

Minutes of Walk/Bike Council Meeting

January 25, 2018

Attending: Erik Brown Brotz, facilitating; Debra Blumberg; Peter Keating, CCRPC; Phil Hammerslaugh; Steve Norman (minutes); Chris Loyer, GMT; Terry Giancarlo; Sean Goddard, SB Bike-Ped Committee; Laura Jacobi, Old Spokes; Ross Sexton, Local Motion; Alegra Williams, Local Motion

Announcements:

Laura: A Ride365 event for year-round bike commuters will be on March 17.

Ross: Local Motion is working with the city to renew its application for Bike-Friendly Certification, with the hope of upgrading from the previous Silver to Gold status.

Erik: Jason Van Driesche (LM) and Erik recently went over the DPW 2018 bike/ped project agenda with DPW staff (map distributed and attached, and list attached), and discussed potential additions. The project list includes all of the projects left over from last year plus many new ones; it includes bike lanes, greenways, conflict markings, intersection improvements, and planning projects. A large number of projects that do not need further approval are included in a single package going out to bid in January. There are three projects that require parking removal that will go to the Public Works Commission in February for approval; they will be added to the package if approved. We need people at the meeting to show support. Only one supporter attended meeting for Willard St. lane reversal; it was approved, but could have gone either way.

Erik: The BWBC steering committee sent a letter to the Mayor and DPW (attached) following up on meetings in Oct. and Nov., urging that DPW group projects together for contracting and public engagement, and also that they adopt a 'rip-off-the-band-aid' approach to putting as many as possible of these enhancements on the streets at once, rather than prolonging the transitions.

Laura: What are the mayoral candidates' positions on our issues? Phil says a questionnaire will be going out soon; Ross says a candidates' forum sponsored by Local Motion, AARP, and other groups will be held at ECHO (date confirmed later: Feb. 15).

Peter: The St. Paul Street 'Great Streets' improvements will be implemented from Main Street to Maple Street this year;

Erik: Bike path reconstruction south from Maple St. is under design this year for 2019 installation

Green Mountain Transit presentation (Chris):

CCTA and GMTA came under same governance umbrella in 2011 and have now been re-branded as GMT. Some old CCTA routes (e.g., North Ave) go back to 1973. Their "NextGen" reevaluation has been in progress a year now, various scenarios are online now for comment and discussion at www.ridegmt.com. There's need to resolve some 'breaks' in service (e.g., pm service to Alburgh); heavily used routes (N.Ave., Williston Rd., Essex) could see increases in service ; a few underutilized routes may see reduction in service or elimination. Fare structure is being evaluated (\$1.25 in Burlington; \$0.50 St.Albans; \$1 Montpelier). Not done yet. Staff recommendations will be presented to the Board at its March meeting, then as approved will go to a public hearing and feedback process before final adoption.

Phil: Plans to increase bike-transport capacity? No. Some drivers don't know folding 20" bikes may be carried on. Chris will look into. Have not been able to find racks capable of holding three bikes that will work with our buses - block visibility of road, and/or headlights. Also expensive. Would like to find solution if available.

Ross: Plans to increase bike parking at route stops? Chris: it's in mind, but none on the table. Go online and comment. Aside from the capital costs their stops are mostly on land owned by others so consent and permitting are obstacles.

Peter: do drivers record when a 3rd bike has to be refused? Not at present.

Peter Keating CCRPC: The CCRPC planning is at longer scale, 20+ years. They'd like to see 15-minute headways (frequency) on all routes, to increase ridership. Approved a region-wide active-transportation plan a year ago, which will be incorporated in the long-range plan, reevaluated at 5 year intervals. See www.ccrpcvt.org.

Laura: What % of \$ goes into promotion of walk/bike? Peter unsure, but most goes into maintenance of infrastructure; transit < infrastructure.

Ross: How does Hanover NH go fare-free? Chris: Big Dartmouth subsidy. Considering fare-free but would require communities to contribute more.

Chris: fares are generally 10% or less of system revenue.

Erik: How to develop better bike-parking accommodations? Chris: suggest working with communities and with owners of the land. .

Erik: Could be better route info signage re lines, times. Chris: some stops do have info, including most shelters, and more at more rural stops. Surprisingly expensive.

Erik: what feedback from drivers about bike issues? Chris: none generally but they do report concerns with, for example, bikes passing them on the right when they are about to make a turn. They look twice before turning but are still sometimes surprised. Drivers get extensive training before going on road, and are very concerned about safety.

Ross: LocalMotion would like to offer more driver training. Chris: GMT has an extensive training period that lasts 6 weeks before our operators are on traveled roadways. In addition to bus operation training, there is extensive safety training that does include a module on safe operation with bicyclists.

Peter: when the "Circ" was finally cancelled some \$ was put into shelters and siting, but not much since

Chris: the superseded downtown transit hub shelters (~\$30K ea.) have mostly been re-installed elsewhere, a couple are left.

Ross: LocalMotion is working off of PlanBTV Walk/Bike to improve bike parking facilities (mostly downtown). Will look into consideration of bus stops.

Sean: Trains/trams in Copenhagen have fold-up seating where bikes can be carried on with spring-hooks to hold them. Chris: that sounds great if it works and is not too expensive but concerns about adequate restraint, ingress/egress, and taking away seats on busier routes.

Meet next: February 22