



Vanasse Hangen Brustlin, Inc.

7056 US Route 7
Post Office Box 120
North Ferrisburgh, Vermont 05473
802.497.6100
Fax 802.425.7799

Attendees: Jesse Bridges, Parks
Commission Members, Mark
Colgan, Erin Parizo, public
audience (see attached sign-
in sheet)

Date/Time: January 14, 2013
5:00 PM – 7:00 PM

Project No.: 57634.00

Place: 645 Pine Street
Front Conference Room

Re: **Burlington Bike Path
Parks Commission Meeting**

Notes taken by: VHB

1. Parks & Rec Commission Meeting General Agenda Items

- a. The agenda and minutes from the previous meeting on 9/10/13 were approved.
- b. Jesse brought up the new proposed Citywide lighting standard.
 - i. The City would like to move toward a more uniform lighting standard, with energy efficiency as one of the top priorities.
 - ii. The new system would be 75% park owned, and 25% BED owned.
 - iii. Upcoming projects like the new Skate Park, Waterfront Access North (WAN), and Waterfront Park Improvements provide opportunity for upgrades.
 - iv. The City is currently looking for public vetting and commission input.
 - v. The Parks, Arts & Culture committee (PAC) already voted and approved the new standard last week.
 - vi. A member of the commission asked whether there would be upfront costs associated with adopting a new lighting standard.
 1. Yes there would be to change out any lights that do not meet the new standard. The cost down the road would be much less as there would be consistence maintenance plans rather than maintaining multiple types of lights. A master planning type approach would be used to generate a consistent appearance throughout the parks.
- c. Commission and Council will approve Master Plan
 - i. Per Jesse, the schedule has the Master Plan being presented this coming spring.
 1. The new branding plan will be included.
- d. PIAP Update
 - i. Waterfront Park will be on the upcoming ballot in March.

1. The Council still needs to approve the ballot, and then it will be voted on.
- ii. Other PIAP proposals that the City submitted will be kept on the vision for the next opportunity. There is a possibility of a hazards mitigation project.
- iii. Other opportunities lay in shoreline resiliency projects, remediation, and sustainability improvement projects.
- iv. There is also some good opportunity in the Urban Reserve where the existing sheetpile wall is. This is a very important feature in the area and perhaps the City will undertake a larger conversation of the future of Urban Reserve at a later date.

2. Bike Path Conceptual Plans Presentation

- a. Jesse introduced the consultant team and the Burlington Bike Path Rehabilitation project.
- b. Feel free to comment on the www.BTVBikePath.com website if you would like to add comments after tonight as well.
- c. VHB provided an overview of the path sections and the extents of the project.
- d. The portion of the path moving to construction first will be Perkins Pier to North Beach.
 - i. Construction will begin in September of this year.
 - ii. This is the area where there is currently TIF District funding.
- e. Final design and construction for the remaining sections will be completed as funding becomes available.
- f. The Intersection Scoping Study was brought up and it was pointed out that there will be an integration of each project with the other.
 - i. Some of the short term solutions that the study proposes at each of the intersections are vegetation trimming, signage updates, and the addition of updated paint markings.
 - ii. The Rehabilitation project will take the long term solutions from the study and develop them further for incorporation into the project.
- g. The schedule of the project was reviewed as follows:
 - i. Conceptual plans submitted and under review by City
 - ii. Property owner meetings – February/March 2014
 - iii. Preliminary Plans (60%) – Mid-March 2014
 - iv. Final public meeting – End of April 2014
 - v. Final Plans (85%) – Early June 2014
 - vi. Contract Plans (100%) – End of July 2014
 - vii. Advertise project – Mid-August 2014
 - viii. Begin construction (Perkins Pier to North Beach) – September 2014

3. Detailed Review

- a. The proposed typical section of the path is a total width of 15'. There will be an 11' wide paved portion as well as a 2' wide gravel shoulder on each side.
- b. Queen City Park Road
 - i. An attendee asked about the addition of water fountains along the path.
 1. These will be incorporated along with pause places where possible.

