carole
Dushan	Steve
Erickson	Christina
Fandrich	Karl
Farrell	Eric
Follett	Aimee
Fosbrook	Sharon
Gaffney	Aimee
Gallant	Peg
Graham	Candice
Griffin	Liam

Guros	Chris
Hacker	Ellen
Hammerslough	Phil
Harig	Joe
Heray	Kathy
Herendeen	Bob
Hevey	Gary
Hine	Douglas
Hobbs	Minner
Hoffman	Doug
Holdridge	Steph
Hostetler	Greg
Hughes	Janice
Indy	Janet
Kervick	Paul
Lang	Cliff
LeFebvre	Theresa
Leopold	Mark
Levo	N.
Lindsay	Stu
MacLellan	Ellen
Maguire	Tom
Matthews	Davn
McClintock	Mary
McGarghan	Mike
McGarvey	Ron
McLamb	Lisa
Miller Haraden	Amy

Muellers	Sharon
Mulligan	Dan
Murphy	Jennifer
Neiman	Dagmija
No Last	Joyce
Overby	Solveig
Parsons	Tim
Peterson	Ken
Rodgers	Morgan
Roy	Greg
Rubman	Jeff
Sanders	July
Schoonegongen	George
Schrumann	Karin
Schuett	Elissa
Sears	Justine
Shaver	Gene
Sklar	Ellen
Spencer	Chapin
Stoeffler	Claudia
Van Driesche	Jason
Weigel	Brent
Wetherbee	Leona
Whitman	Kate
Whitman	Micah
Wright	Kurt
Zentrichova	Dasha

Advisory Committee Members: Tom Ayres, Jim Holway, David Lustgarten, Kirsten Merriman-Shapiro, Jon Moore, Tony Redington, Charlene Wallace, Sandrine Thibault

Workshop Breakout Group Facilitators: Joe Barr (Parsons Brinckerhoff); Jason Charest (CCRPC); Eleni Churchill (CCRPC); Nicole Losch (City of Burlington); Nick Schmidt (Parsons Brinckerhoff); Sandrine Thibault (City of Burlington), Kirsten Merriman-Shapiro (City of Burlington)

Other Consultants: Diane Meyerhoff (Third Sector Associates)

North Avenue Corridor Study - Public Workshop #3 Evaluation Form - RESULTS
May 20, 2014 - 7:00-9:00 PM – St. Mark’s Church, 1251 North Avenue

1. How did you hear about the Meeting? (check all that apply)

a) Email from Friend/Colleague	4	i) North Avenue News	3
b) Email from Sponsors	2	j) Neighborhood Plan. Assembly	2
c) Email from Other	2	k) Flyer	0
d) City’s BUZZ	1	l) Walk ‘N Roll News	2
e) City/CCRPC Website	2	m) Facebook/Twitter	0
f) Front Porch Forum	13	n)Other (<i>please describe</i>)	
g) Burlington Free Press	2	Local Motion = 4	
h) Seven Days	2	Work = 1	

2. Please rate the following aspects of the meeting:

Aspect	Fantastic	Very Good	Good	OK	Poor	Terrible
Welcome & Presentation	2	8	3	3	1	1
Open House/Small Group Work	3	8	4	2	2	1
Physical facilities for this event	6	4	8	2	0	0
Amount of time allowed for input	4	5	2	4	1	1
Overall value of this event to you	4	9	3	1	2	0

Comments:

- Cycle tracks are a new name for a long discredited concept – the sidepath bikepath. They create greater danger at intersections and curb cuts to protect against the least likely scenario – the rear-end collision.
- The option presented by Local Motion should be added as “A+” to the online tool since it fits within the existing curb lines.
- The main thing missing are timeline and cost considerations
- Make the presentation question/comment-free so that it can move along; then dedicate time for questions and comments. Folks were getting too detailed too early.
- Please prepare for voting with appropriate color dots.
- Presentation too long, voting instructions nebulous. Need someone more diplomatic to field direct questions.
- Vermont is great it its citizen/city process and participation. But this is tough, because cars vs. humans is not win-win. Cars need to adjust; ie. Become less convenient.
- Would have appreciated hearing other people’s questions in the larger group; especially as this was my first exposure to these proposed changes.
- Very misleading about this meeting – Very disappointed on what was presented and the answers given. No Q/A as I was told would be available.
- Looking forward to bike facilities of any kind. More than we have now is a big improvement!
- I appreciate giving LOTS of time for people to give opinions and chat with people that know the information – but I think y’all could do a better job at managing this during the

presentation. I feel your frustration of hearing everyone and their mother give their opinion while you're trying to present each segment and intersection.

- There is far too much information to absorb in a 2-hour meeting. I hope there is a follow-up meeting to give input before the final decisions are made.
- We need a short term, low cost 2 way cycle track on North Avenue – within the existing pavement width – within a year. Yeah!
- You need someone who is able to communicate complex concepts in a simple, overall manner.
- The instructions – red, green, black – were confusing. Black and red pens. Some people put “X” some checks. Hard to say if you can trust the marks people made. It wasn't very clear where people can put written comments.

3. Anything else you'd like to share with us?

- Trying to vote on designs without the bike lanes/facilities included is pretty useless. The devil is in the details. I'd rather the street remain unchanged rather than a bad design be put into place.
- Anything is better than what we have now! The current setup is so bad, it is surprising that anybody can make it through the corridor safely in any vehicle.
- Nice job defusing conflict.
- There must be more honest disclosure about some types of cost estimates that you have such as 3 lanes/4 lane per mile construction costs. Roundabout construction cost – improvement options available. Ballpark them and give us something.
- At the North Ave Shopping center what is pictured as a driveway is actually a private road into the mobile home park. This is the primary egress for residents who need to go south on North Ave. There is a bus stop on the south side of this road. There needs to be a 4-way stop light and “do not cross”/”cross” signs in all directions.
- Meeting format was difficult – red/green/black. NNE meetings could use a facilitator. Presentation was way too long. Would like to see more evaluation of single lane roundabouts.
- I would have appreciated a large-group discussion, with a mic and 2 minute limitation per speaker. It would have been a way of sharing ideas with the community.