



Memo

Date: February 4, 2016

To: North Avenue Task Force

From: Nicole Losch, Senior Transportation Planner

Subject: Measuring public support for different components of the Pilot Project

Background

Over the past year the City and the Task Force have debated the benefits and challenges of implementing the North Avenue Pilot Project in phases. One benefit of a phased approach is the ability to collect public input on specific components (e.g. intersections, sections of the corridor, travel modes, etc.) of the project. The DPW has heard specific concerns about the need to separate the Route 127 intersection input from the lane reassignment input.

The pilot project will be installed as one project, but survey questions can help discern input for the various components.

Schedule

A spring survey – either online and/or paper – is planned for spring 2016. A follow-up survey is planned during the pilot project to measure the public's support, opposition, or neutrality for the changes to the corridor. A consultant will be hired in July 2016 to guide the follow-up survey during the pilot project, but the City and the Task Force should begin to develop:

1. Survey questions for current conditions of North Avenue
2. Suggestions or guidance for the consultants to consider in July 2016

Sample Questions – attached

These sample questions shouldn't be considered final recommendations, but conversation starters.

Considerations:

- The survey must be short enough for people to finish it.
- The survey shouldn't duplicate information that has been or will be collected by other means.
- The survey shouldn't ask questions for topics that aren't relevant to the pilot project.
- We will reach out to Karen Rowell and others concerned about the pilot project to provide input on the surveys

Request for the Task Force

1. Provide guidance on the questions themselves.
2. Provide guidance on a preferred schedule for launching the spring 2016 survey.

North Avenue – Spring 2016 Survey

1. Do you travel along North Avenue as a:
 - a. Driver
 - b. Pedestrian
 - c. Bicyclist
 - d. Transit rider

Required. Select all that apply.
2. Overall, does North Avenue feel safe, accessible, efficient, and convenient as a:
 - a. Driver
 - b. Pedestrian
 - c. Bicyclist
 - d. Transit rider
 - e. None of the above

Required. Select all that apply.
3. When driving, North Avenue feels safe, accessible, efficient and convenient _____:
 - a. At the Route 127 intersection
 - b. At the Ethan Allen Parkway intersection
 - c. At the Ethan Allen Shopping Center intersection
 - d. At the Shore Road / Heineberg Road intersection
 - e. When turning left
 - f. When passing bicyclists in the road
 - g. None of the above
 - h. I don't drive along North Avenue

Required. Select all that apply.
4. When walking, North Avenue feels safe, accessible, efficient and convenient:
 - a. Between Plattsburg Avenue to Shore Road
 - b. Between Shore Road and Ethan Allen Parkway
 - c. Between Ethan Alley Parkway and the VT 127 entrance
 - d. Between VT 127 entrance and Institute Road
 - e. South of Institute Road
 - f. When I want to cross the street
 - g. None of the above
 - h. I don't walk along North Avenue

Required. Select all that apply.
5. When bicycling, North Avenue feels safe, accessible, efficient and convenient:

- a. Between Plattsburg Avenue to Shore Road
 - b. Between Shore Road and Ethan Allen Parkway
 - c. Between Ethan Alley Parkway and the VT 127 entrance
 - d. Between VT 127 entrance and Institute Road
 - e. South of Institute Road
 - f. When turning left
 - g. When riding on the sidewalk instead of the street
 - h. None of the above
 - i. I don't bicycle along North Avenue
- Required. Select all that apply.*
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North Avenue Pilot Project

Questions to measure public input and differentiate input for various components of the project

1. Do you travel the corridor as a:

- a. Driver
- b. Pedestrian
- c. Bicyclist
- d. Transit Rider

Required. Select all that apply.

2. Overall, are the changes beneficial or problematic?

- a. More benefits than problems
- b. More problems than benefits
- c. I can't decide
- d. No impact

Required. Select all that apply.

3. When driving:

- a. The corridor feels safer
- b. I have fewer conflicts with turning vehicles
- c. I have are fewer conflicts with bicyclists
- d. I feel that I have to wait longer traveling north (from downtown, toward the New North End)
- e. I feel that I have to wait longer traveling south (from the New North End, toward downtown)
- f. I feel that I have to wait longer to turn onto North Avenue
- g. I feel that I have to wait longer, but I'm willing to wait because it feels safer or more comfortable
- h. I now choose an alternate route because of the wait
- i. I now choose an alternate route for another reason

- j. I now choose to use another mode (walk, bike or take transit) on North Avenue more often
- k. I prefer this lane restriping compared to the previous roadway configuration
Select all that apply.

4. When walking:

- a. The corridor feels safer
- b. While crossing, there are fewer conflicts with turning vehicles
- c. I feel more comfortable crossing than before the changes were made
- d. I do/will walk more often along North Avenue
- e. I prefer this lane restriping compared to the previous roadway configuration
Select all that apply.

5. When bicycling:

- a. The corridor feels safer
- b. Turning left feels safer
- c. I do/will bicycle more often along North Avenue
- d. I do/will bicycle on the street instead of the sidewalk more often
- e. I prefer this lane restriping compared to the previous roadway configuration

6. Comments for Plattsburg Avenue to Shore Road, excluding intersections:

7. Comments for Shore Road to Ethan Allen Parkway, excluding intersections:

8. Comments for Ethan Allen Parkway to RT 127, excluding intersections:

9. Comments for Rt 127 to Institute Rd, excluding intersections:

10. Comments for the corridor south of Institute Road:

11. Comments for any intersections:

12. Other comments: