

Burlington Walk-Bike Council Meeting Minutes

May 25, 2017

5:40-7:00pm

Presiding: Erik Brown Brotz

Minutes taken by: Sarah Goodrich

Others present: Phil Hammerslough, Steve Norman, Stu Lindsay, Serrill Flash, Jason Van Driesch (Local Motion), Nicole (DPW), Anna (DPW), Greg Hostettler, Nik (Champlain bike share), ??? (UVM bike share), three other community members

Agenda Item: Announcements

- RJ: First bike party of the year is tomorrow

Agenda Item: DPW Update (Nicole)

- Already Done a couple weeks ago: Flynn Ave advisory bike lanes
 - The travel lane is 18-20 feet, so cars can squeeze by each other, squeezing bikes to the edge.
 - Wouldn't want bike lanes wider than 5 feet because it will be used for parking.
 - What about buffered advisory bike lanes? Maybe next year...
 - Parking enforcement is effective.
- Next Project: Pearl Street
 - Adding bike lanes w/ combined lane at Battery intersection (similar to Pine St)
 - Marks will go into Battery Park.
 - RJ expresses a concern about marking the shared lanes at intersections
 - No parking lost with this project; just moving it around.
 - Bus stops on Pearl Street where buses park for long periods, in bike lanes.
 - Union Street green-painted bike boxes.
 - DPW using green paint only in high conflict zones
 - Local Motion thinks more green the better.
 - Paint is slippery; green asphalt is expensive and need to buy a lot at once (LM says great!)
- Old North End neighborhood greenway "Wiggle"
 - At north side of Sherman at triangle, there will be a green area for shared bike/ped.
 - All green markings in greenway network.
 - Peru St traffic calming for greenway
 - Considering traffic circles
 - Curb extensions
 - Planters
 - Speed cushions that allow emergency vehicles and bikes to pass.
 - Elmwood buffered bike lanes on both sides
 - Grant traffic calming (highest traffic of greenway)
 - Union between Grant and Loomis, removing parking on west side; contraflow bike lane, protected both sides.
 - New bollards that should survive street sweeping and be in place in the winter by using sidewalk and small plows.
 - Loomis traffic calming
- Lakeview Terrace neighborhood greenway
 - To get from end of North Ave. bike lane to Depot St. and North St.
 - Working with Redstone on connecting Lakeview and Depot Streets
 - RJ recommends traffic circle at Lakeview and Berry. It's hard to see traffic coming at that corner.
- Willard
 - Bike lane flipping from northbound to southbound Maple St. to North St.
 - Union St. lane is northbound so don't need two northbound lanes next to each other
 - Parking moving to West side
 - Not adding bike lane north to Riverside at this time
 - Can use Maple St. to connect to Winooski bike lane to continue south
- Riverside Ave Side Path
 - High crash zone
 - All green crossings, testing out methylmethacralite, which is like glue. It's much more expensive than paint, so it needs to hold up over time. Intervale intersection with all the truck traffic may get a lot of wear.
 - If we could lose some left turn pockets on Riverside, it would free up space for more lanes.
- Questions from audience:
 - North Ave crosswalks? Next spring at earliest
 - Climbing bike lane on Pearl Street between Union and Hungerford and on up.
 - North Ave between police station and North Street northbound bike lane: happening soon.
- Signage and logos for neighborhood greenways

- Keep city scape in as much as possible
- Put French on signs
- Km in addition to miles? Minutes instead?
- Logos for Quick Build
 - Perhaps add Quick Build “for Safer Streets”?

Agenda Item: Bike Share (Nik)

- Bike share is coming to Burlington
- Smart bikes.
- Gotcha bike: has 7 speeds for our hills, and ¼ of fleet will be e-bikes
- Same technology as SoBi (social bike)
- Data is collected on where the bikes go.
- Bikes will lock/unlock with smart phone or key pad.
- Incentives to return bikes to hubs.
- Commute bikes, not recreational. You can hold it for 15, 30, or 60 minutes, but you’ll pay.
- Phase 1: 100 bikes (including 25 e-bikes) in 17 hubs. Most hubs on UVM and Champlain campuses. A few in Burlington, a couple South Burlington, one Winooski.
- Phases 2 and 3: Regional transit.
- Each hub costs \$5000-\$7000 per year for 5 bikes.
- Commercial sponsorship is part of the plan.
- Helmet use will be encouraged, but not provided with bike share bikes.
- Will there be enough demand for a bike share in Burlington?
- Bike share and on-street improvements should work together to increase biking.
- Plan for each hub to have a map of the whole system with all hubs.
- About 20% of Burlingtonians ride bikes, which is a high percentage.
- The Boulder bike share 70+% of users also own bikes.
- Bike lights are on all the time.