

## North Avenue Complete Streets Corridor Study Advisory Committee Meeting #6 Notes

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

DATE: Tuesday, July 1, 2014  
TIME: 6:30 – 9:00 PM  
PLACE: Miller Center, 130 Gosse Court, Burlington

### **Members/Alternates Present:**

Tom Ayres, W7 City Councilor  
Tad Cooke, Ward 3 NPA  
Jim Holway, Ward 4 NPA  
RJ Lalumiere, Alternate Ward 7 NPA  
Jason L'Ecuyer, Alternate Ward 7 NPA  
Nicole Losch, Burlington DPW  
David Lustgarten, Alternate Ward 4 NPA  
Jon Moore, CCTA  
Dan Mulligan, BPHC  
Tony Redington, Alternate Ward 3 NPA  
Kelly Stoddard Poor, AARP

Sandrine Thibault, Burlington Planning  
Barry Trutor, Ward 7 NPA  
Charlene Wallace, Local Motion

### **Others Present:**

Emily Boedecker, Local Motion  
Rep. Joanna Cole, Dist. 6-1  
Joe Harig, Ward 7

Robert Herendeen, Ward 4

### **Staff/Consultants Present:**

Eleni Churchill, CCRPC  
Diane Meyerhoff, Third Sector Associates

### **1) Welcome & Introductions**

Nicole Losch of Burlington DPW welcomed the group at 6:45PM and introductions were made. The presentation is available at: <http://www.ccrpcvt.org/transportation/corridors/north-avenue-corridor-study/>

### **2) Concept Revisions based on Advisory Committee Feedback**

Nicole outlined the concept revisions based on feedback from the last Advisory Committee meeting. Revisions include a new long-term Concept F2 (on-street, 2-way cycle track on the southbound side of the corridor), a 3-lane configuration pilot project between Shore Road and VT 127 (planning in short-term, implementation in medium-term), and an “enhanced” buffered bike lane between Institute Road and Washington Street. Nicole reviewed Concept F2 and the pros and cons of two-way cycle tracks and raised versus on-street cycle tracks.

### **3) Review of New Concept Scoring & Costs**

Eleni Churchill of the CCRPC described the concept scoring and presented a matrix of long-term cross-section evaluation results. This information was presented at the last meeting; the only change was to add Concept F2 to the matrix (approx. \$4.1 to \$4.4 million).

### **4) Concept Discussion/Questions and Voting**

There was discussion on the process and next steps after the Advisory Committee’s decision on preferred concepts. The Advisory Committee will make recommendations to the City Council’s Transportation, Utilities, and Energy Committee (TEUC). The TEUC will make a recommendation to the full City Council; ultimately the City Council will decide which recommendations move forward.

**4a) Short-Term Cross Section Recommendations**

The Study Team (CCRPC, DPW, and Consultants) prefer Concept A1 for the short-term cross section. They believe this is the only concept that is viable and implementable in the short-term. The Committee discussed Concept A1; many felt that moving to a 3-lane configuration should happen in the short-term instead of the medium-term. Councilor Tom Ayres believes that we should be willing to fight for positive change. Discussion also included a lower speed limit, removal of parking, and enhanced bike lanes.

**VOTE: The Committee voted against supporting Concept 1A with two voting yes and eight voting no:**

Organization	Y/N	Organization	Y/N
AARP	N	Local Motion	N
BPHC	N	Planning & Zoning	Y
CCTA	N	Ward 3	N
City Council	N	Ward 4	N
DPW	Y	Ward 7	N

RJ Lalumiere of Ward 7 suggested a **new short-term cross-section concept** and with input from the group, the concept was refined to be a **pilot project** with the following elements:

- Three-lane configuration between Shore Road and VT 127, with 10.5 foot travel lanes and 4.5 foot bike lanes
- 25 MPH throughout corridor
- All parking eliminated north of Washington Street
- Bike lanes, enhanced/buffered where space allows
- Protected bike lanes (with flex posts) from VT127 to Institute Road
- A very preliminary cost estimate is \$300,000-500,000 for the pilot.

Charlene offered to undertake an outreach effort to increase the comfort of residents with the new configuration. Eleni and Nicole welcomed outreach by individuals, but not on behalf of the Corridor Plan until the final configuration is determined by the city. Nicole has safety concerns with a possible 4.5 foot bike lane and both Eleni and Nicole expressed concerns with parking removal in some sections of the corridor. There was an extensive discussion about the pros and cons of the new cross-section concept. Barry Trutor of Ward 7 supports this option as long as it is the pilot that is reversible. Kelley Stoddard Poor of AARP would like to study parking elimination further. Charlene is concerned about the rush to finish this study; Eleni explained that the funding for this study is running out and that the study should be completed by the end of September. The committee members expressed some reservations about the new short-term cross-section concept.

