

Burlington Walk/Bike Council  
Minutes of 9/24/15 Meeting

Present: Erik Brotz, Barbara Headrick, RJ Lalumiere, Serrill Flash, Phil Hammerslaugh, Steve Norman (reporting)

Agenda:

North Avenue pilot redesign: RJ reports that Bikeable Burlington Now is discussing a 'signage' campaign to combat the anti-project signs popping up. Steve (as a No.Ave. school crossing guard) plans to invite No.Ave. bike commuters to join our email list so as to be prepared to advocate. RJ suggested recommending BBN, also.

LAB visit in October: Due to lack of information, this topic was tabled. It was thought that Local Motion may be soliciting volunteers.

PlanBTV Walk/Bike: comments on draft maps to be provided to DPW (note that due to time constraints, this was not a comprehensive review or list of concerns)

Walking issues:

Barbara: On S. Prospect, between Maple Street and Redstone Campus UVM's Redstone buses are driving by residential houses (112 times/day = every 3 to 7 minutes) and the buses are forcing many bicyclists to ride on the sidewalk. The UVM Redstone buses could be re-routed onto UVM's campus road (University Heights). If the bus used University Heights road, it could serve the Redstone Campus and dorms further south. UVM's Transportation Director has been unwilling to have UVM Redstone buses stop using South Prospect Street, south of Maple, for their travel to/from Coolidge Hall (which is a dorm that is adjacent to University Heights Road and the Redstone green driveway).

Champlain Parkway should have a roundabout at Queen City Park Road, and there should be an intercept lot at KMart. Barbara says UVM's 2006 Campus Master Plan includes an intercept (park and ride) lot strategy that should be implemented. The map on page 84 of UVM's Campus Master Plan identifies 6 sites for intercept lots. UVM says they will complete the 2006 Campus Master Plan by 2017. We don't want this unimplemented intercept lot strategy to be ignored, forgotten, or dismissed.

The speed limit in residential areas and downtown should be reduced. Lowering the "Residential" speed limit of 25mph would require State enabling legislation.

New North End: sidewalks needed for senior walkers. Currently there are many streets in the NNE with no sidewalks, which should be considered for the addition of sidewalks.

Intervale Road is dangerous for walking; should have a multi-use path on the uphill (west) side. RR crossing is dangerous also.

Archibald Street/Prospect intersection dangerous for bikes/peds/cars. Roundabout?

Squaring up foot of Ledge Road at Shelburne Street and other interim safety improvements are needed until roundabout happens (in several years).

Lakeside Ave at Conger Ave and Central Ave. is dangerous for pedestrians, needs a crosswalk, real sidewalk on North side of Lakeside (not just a parking lot).

Sears Lane needs a bike lane and a safer crossing at Pine Street (bumpouts, firefly signal, etc.).

Main Street/University Place crosswalk is dangerous – cars do not always stop even for red lights.

Pedestrian network needs amenities: benches, trees, attractive oases.

Biking:

North Prospect, between Pearl Street and Riverside Avenue, is dangerous. Cars parked on the street and the city bus and car traffic leave no room for bicyclists.

The intersection of North Prospect and Archibald intersection is dangerous. Is there room for a roundabout there?

UVM commuter parking on South Prospect Street, (from Burlington Country Club to Henderson Terrace) should be relocated to a UVM park and ride intercept lot so that this street space can be used as a bike lane that connects to the bike path that winds behind the UVM Admissions office near Main and Maple Streets. This would encourage students to bike instead of using a UVM bus.

Need better bike facilities on Prospect Parkway than advisory bike lanes

On N. Willard from North Street to Riverside, the bike lane ends. Bike lane should be on the uphill side at both ends (E. side at south end, W side at North end).

Flynn Ave should have protected bike lanes, especially given new City Market location.

Need real bike lanes on Pine St. for its entire length from Queen City Park Rd. at least to Maple St. This is a major route in the city

Need to maintain connection to Queen City Park Rd. at end of Pine St.

Maple Street should have a bike lane on the S (uphill) side, parking only on the N. side.

Need better bike facilities on Ethan Allen Parkway

North Ave Ext. should have bike lanes both sides.

Where 127 crosses over to Colchester, need better transition to northbound lane in Colchester

Need protected bikeway on North Ave./Sherman St. between Battery and North St. – Depot St. is not an appropriate route for most people

Need better bike facilities on North St. – greenway?

Need better bike facilities on Manhattan Dr./Riverside between 127 and N. Winooski Ave.

Need better bike facilities on Colchester Ave. from East Ave. to the Winooski bridge.

East Ave needs median diverters at the crosswalks and roundabouts at Colchester Ave. and Carrigan Dr. Need bike lockers at key locations

Do not agree that advisory bike lanes are appropriate choice for the roads on which they are designated (most are too busy), and where they are appropriate a greenway may be better.

For bicycle and pedestrian safety, much more speed enforcement is needed and with zero tolerance over 25 mph speed limit. Speeding trucks and buses also need to be ticketed. CCTA buses are frequently speeding. Automated camera/ticket technology might be ideal in that it would be highly effective and cost efficient. Could possibly be a source of significant revenues for the city.