

Burlington Walk-Bike Council Meeting Minutes

November 17, 2016

5:40-7:05pm

Presiding: Steve

Minutes taken by: Sarah Goodrich

Others present: Phil, RJ LaLumiere, Evan Berry, Anna Driscoll, Serrill, Cory Mack, Greg Hadstetler, Charlene Wallace, Brian Costello, Tony Reddington, Lucy Gibson, Drew Pollak-Bruce, Curt McCormack, Stu Lindsay

Agenda Item: Introductions

Agenda Item: Announcements

- Tony: Pine Street Coalition meeting Thursday, Dec 8, 7pm

Agenda Item: Update on Walk/Bike Master Plan (Lucy Gibson)

- Public comment period just closed.
- Comments were appreciated.
- Timeline: December final edits, January presentation to City Council
- Recommendation to add more bike lanes in year one
- Want to still fund walk projects, not be too bike heavy
- RJ says please don't install any more door-zone bike lanes in the city.
- Drew points out other hazards, including grates that are on Patchen Road. Stripes on streets is great, but also need to get rid of hazards.
- Nicole says to use see click fix for grates that are sinking, etc.
- Lucy asks for specific corridors that need bike lanes
 - RJ says Pine Street.
 - Lucy says not unless you take out all the parking.
 - RJ is all for getting rid of parking on arterials... parking on side streets and garages.
 - Lucy says not in year 1.
- Old North End Greenway
 - Battery Park, Sherman St, N. Champlain St., Peru St., Elmwood Ave, Grant St., Union St., Loomis St.
 - To include way finding signage etc.
 - Tony sees the stretch on Elmwood to be problematic
 - Stu asks if cyclists will continue South on N. Union. (no, that won't work)
 - Maps of the greenway route were shown.
 - RJ thinks that bidirectional facilities are generally a bad idea, sets up conflicts with motorists.
 - This is intended to connect the neighborhood to the waterfront more so than bike commuters.
 - Nicole asks if a certain stretch takes priority for implementation this year. Charlene suggests Union and Loomis.
 - North Street: No signs saying you can take the lane.
 - RJ suggests that signs be posted as you enter the city... just like 25mph... that bikes may use full lanes.
 - Tony suggests North St should be 20mph, which is not allowed by State.
 - Phil says we want to encourage more people to ride bikes, and most folks aren't up for taking the lane.
- Ways to get up to Prospect that aren't so steep?
 - It's steep topography no matter what
 - Deforest? It's steep too.
 - Willard to Maple path at UVM
- RJ suggests on Maple and other hill streets, put all parking on the downhill side and a climbing bike lane going up hill.
- Slow Zones
 - This is design speed, not posted speed limit
 - Extend South Prospect slow zone north to Main Street
- Leddy Park Road
 - Add sidewalk or advisory bike/walk lane instead of sharrows (city likes the advisory lane idea)
- Tony suggests adding sidewalk on south side of Flynn.
 - This is in the sidewalk plan.
 - Tony says this should be a priority because City Market is coming in
- Decatur/N. Winooski/N. Union intersection
- E-Bikes
 - mention more
 - set speed limits in bike lanes?

- RJ says it should just be the posted speed limit
- More local images in visual glossary
 - Lucy will send a list of photos they need
- Demonstration Project Policy
 - Stripes on Streets is an opportunity to try
- Serrill: East Ave and Colchester Ave round about is a good idea.
- Curt: Main goal should be to improve safety and make new users feel safe and confident.
- Curt: Gateways to the city.

Agenda Item: Where Does Transportation End and Recreation Begin? (Drew Pollak-Bruce)

- Drew Pollak-Bruce is with SE Group, which started at ski areas, and they do a range of community planning work
- SE Group works in Burlington, the only city they work in.
- Walking trails are very important to people when choosing where to live
- Transportation can be fun, beautiful, and active
- Recreation without driving is desirable
- Mountain biking networks for transportation in rural areas
- VTrans does paved surfaces. FPR does natural surfaces.
- Rural Vermont has poor shoulders compared with NYS.
- Serrill: What about motorized transportation/recreation trails?
- Case Studies:
 - Mad River Valley
 - Regional scope, watershed wide
 - Snowmass Village
 - Estes Valley
- Demonstrating the value of active transportation for the community
- Non-local users spend much more money than local users
- We only looked at the Mad River Valley case study because of limited time.
- VTrans will be looking at Catamount, VAST, and other trails in Vermont
- Drew is very interested in the economics of recreation/transportation trails etc. so reach out to him if you have questions about that.
- Drew would be happy to do the modeling if we get trail use data for Burlington trails.
- RJ: the distinction between transportation and recreation impacts maintenance because rec paths aren't maintained in the winter.
- Drew: The plans all include winter maintenance maps, both plowed and groomed for skiing.
- Serrill: The causeway is the missing link for cyclists.
- A bridge or tunnel would be great.
- There used to be a bridge there that swung out of the way for boats to go through.
- It's a federal navigable waterway so must have clearance for deep keels and tall masts.