- ii. Another attendee asked if any parking is being looked into in this area.
 - 1. The point was made that currently, there is parking along the original Champlain Parkway, however once the full project is built, that parking will be lost.
 - 2. This will require coordination with the Champlain Parkway project and South Burlington in case the lot may need to be on the south side of the road.
 - iv. A resident mentioned that there is little to no signage leading up to the path along Queen City Park Road and asked if there will be any additional signage through this project.
 - 1. It would take additional coordination with Burlington DPW and possibly South Burlington to add signage along this corridor but the options can be explored to enhance connectivity between the two path networks.
 - 2. Alison Lockwood asked if the City is coordinating with SB on their path nearby.
 - 3. The response was given that the City will collaborate with South Burlington on efforts in this area regarding both their path system as well as parking.
 - vi. Brent Weigel noted that as vehicles approach the path it can be difficult to see cyclists and path users as they come out from the bike path. This could be solved by clearing out as much vegetation as possible.
 - 1. VHB referenced the Intersections Scoping Study and that those types of vegetation recommendations would be carried through wherever possible.
 - 2. Derek's group is doing some of this short term work right now and just finished up the Home Avenue area.
 - xi. David Arlington expressed concerns about the proposed landscape architecture and location of the gateway. A suggestion was made to move the gateway up the path a little further to allow for larger modes of transportation (tandem bicycles, bicycles with trailers, etc.) to turn around or maneuver as needed.
 - ii. There was significant support for stronger collaboration with South Burlington and the establishment of an improved crossing as well as overall upgrades to safety measures in this area.
- c. Home Avenue
- i. RJ Lalumiere asked if shared road markings have been considered rather than narrow bike lanes.
 - 1. Yes, we will be looking at both measures and proposing the most appropriate one for the area.
- d. Austin Drive
- i. Erin reviewed the proposed pause place and information kiosk at the entrance to Oakledge Park at Austin Drive.
 - ii. Phil Hammerslow asked if bollards could be made of a material other than steel. As a visually impaired path user he would prefer something softer.
 - iii. Brent Weigel asked what the purpose of adding striping along Austin Drive is. He made the point that it feels as though adding striping encourages vehicles to travel at faster speeds.
 - 1. A response was provided stating that this will be looked into further for the final proposed design.

- iv. Rick Sharp commented that there is a lot of space between the road and the sidewalk on Austin Drive and Home Avenue. Could it be possible to include a full multiuse path along the side of the road in order to be separated from vehicles?
 - 1. This would have to be coordinated through DPW also but the ROW is fairly wide through this area. There's a sidewalk fund that may be accessible for this type of improvement. This would need to be prioritized appropriately within the sidewalk fund but could be possible.
 - v. David Lansky commented that he lives on Austin Drive and the majority of runners he sees choose to run in the road and not on the sidewalks.
- e. Oakledge Park
- i. Erin pointed out the change in the alignment through Oakledge Park.
 - ii. Someone asked whether this alternative really improves the conflict points between bikes and pedestrians as they think it seems less safe.
 - 1. The walking paths and the bike path will cross each other with any option, so there will be unavoidable points of conflict. In the design signage, landscaping, and other considerations can ensure that those points of conflict are as safe and clearly marked as possible.
 - iii. Has there been any consideration of putting the bike path on the west side of the pavilion? It would seem that most of the pedestrian activity is between the parking lot and the pavilion.
 - 1. Others felt that pedestrian activity was heavier on the west side of the pavilion closer to the beach.
 - iv. The fact that the path widens to 13' in paved width during the steep grade north of the pavilion through the wooded area was discussed and people seemed in favor.
 - v. The Blanchard Beach area and proposed pause place was summarized.
 - 1. Charlene Wallace of Local Motion cited a lack of bike parking in the area and asked if it could be added.
 - a. Currently, there is nothing proposed regarding bike parking but this can definitely be added.
 - 2. Stu Lindsay with the bike/walk council suggested that perhaps the attendant at the Oakledge Park booth could offer more secure bike parking somehow.
 - vi. A member of the Commission mentioned that ramp access to Blanchard Beach would be helpful, especially for people carrying paddle boards, kayaks, canoes, etc.
 - 1. SE Group's concept of the proposed ramp was reviewed and it was agreed that it would be an improvement.
 - vii. David raised a point that there is often congestion at concessions directly off the path which can interfere with path users. He asked if it was possible for the new bike path standards to include a requirement that concessions need to be a certain minimum distance from the path to avoid conflicts. He also referenced the creemee stand near College Street.
 - 1. There may be something that can be done for any new concessions that come in but in some cases this would take quite a bit of coordination to move existing operations.
 - viii. The path will taper to 10' in width upon approaching the bridge leading towards Proctor Place/Harrison Avenue.
 - 1. An attendee noted that the surface of this bridge is quite slippery.

