

Burlington Walk/Bike Council
Minutes of 10/22/15 Meeting

Present: Phil Hammerslaugh, Serrill Flash, Erik Brotz, Stu Lindsay, Katie Martin, Katelin Brewer-Colie, Barbara Headrick, RJ Lalumiere, Tony Redington, Nicole Losch, Lucy Gibson (Dubois & King), Steve Norman (reporting)

Draft Steering Committee guidelines were distributed for discussion/action at next meeting.
Announcement by Barbara Headrick: 25 S. Prospect residents have petitioned UVM to move its campus bus service off of Prospect and onto Univ. Heights as CCTA also uses Prospect.

PlanBTV Walk/Bike presentation by Lucy Gibson of PlanBTV consultant Dubois & King (view PDF [link here](#)):

Demonstration projects completed:

Art Hop curb extension

Open Streets protected bikeways

Neighborhood greenway on Grant Street connecting Union St and Winooski Ave

Speed data: cars above speed limit went from 25% to 6% during demonstration

Fire Dep't has concerns about narrowing of drive lanes. It's farther to the structure they'd be working on, and in cases their outrigger extensions can't be deployed.

But narrower lanes decrease speeds and increase traffic safety.

PlanBTV comments and project proposals:

There are ~10 times more walkers than bikers, but the vehicle-involved crash data over recent years are roughly comparable for the two groups.

Traffic volume has not grown for at least 10 years; planning assumptions are for no growth in vehicle traffic.

Bike improvements:

South Winooski Ave (Pearl to Main) road diet: 4 lanes reduced to 3, with bike lanes. Later could be widened (curbs moved) for buffered bike lanes.

Plattsburg Ave could have 2-way buffered bike lanes (remove the on-street parking).

Shelburne Road (post-Champlain Parkway) could have 4-to-3-lane road diet w/bike lanes, later could be pushed out for buffered bike lanes.

Colchester Ave at north end; traffic lanes could be narrowed; the existing on-street parking is needed.

Main Street segments:

University Place to Prospect Street — eliminate 11 parking spaces, provide an off-street bikeway, raised bike lanes, improved intersections.

Willard to Union — eliminate 14 parking spaces, and provide raised bike lanes.

Union to Winooski — eliminate 3 parking spaces on one side for bike lane, have parking-protected bike lane on other side.

Winooski to Church — 2 rows of reverse diagonal parking in center of street, raised bike lanes outside the vehicle travel lanes.

Church to St. Paul — eliminate 9 parking spaces on one side, with 2 bike lanes, one of them parking-protected (reverse angle).

Ped improvements: With road diets, right-turn lanes can be dropped

Mini-roundabouts (~80' diameters) quicker, smaller, cheaper than, e.g., Shelburne St. rotary, which is 130', \$3 million.

Next steps for PlanBTV Bike/Ped:

Prepare draft plan for Tech Committee review (by 11/16)

Revise the draft plan for public review in December

Revise by January per Dec. public comment

2016 Scoping of a couple of the projects