**VOTE: The Committee voted to support the new pilot short-term cross-section concept as described above with eight voting yes and two voting no:**

Organization	Y/N	Organization	Y/N
AARP	Y	Local Motion	Y
BPHC	Y	Planning & Zoning	N
CCTA	Y	Ward 3	Y
City Council	Y	Ward 4	Y
DPW	N	Ward 7	Y

**4b) Short-Term Improvement Recommendations for All Intersections**

The Committee added “minimum” to the recommendation for 5-second leading pedestrian intervals (LPI). VOTE: The committee unanimously supported improvements for all intersections: ADA-compliant curb ramps and crosswalks on all approaches; audible pedestrian countdown timers with a minimum 5-second (push-button) LPI; and bicycle facilities (where provided) maintained through intersections:

Organization	Y/N	Organization	Y/N
AARP	Y	Local Motion	Y
BPHC	Y	Planning & Zoning	Y
CCTA	Y	Ward 3	Y
City Council	Y	Ward 4	Y
DPW	Y	Ward 7	Y

**4c) Long-Term Cross Section Recommendations**

The committee was asked to consider six different long-term cross section concepts. These all require curbs to be moved:

- Concept B: 5’ Minimum Bike Lanes
- Concept C: Buffered Bike Lanes
- Concept D: On-Street One-Way Cycle Tracks
- Concept E: Raised One-Way Cycle Tracks
- Concept F1: Raised Two-Way Cycle Track
- Concept F2: On-Street Two-Way Cycle Track

Jason L’Ecuyer of Ward 7 believes there is a psychological barrier to stopping and doing business on North Avenue and in the New North End. He’d like to see this change. Sandrine understands that protected bike lanes increase ridership and would like to see those on North Avenue, but acknowledges design details may be missing to help discern the best type of cycle track to recommend. RJ Lalumiere of Ward 7 is a cyclist who wants to ease travel to downtown and therefore supports a cycle track. He believes a one-way cycle track is safer than a two-way. As a cyclist, Tony Redington of Ward 3 wants to have the same freedom of movement as others who use the road and prefers a one-way cycle track on each side of the road. Charlene supports a one-way raised cycle track. Rep. Joanna Cole likes cycle tracks but doesn’t think a raised track will have political support. David Lustgarten of Ward 4 would like to see consistent bicycle facilities throughout the City for everyone’s safety. Nicole agrees a one-way protected facility is safer but is unsure of design details for a choice between raised or on-street.

The committee added a seventh concept, Concept G, to include a one-way cycle track to be either raised or on-street depending on future study. Eleni reminded the Committee that a Corridor Study is a visioning document and suggested a specific vision be identified to help guide future studies.

**VOTE: The committee supported long-term cross-section Concept D with six votes in favor:**

Organization	Concept	Organization	Concept
AARP	D	Local Motion	G
BPHC	D	Planning & Zoning	D
CCTA	F2	Ward 3	G
City Council	D	Ward 4	D
DPW	D	Ward 7	E

**4d) Intersection Improvement Recommendations**

Proposed short, medium and long-term intersection improvement concepts were discussed and the committee voted on each concept.

**Plattsburg Avenue Intersection**

*Medium-Term*

Concept 1: Eliminate high-speed right turn and add an exclusive pedestrian phase at south crosswalk

**VOTE: The committee unanimously supported Concept 1 for medium-term improvements at Plattsburg Avenue.**

*Long-Term*

Concept 2: Eliminate the northbound right-turn lane.

Concept 3: Mini roundabout

**VOTE: The committee supported Concept 3 for long-term improvements at Plattsburg Avenue with four votes in favor:**

Organization	Concept	Organization	Concept
AARP	3	Local Motion	3
BPHC	-	Planning & Zoning	2
CCTA	-	Ward 3	3
City Council	-	Ward 4	3
DPW	2	Ward 7	2

**Shore Road/Heineberg Road Intersection**

*Short-Term*

Concept 1: Increase pedestrian crossing times for seniors, add No Right Turn on Red, add split phasing.

**VOTE: The committee unanimously supported Concept 1 for short-term improvements at Shore Road/Heineberg Road.**

*Medium-Term (contingent on ROW donation)*

Concept 2: Increase pedestrian crossing times for seniors, add No Right Turn on Red, realign Shore Rd.

[VOTE: The committee unanimously supported \*\*Concept 2 for medium-term improvements at Shore Road/Heineberg Road.\*\*](#)

***Ethan Allen Shopping Center Intersection***

*Short -Term*

Concept 1: Increase pedestrian crossing times for seniors, add No Right Turn on Red.

