

Burlington Walk/Bike Council
Minutes of 3/26/15 Meeting
as amended 4/25

Present: RJ Lalumiere, Jim Brophy, Nic Anderson, Tony Redington, Stu Lindsay, Erik Brotz (facilitating), Charlene Wallace, Serrill Flash, Sarah Goodrich, Mary Manges, Brendan Hiogan, Drew Pollack-Bruce, Greg Hostetler, Steve Norman (reporting)

Agenda:

Updates:

Roundabout Workshop: (3/31) has 45 registered; expect 60.

Walk/Bike Master Plan Advisory Committee: Nic has volunteered to be the BW/BC's rep on this committee which will meet approximately quarterly. Jason Driesche will be LocalMotion's rep to the Tech Committee which will meet monthly or bi-monthly. The budget is ~\$120K of which \$15K comes from the BW/BC set-aside; Charlene and Nicole Losch at DPW have been screening the proposals, which Charlene reports were very strong, and a choice of contractor is imminent.

North Avenue Task Force: (RJ) The current work is reviewing possible criteria for evaluation; the 2015 work will be primarily planning, and collection of pre-change data.

Champlain Parkway: (Erik) Erik and Jason Dreische met with DPW (Chapin Spencer), who has written to VTrans proposing design changes for the Pine Street corridor including the following: design speed reduction from 35 mph to 25; reducing the size of trucks permitted; raising some crosswalks; adding bumpouts; eliminating parking from Kilburn Street to Maple Street and adding dual bike lanes (but no mention of roundabouts). DPW continues to shy from proposing more extensive project changes claiming VTrans and DoT would not consider them. The dialog continues. Curt McCormack is also talking with the players in his capacity as Chair of the House Transportation Committee (his report has been that only changes adversely affecting safety would trigger further Act 250 review and therefore be Kryptonite). A 40-minute discussion ensued regarding possible options for reconfiguration of Pine between Locust and Kilburn. The discussion centered on how to utilize the space between existing curb lines on Pine Street and Lakeside Avenue. The full right-of-way was not considered. The current DPS proposal is to reduce lane widths to 11' (to help reduce speeds and crossing distances), with sharrows, and add a 4' colorized buffer zone between the parked cars on the east side and the traffic. The idea is that bikes would ride with traffic and avoid the buffer zone, but all present were concerned that this would in fact encourage riding in the buffer (door danger) zone. Moving or removing onstreet parking to allow room for protected bike lanes was agreed to be the best option, but unlikely to happen. After discussion of multiple options, the group concluded that the next best option involved removing the 2' shoulder on the west side, moving the onstreet parallel parking on the east side next to the northbound traffic lane, and adding a demarked 3' buffer door danger zone (with flexposts) and a 3' bike lane between the parking and the east curb, together with 'soft' (mountable, S-cross-sectioned) curbs, and sharrows southbound. Tony opined that we need to assemble a 'broader coalition'

incorporating Local Motion, AARP, Rep. McCormack, and weighty South End reps, to put more pressure on the Mayor and DPW Director.

Pilots and Demos update (Brendan): Edmunds M.S. parents will propose a cycle track demo on South Union Street from Shelburne Road to Pearl Street, with temporary barriers (planters, cones) for Bike to School Week.