

## 2015-09-15 North Avenue Task Force Meeting at the Miller Center

### NATF Attendance

Jason L'Ecuyer - Co-chair, Ward 7 Council Appointee

Nicole Losch - DPW

Marshall Distel - CCRPC

Eleni Churchill - CCRPC

Jason Charest - CCRPC

Andrea Todd - Ward 3 NPA Appointee

Ben Bloom - Ward 3 NPA Alternate

Rich Nadworny - Ward 4 NPA Appointee

RJ Lalumiere - Ward 7 NPA Appointee

Sgt. Jon Young - BPD

Kirsten Merriman Shapiro - CEDO

### Community Attendance

Jess Wisloski - [VTDigger.org](http://VTDigger.org)

## Agenda

### Housekeeping

- Project website can be found at <https://www.burlingtonvt.gov/dpw/north-avenue-corridor>
- Andrea asks that the speed gun discussion be kept short to allow more time for other items.
- Jason notes Patrick Kearney's request to discuss accelerating the implementation of the new crosswalks.
- RJ volunteers to take notes.
- Next meeting is Oct. 13 2015 6-8PM at the Miller Center.

### Open Meeting Law Compliance

- Nicole notes that this group is obligated to the responsibilities of Vermont's "Open Meeting Law". In practice this essentially means that all meeting must be waned and meeting notes must be posted within 5 days.
- Group reconfirmed prior actions by consensus (for details on discussions please refer to prior meeting notes):
  - 1st meeting:
    - set operating guidelines
    - approved agenda
    - initiate metrics selection and collection

- agreed to vote on task force chair(s) at the next meeting
- 2nd meeting (May 2015):
  - minutes of 1st meeting approved
  - Voted Jason L'ecuyer Chair and Paul Sisson Vice-Chair
- 3rd meeting (June 2015):
  - approved agenda
  - corrected May meeting minutes
- 4th meeting (July 2015):
  - approved agenda
  - tabled June minutes
  - approved schedule and timeline
- 5th meeting (August 2015):
  - approved agenda
  - approved June and July minutes

### Public Comments

- Jon Young, Traffic Safety officer for the Burlington Police Department, spoke about community availability of speed guns and training for said devices. Noted that the department has 16 such devices and typically up to 2 are available for community use for informational purposes.

### Data Update

- Jason Charest thanks BPD for helping to set up pneumatic tube counters in the study area.
- 127 to Saratoga Ave: 85th percentile speed (i.e., 85% of drivers were driving at or below that speed) was 38 MPH in a 30 MPH zone.
- Shopping center to Shore Rd: 85th percentile speed was 34 MPH in a 30 MPH zone.
- Jon Young noted that traffic enforcement is based on officer discretion and balanced against other policing needs in the community.
- Jason Charest said data map is forthcoming and all data is slated to be posted on the project website.
- Travel times for the 4 lane section including red light wait times averaged 2 minutes at PM peak (4:30-6:00PM) and 1 minute 55 seconds at AM peak (7:00-8:30AM). These measurements included various turning movements at the section terminuses in addition to straight through movements. These times will be remeasured after pilot implementation and compared against these baseline measurements.
- Jason L'ecuyer requested computer simulation of pilot configuration see what our future may hold.
- Side street delay data for left turns onto North Ave has been collected but not yet compiled.
- Andrea Todd asked that south of Institute Rd speed data be included in prepared report.

- Noted that pneumatic tubes were also placed on Plattsburg Ave near the 127 junction and at the 127 offramp by the Alliance church for speed and traffic volume data collection.
- Bicyclist and pedestrian counts were also conducted at AM and PM peak at all signalized intersections.
- Rich Nadworny noted that it is worth the effort to proactively reach out to concerned folks.
- RJ Lalumiere noted that the Counterpoint app is a way that all mode traffic counts can be crowdsourced to get more and varied data.

### On Street Parking and Bike Lanes?

- Discussion of ideal widths allowing for overtaking and side by side riding in separated cycling facilities. RJ Lalumiere noted the Dutch standard of 8.5ft is a good width and less than 7ft is not safe, especially with the full variety of users making use of facilities. Design presented would allow for a 7ft width between the posts and curb.
- Noted that flex posts which might be used are encroachable by motor vehicles including emergency responders (e.g., they can be driven over).
- Jason L'Ecuyer wondered about the aesthetics of the flex posts. Examples of where existing ones could be seen were given.
- Ben Bloom had a question about how left turns from a flex post protected bike lane would be handled. RJ responded that one could execute a two step turn proceeding through the intersection, reorienting and proceeding straight again. Otherwise more confident cyclists might choose to merge into the main travel lane ahead of the turn and execute a normal vehicular left.
- Ben Bloom asked about winter maintenance. Nicole Losch noted that sidewalk plows could be used or the flex posts could be removed.
- Rich Nadworny requested the design images added online.
- 127 to Institute Rd suggested as the best place to try a flex post protected bike lane. General sentiment was that both sides of the street having posts was preferred.
- RJ Lalumiere dissented on having only a 1.5ft buffer between the bike lane and parking at St Marks, suggested reallocating the buffer from the other side to increase protection from dooring. General consensus was that given the infrequency of parking use (e.g., generally for services and special events) that folks preferred the design with both side buffers.
- Institute Rd to Berry St segment it was noted that emergency responders and transit prefer a 10.5ft lane. Shifting the lane marker half a foot was seen as a preferred solution.
- General consensus on the designs as shown with the minor amendments noted above.
- RJ Lalumiere suggested "BUS STOP" markings in the protected the bike lane section; interrupting the posts and the gore striping.
- RJ Lalumiere suggested if green paint or asphalt is used it be used just at conflict points.

### Outreach

- Desired expressed to do some targeted outreach in Fall. Feedback from Rutland is that one year of preliminary outreach should be done. Start in Oct/Nov? Go where people are, give them informational+response card. Inclusivity. “An Avenue for Everyone”.
- Noted that right sizing is not new invention, but a well used and tested technique for improving street safety.
- Question asked, “What are folks arguing against?”
  - “Bikes don’t belong.”
  - “Will be slow.”
- Rich Nadworny noted that folks need language they can push back with, provide talking points.
- Fuse pro/con list with story doc.
- Kirsten Merriman Shapiro “Is that 60 seconds worth a tragedy?”
- Maren Hill said Safe Routes To School help with printing counts, etc. reported Rich Nadworny. He also reached out to AARP.
- Coordinate data release with story release.
- Jason L’Ecuyer & Rich Nadworny hashing out final story draft
- Activity session planning meeting next week with Andrea Todd, RJ Lalumiere, Pat Kearney and Rich Nadworny.
- Jason will reach out to St Marks.
- Dept. Of Public Works will make materials for parking change notification if it is approved by the Commission.
- Suggested Paul Sisson might liaise with Dave Hartnett for 127 to Institute Rd direct outreach.

#### Councillor Concerns

- What does public input mean? It should measure all the residents who use the Avenue.
- What are the precedents? Eleni Churchill noted that others have done this, suggested looking at the processes they used.
- Andrea Todd noted that what we do here may then serve as a model for future projects.
- Outreach site can collect folks who want to stay abreast and be active.

#### As Time Allows

- Nicole Losch noted that new crosswalks are VTrans funded and hiring a designer is the current step. Have to work with VTrans project manager. This is a priority for the city.

#### Actions Taken

- Agenda approved
- August minutes approved
- Reconfirmed actions from prior meetings for compliance with open meetings law

- Confirmed desire for design with no on street parking in the Institute Rd to 127 and Shore Rd to Plattsburg Ave segments
- Approved design mock-ups with minor amendment as noted.