[VOTE: The committee unanimously supported \*\*Concept 1 for short improvements at the Ethan Allen Shopping Center.\*\*](#)

*Long-Term*

Concept 2: Increase pedestrian crossing times for seniors, add No Right Turn on Red, reconstruct Farrington’s Mobile Home park private drive, reconstruct sidewalk and curb at Bamboo Hut.

[VOTE: The committee unanimously supported \*\*Concept 2 for long-term improvements at the Ethan Allen Shopping Center.\*\*](#)

***Ethan Allen Parkway Intersection***

*Medium-Term*

Concept 1: Add Little Eagle Bay to signalized intersection; eliminate high-speed northbound right-turn; relocate vehicle park entrance.

[VOTE: The committee unanimously supported \*\*Concept 1 for medium-term improvements at Ethan Allen Parkway.\*\*](#)

Tony Redington suggested the addition of Concept 3 for the Long-Term recommendation: Advance a single-lane roundabout IF the future scoping study determines it is feasible. Eleni explained the traffic analysis was re-checked with a different software package for this intersection and results indicate that two lanes are needed for the northbound and southbound approaches. In addition, it was explained that future intersection scoping studies will always include and evaluate a range of alternatives, including a roundabout, even if the recommendation of the Advisory Committee is a signalized intersection.

*Ethan Allen Parkway - Long-Term*

Concept 2: Install a roundabout with dual southbound approach lanes and northbound right-turn lane with no flare on approaches, relocate vehicle park entrance.

[VOTE: The committee unanimously supported \*\*Concept 1 for long-term improvements at Ethan Allen Parkway.\*\*](#)

***Vermont 127 Intersection***

*Short-Term*

Concept 1: Remove high-speed northbound and westbound right-turn lanes.

[VOTE: The committee unanimously supported \*\*Concept 1 for short-term improvements at Vermont 127.\*\*](#)

*Long-Term*

Concept 2: Remove high-speed northbound and westbound right-turn lanes, create dual southbound left-turn lanes

Concept 3: Roundabout with dual southbound approach lanes, a westbound right-turn bypass lane, and no flare on approaches

[VOTE: The committee supported Concept 3 for long-term improvements at Vermont 127 with eight votes in favor and one vote against \(City Councilor, Tom Ayers, voted for Concept 2\).](#)

***Institute Road Intersection***

*Short-Term*

Concept 1: no right turn on red, reduce intersection footprint, relocate northbound bus stop to far side, resolve bus driveway access

[VOTE: The committee unanimously supported Concept 1 for short-term improvements at Institute Road.](#)

*Long-Term*

Concept 2: install a roundabout with a southbound right-turn bypass and no flare on approaches, resolve bus driveway access.

[VOTE: The committee supported Concept 2 for long-term improvements at Institute Road with seven votes in favor of Concept 2:](#)

Organization	Concept	Organization	Concept
AARP	2	Local Motion	2
BPHC	2	Planning & Zoning	1
CCTA	-	Ward 3	2
City Council	2	Ward 4	2
DPW	1	Ward 7	2

***Washington Street Intersection***

*Medium-Term*

Concept 1: Raised Intersection

[VOTE: The committee unanimously supported Concept 1 for medium-term improvements at Washington Street.](#)

***North Street Intersection***

*Medium-Term*

Concept 1: Add No Right on Red, change parking lot entrance to right-in/right-out or curb cut removal, realign south crosswalk and add pedestrian refuge, realign north crosswalk to be adjacent to push button, protected/permitted southbound left turns.

[VOTE: The committee unanimously supported Concept 1 for medium-term improvements at North Street.](#)

#### **4e) Priority Pedestrian Crossing Locations**

The committee was asked to prioritize the top three to five locations for priority pedestrian crossings. The votes are tallied here from highest vote count to lowest:

<b>Pedestrian Crossing Locations</b>	<b>Votes</b>
Burlington College	7
Gosse Court	6
Killarney Drive / Village Green Drive	4
Green Acres Drive/ Cayuga Court	4
Ward Street	3
Saratoga Avenue	3
Poirier Place	2
Loaldo Drive	2
Lakewood Parkway	-

#### **5. Next Steps**

A draft Implementation Plan will be created and sent to Advisory Committee members via email for review. The Draft Corridor Plan will be presented to the TEUC in August, followed by a request to City Council for Plan acceptance in September. The final report will be available in September.

Eleni and Nicole thanked everyone for their participation and all their work.

The meeting was adjourned at 9:00 PM.

***Note: These meeting notes were revised on July 29, 2014.***