

**Old North End Bikeway/Pedestrian Safety/Stormwater
Project Advisory Committee meeting (virtual)
March 25, 2020**

Present:

Ethan Waldman, NPA Ward 3 Resident

Mary Manghis, Burlington Walk Bike Council

James Sherrard, Burlington Department of Public Works (Stormwater)

Max Madalinski, Burlington Parks, Recreation and Waterfront

Elizabeth Gohringer and Nicole Losch, Burlington Department of Public Works

Bryan Davis and Marshall Distel, CCRPC

Lucy Gibson and Stephanie Weyer, Toole Design Group

1. Welcome and Introductions

2. Lucy and Stephanie from Toole Design presented the initial draft concepts for walk/bike/stormwater changes at locations in the Old North End including North St/North Ave, Battery Park at Sherman St/North Ave/Police Station, Sherman St/Park St, and Battery St/Pearl St. The concepts were developed based on public feedback from the Wards 2 & 3 NPA meeting on November 14, 2019, from public comments received using an online survey in December 2019, and from discussions with Project Advisory Committee members. Following are some comments from PAC members:

- **Overall network plan**
 - Needs improved color designations so it is clear what is existing vs proposed
 - Show directional arrows in both ways on Front Street and North St between Front and North Ave
 - Change in which side the bike lane is on North Ave would need to consider the entire network.
- **North Ave/North St intersection** – Discussion of northbound bikers on North Ave turning left to get to Depot St
 - The potential to notch curb into greenbelt to provide space for bikers to wait for a gap in traffic to turn left; hydrant and signal equipment may make this challenging.
 - Possibility to straighten southern crosswalk to make bike crossing easier but would have tree, utility impacts and may introduce visibility issues of left turning traffic from North St to see pedestrians
- **North Ave/Battery Park** –
 - Max expressed concerned about the bandstand area in Battery Park and how that could get clogged if bikes are running along the diagonal axis. Nicole made the point that bikes could be directed elsewhere during events. Different options can be shown for a public meeting
 - Elizabeth asked whether the circulation around the Battery Park plaza in Option D was meant to show where bikes could go. It was not but that could be shown with signage or pavement markings

- James noted on porous paver use that you wouldn't want water running onto pavers from other areas as they tend to clog more quickly. You only want them to treat the water in place. And heavy trucks would be an issue for pavers on turns.
- James also noted that as a resident, an RRFB is especially necessary on the southerly crosswalk.
- Toole still needs to run turning templates for large trucks to ensure they can navigate any changes in intersection design/curb radii
- 18 wheelers (e.g., Hannaford trucks) would encroach on some current designs near police department
- Option C is a little tighter at the corner, maybe take some of the greenbelt for extra width
- Also note that there's a large tree at bottom of Front St close to North/Sherman bend, so consider potential impacts with any concept
- Concern from Parks Dept about bringing bikers too close to the bandshell during events using the diagonal route through Battery Park
 - What about making the bike route through park along Sherman/Battery as the bike route? Or could keep both of these as options.
 - Max noted that a park master plan might help address some of these questions.
- **Park/Sherman –**
 - Consider bikes coming to this corner from through the park, as well as along an eastbound bike lane on Sherman.
 - Nicole will get feedback from the signal managers on the possibility of an exclusive phase for bike crossing.
- **Battery St/Pearl –**
 - Consider possibility of wider path along the east side of Battery Park approaching the intersection
 - Elizabeth noted that they did not want to see the entire entrance to the park at the same grade as the street; current design assumes it is at least several inches above street grade.
 - Elizabeth asked if a bike detector could trigger a “no right turn on red” sign. Toole will look into this; it may be that prohibiting right turn-on-red will have a minor impact on traffic operations due to the short length of the right turn lane and queues in the left turn lane blocking access.
 - Nicole will look for the Pearl St study and see if that provides any insights.

3. Discuss Next Public Meeting – timing, process, methods, etc.

While a public meeting was envisioned to be held a couple of weeks after this PAC meeting, and given the challenges presented by COVID-19, PAC members discussed whether there was urgency to hold a public meeting, what online platform might work best, how to engage people with limited or no computer/smartphone/internet access, and other issues.

The PAC discussed benefits and challenges with online platforms including Zoom, GoToMeeting, Skype, and others but recognized using any of these would exclude some people whereas the goal is to have meaningful participation by as many people as possible. Nicole and Elizabeth noted that the City is working on some ideas for public engagement, so it might be best to wait for City guidance. In the meantime, could we send an update to people who responded to the online survey, add an update note

on project website, share a post on Front Porch Forum to let people know there are draft concepts but given current circumstances are waiting to host a public meeting until we can ensure that people are able to participate in a meaningful way.

4. Next Steps

Toole Design will update the draft concepts based on feedback from this meeting. We'll postpone a public meeting and wait to see what public engagement ideas are presented by City leadership. Due to the unforeseen delays, the CCRPC will carryforward some project funds into FY21.