

### NATF Attendance

Paul Sisson - Co-chair, Ward 4 Council Appointee  
Jason L'Ecuyer - Co-chair, Ward 7 Council Appointee  
Nicole Losch - DPW  
Patrick Kearney - Ward 4 NPA Alternate  
RJ Lalumiere - Ward 7 NP Appointee  
Marshall Distel - CCRPC  
Andrea Todd - Ward 3 NPA Appointee  
Kirsten Merriman Shapiro - CEDO

### Community Attendance

Dave Hartnett - City Councillor North District  
Tony Reddington - Ward 2

## Agenda

### Housekeeping & Introductions

- Designated Police Dept. representative Paul Glynn is on Paternity leave. Andrea Todd personally invited traffic safety officer John Young to attend in the interim, but he was not present.
- Patrick Kearney invited Dave Hartnett to attend and he did.
- CCRPC will present results of metrics to collection to date at the September NATF meeting.
- RJ Lalumiere send link to Google Groups email list out again to Task Force members.
- June & July meeting notes declared OK.
- Upcoming meetings are split between the Miller Center and the BPD community room.

### Public Comments

- Dave Hartnett suggested we specifically schedule BPD on the Agenda at a time of their choosing.
- Jason L'Ecuyer asked who is on the City Council Transportation, Energy and Utilities Committee (TEUC)?
  - Dave Hartnett answered himself, Councillor Shannon and Councillor Tracy.

### Data Collection Update

- Marshall Distel from Chittenden County Regional Planning Commission (CCRPC) noted they have completed their data collection. Camera they had hoped to use for some counts is not working, they are trying to get a replacement by fall. Counts taken included time while school was in session. They are currently crunching the numbers to present at the September NATF meeting.

## Metrics

- Andrea Todd spoke with Officer Young previous to the meeting. He noted there are speed gun training opportunities for citizens. RJ Lalumiere noted that such actions are good for immediate visceral feedback for the participants, but less useful for hard data.
- Need volunteers for the following metrics collection activities if they are to be done:
  - Bike Travel Times
  - Observational Safety
  - Two-way Left Turn Lane (TWLTL) operations
- Signal preemption for emergency responders needs money and study before it can be implemented. Can be expensive and may skew before/after stats as a confounding factor. Very unlikely to occur as part of this project.
- Task Force members would like to see BPD use Nixle more comprehensively, in particular noting all reported collisions.
- Questions about how often BPD patrols North Ave? Interested in seeing numbers on how long they are there and the quantity and type of citations issued.
- City Chief Administrative Officer or State may need to be partners in determining any business impacts.
- SeeClickFix was noted as being a great way for making Request For Service (RFS) data points. Folks also like the transparency it provides.
- Sub-committees may be effective to help push forward the various outstanding tasks.
- Nicole Losch noted we may need at least until Fall 2016 before the new crosswalks, paid for with grant money, can be installed.
- Yield compliance at crosswalks may want to be added as a metric?

## Schedule/Timeline

- Goal is to have a draft message from the Task Force by the September meeting so that it can be distributed in October.
- Dave Hartnett said about messaging to clearly lay out the metrics. What they are and what are the determining factors? What specifically determines success? Top 5? In the end the City Council decides. Task Force should be prepared to make a presentation to City Council in November.
- Verify decision makers by re-reading the resolution as passed.
- How do the directly impacted neighborhoods weigh in on pass/fail of pilot as per the Mayor's promise?
- Upcoming Public Safety Forums in August, September and October will have Police representation and are an opportunity to discuss comprehensively posting crashes on Nixle.

## On-street Parking Pilot

- Areas under study are Plattsburg Ave to Shore Rd & Route 127 to Institute Rd (BHS).
- Pros of maintaining on street parking:
  - easy parking access for residents
- Cons of maintaining on street parking:
  - Bad for everyone's sight lines at intersections.

- Forces cyclists into the main travel lane. All modes do not have dedicated space.
- Greater expense to keep parking (more milling and repainting).
- Encourages higher speeds by having wide swaths of unmarked pavement.
- St. Mark's parking noted as the most heavily utilized. Many elderly and disabled users, with on street parking being the closest and easiest route to the church. Parking lot and side streets were noted to typically have ample free space when previously checked. RJ Lalumiere suggested that time allowances for service times might be made if parking were to be more generally restricted. Another noted that more ad hoc closures for funerals/weddings/etc. might also be possible. Nicole Losch noted that the right-of-way at that location would probably allow for alternate lane designs that allowed for on street parking and door zone free bike lanes in both directions. Consensus was that this option should be investigated further.
- General consensus of the Task Force was that there should not be on street parking in the study areas except directly in front of St Mark's. Proactive outreach to St Mark's to ensure their needs are met should be undertaken.
- Dave Hartnett offered to help with door to door outreach around the parking issue.
- Noted that parking for the Rt 127 to Institute Rd section would still be available at BHS & Institute Rd.
- Parking changes would be permanent and not tied to the right-sizing pilot.
- Outreach materials might include a pamphlet/door hanger. Could have information on one side and include opportunities for engagement and feedback on the other. Being concise helps.

#### Miscellaneous

- Some talk of potentially having a "Safety Day" at Ethan Allen Shopping Center in April/May. Might have some associated expense to put together.