- a. The design team is looking into re-decking bridge as part of the final design and can design safety improvements.
- f. Proctor Place
 - i. Erin pointed out that enhanced path delineation in this area will include additional line striping.
 - 1. After a previous discussion involving the DPW they also feel that it may be possible to pave Proctor Place if that will help extend the life span of the path.
 - ii. Lily Weissgold mentioned that water is destroying the path in this location and that sufficient drainage measures should be put in place.
 - 1. This will be done as part of the path design.
 - iii. It was brought up that the turn onto the path before Proctor Place is a good place to widen the path and add a solid center line. The addition of a mirror was mentioned as well to enhance visibility of other users coming around the corner.
- g. Harrison Drive (East)
 - i. Sharrows are being added along Harrison Avenue.
 - ii. Erin reviewed the proposed pause place at Lakeside Park.
 - iii. The improvements at the end of Harrison Avenue were also reviewed in detail.
- h. Lakeside Avenue Bridge
 - i. If possible, the addition of ADA access at the Lakeside Avenue Bridge would be a substantial improvement.
 - ii. The small realignment around the existing jog in the path was reviewed and it was mentioned how this would improve sight distance.
- i. Barge Canal
 - i. The developed alternatives were reviewed in detail.
 - ii. Currently, these designs are being reviewed with the City and all aspects are being considered (construction, cost, permitting, etc.)
- j. Roundhouse Park Realignment
 - i. The proposed realignment along an existing footpath provides an opportunity for improved shoreline protection.
 - ii. As is it currently designed, the benches will need to be removed along the WWTP due to the widening of the path.
- k. Section 5 Begins
 - i. Someone asked whether the path will continue to tie into the Perkins Pier spur so that people can still access this waterfront there. This is one of her favorite places to bike and would love to keep the connection.
 - 1. Through the bike path project the connection will remain in place.
 - ii. It was suggested that the sharp turns prior to Railway Lane be widened and sight distance improved.
 - 1. This can likely happen as the Marina Expansion and bike path project move forward and coordinate continues.
- l. Section 6 Begins
- m. Perkins Pier
 - i. RJ Lalumiere suggested that a pedestrian signal head be added at Maple Street and Battery Street to allow easier access down to the bike path.
 - ii. Rick Sharp with BTV Segway mentioned that because they are located on Champlain St. they currently access path at Maple Street for their tours. The connection here should be improved as it's currently hard to get onto the path as it is.

- n. King Street – College Street
 - i. Both the spur and the new western mainline were presented.
 - ii. It was noted that LCT currently uses the existing access road for ferry access during flooding. Another consideration that needs to be kept in mind is the potential passenger rail expansion per Jesse.
 - iii. It was suggested that from Maple Street to the Urban Reserve where there is the most path traffic users should be completely separated from each other. The gravel path should be its own path off to the side of the paved piece.
 - 1. Another resident expressed concern that this would create the impression that runners/walkers are not allowed to be on the paved path and that it's solely for cyclists. Some parents might have strollers and need to run on a paved surface for example.
 - 2. It was noted that there is currently not enough width across Waterfront Park through the existing tree-lined portion to allow for two separate paths per Jesse.
 - 3. There could be the possibility of separating runners onto different routes with smaller pieces of ROW if that was the preferred direction to move in.
 - iv. Changes with kiosks and signage would promote education of users and the proposed design can help with this. Improved traffic calming for cyclists should also be considered.
- o. Waterfront Park
 - i. The two biggest choke points along the bike path exist in this area.
 - ii. A resident asked where the fence would be located during events in this scenario.
 - 1. This would depend on the event itself, per Jesse, but for many events the fence would be along the western shoulder of the path so that the path can remain open.
 - iii. A resident asked whether it has been considered to move the path outside of park all together. Perhaps along Lake Street.
 - iv. Another resident recommended leaving the existing alignment through the park for more options during events. Some events set up here such as dragon boats and it has worked very well in the past.
 - 1. Per Jesse the goal for Parks is to increase green space and create more useable space for the overall area and any events that come in.
- p. Urban Reserve/North 40
 - i. The realignment of the path bringing it closer to the lake was reviewed.
 - ii. One attendee felt that there are other sufficient vistas and as currently aligned; the path works well and is unique compared to other parts of the path.
 - iii. Another attendee noted that people meet along the edge of the lake for informal gatherings and they do not like the idea of bringing people down to the water via the path. This would make it louder down near the lake.
 - iv. The idea of having the dog park west of the path through this area was mentioned as it would allow for water access to be kept.
 - v. Another attendee stated that they would prefer to not move the path closer to the lake as shown in the graphic and just reconstruct the path where it is.

- vi. A UVM graduate student spoke up and stated that they like the park and the path where they currently are. They cited that there is very little space for lake access where it's quiet and they like that about the area.
- vii. It was noted that the current alignment is the low point of the path and has severe drainage challenges.
- viii. The path in this area provides a challenge for installing lighting, but the request was made to look into potential lighting measures to make this area feel safer.
- ix. A discussion was had regarding signage and promoting the resources in the area of the Urban Reserve. There are trails and a lot of interesting history in the area so these should be brought to people's attention to promote the area.
- x. The design should consider that this path is intended to be multiuse and includes tourists and not necessarily only locals. The attendee feels that the current setting feels unsafe, doesn't look aesthetically pleasing, and moving the path closer to the lake would be preferred by visitors from out of town.
- xi. Overall, the commission members like the new alignment and feel that anytime we can get path closer to the lake, it's an improvement as there are really limited locations where the path is along the lake. After the Urban Reserve the path runs through an urban setting and there a minimal lake views.
- xii. The suggestion of implementing interpretive signing was made and that it would be good to celebrate the history of the area.
- xiii. An attendee mentioned that the existing concrete pads should be left where they are for industrial archeological reference. Segways, bikes, and skateboards use these now for recreation.
- xiv. A path user stated that perhaps a pause place should be added further south, toward the beginning of the Urban Reserve to keep peoples interest when they get to this part of the path. Otherwise they may get here and turnaround if it looks too unsafe.
- xv. An attendee asked if there are any plans for lighting through this area.
 - 1. The response was given that some ideas are being conceptualized now, perhaps blue light system, or solar powered path lights.
- xvi. A Commission member spoke up and stated that the blue light systems are great for when you're already in trouble, but not a good option for overall lighting. This is an area that this user doesn't walk through due to serious safety concerns and for that reason, feels like this is an unusable area. She would really like to see a lighting system installed that allows you to see well in front of you to distinguish other users of the path.
- xvii. Erin pointed out that the TIF section ends at the end of the Urban Reserve.
- q. The improvements at North Beach were reviewed and that coordination will take place once the design for the North Beach bridge begins.
- r. Leddy Park
 - i. The audience spoke up with many ideas for ancillary improvements around bike path in this area.
 - ii. It was noted that this area has historical significance; it was the first section of bike path where ties and track were removed in order to construct the path.
 - iii. The northern intersection of the path with beach access is confusing and at times, path users and vehicles crossing are not sure what to do here.
- s. North Avenue

- i. An attendee asked if yellow flashing lights on signs could be added to create more awareness of the path.
 1. This concept was reviewed and vetted to the public during the Intersections Scoping Study. Some people liked the idea but the cost was a consideration as well. The residents that were at that meeting wanted the other improvements to be made first and then if there were still issues the rectangular rapid flashing beacons could be evaluated further.

The recorder has attempted to summarize discussions held during this meeting as accurately as possible. If there are any items that are misrepresented, please contact the recorder within ten working days. In the absence of any corrections or clarifications, it will be understood that these notes accurately summarize the discussions at the meeting.



COMMISSION

JOHN BOSSANGE
JOHN EWING
CAROLYN HANSON, CHAIR
NANCY KAPLAN
CHRIS PEARSON

DIRECTOR

MARI STEINBACH
CPRP, MPA

CITY OF BURLINGTON
DEPARTMENT OF PARKS AND RECREATION
645 PINE STREET, SUITE B, BURLINGTON, VT 05401
(802) 864-0123 (802) 862-8027 (FAX)

**PARKS & RECREATION
COMMISSION MEETING
SIGN-IN SHEET**

DATE January 14, 2014

Name (Print Please)	Discussion Topic
<u>Bill Watterson</u>	
<u>Brent Weigel</u>	<u>Bike Path</u>
<u>Alison Lockwood</u>	<u>Revised Bike Path</u>
<u>Erik Brown Erik Brown</u>	<u>Bike Path</u>
<u>Charlene Wallace</u>	<u>" "</u>
<u>Stu Lindsay</u>	<u>" "</u>
<u>MAX BARLOW</u>	<u>" "</u>
<u>ERIC DAGUE</u>	
<u>Lily Weissgold</u>	<u>bike path</u>
<u>Brian A Goy</u>	<u>bike path</u>



COMMISSION
 JOHN BOSSANGE
 JOHN EWING
 CAROLYN HANSON, CHAIR
 NANCY KAPLAN
 CHRIS PEARSON

DIRECTOR
 MARI STEINBACH,
 CPRP, MPA

CITY OF BURLINGTON
 DEPARTMENT OF PARKS AND RECREATION
 645 PINE STREET, SUITE B, BURLINGTON, VT 05401
 (802) 864-0123 (802) 862-8027 (FAX)

**PARKS & RECREATION
 COMMISSION MEETING
 SIGN-IN SHEET**

DATE January 14, 2014

Name (Print Please)	Discussion Topic
<u>Mark Colgan</u>	<u>VHB Engineering</u>
<u>Erin Parizo</u>	<u>VHB Engineering</u>
<u>*REZWANA ZAFAR</u>	<u>-</u>
<u>BRIAN WAXLER</u>	<u>B&G CLUB</u>
<u>Rich Shroy</u>	<u>Bike path</u>
<u>Ruth Masters</u>	<u>Bike path</u>
<u>David Lashby</u>	<u>" "</u>
<u>RJ Lalumiere, 67 Hope St.</u>	<u>Bike Path</u>
<u>David Casey</u>	<u>BOA</u>
<u>Peter Keating</u>	<u>Bike Path</u>

