

Montpelier in Motion

Public input session 1 – existing conditions

7/17/14 6:30 PM

Attending: Jim Donovan, Mike Miller, Tom McArdle, Jim McQueston, Bill Merrylees, Alex Prolman, Hannah Reckhow, Amy Nixon, Mary Hooper, Anthony Mennona, John Snell, Per Tonn
Others attending: 2

Meeting began at 6:38

Jim gave an introduction to Montpelier in Motion project. He explained the first step of compiling 'existing conditions' and the role of tonight's meeting in continuing to develop this resource. Will also look for concerns and topics to focus on.

Jim then gave an overview of information already compiled, including bicycle and pedestrian resources, conserved lands, sidewalk rating system, winter plowing routes, pedestrian bridges, sidewalk gaps, crosswalk and street light locations, sidewalk materials (concrete and asphalt), trip and other pedestrian hazards, right of way and roadway widths, shared use paths and bicycle lanes, bicycle parking, maintenance plans, traffic counts, vehicle crashes, trip origins and destinations, bus routes, topography, existing city plan, existing policies and encouragement..

On sidewalk rating:

What factors were used to create rating? will seek out more information

Generally a correlation between 'fair' and 'poor' and sidewalks made of asphalt.

Tom: used survey grade gps system and engineering student to compile inventory and conditions, including ADA compliance and width of sidewalks as it related to machinery. From this data, we need to develop a transition plan.

On sidewalk material:

Tom: material is determined by district zone.

On sidewalk plowing:

Tom: not all of our sidewalks are wide enough to use sidewalk plow, which changes routes they can do

Anthony: any coordination between street and sidewalk plowing?

Tom: yes, a supervisor tries to address this.

Is there an idea of how far out sidewalks should go?

Jim: No, not yet. If there is a neighborhood, there may be a need for sidewalk.

Tom: it's a density question

John: What other data do you have on how many people are walking from where to where?

Jim: none besides permanent ped counter and RPC counters. But still only how many pass one location and in what direction, but no other details. Would be a good idea, but 'build it and they'll come', new facilities will get used.

Jim M: do we have data on daytime population clusters?

Jim D: no statistic on that, trying to collect from what people already know...

Mary: 12 or so years ago, an economic analysis was done that showed that 20k people come into Montpelier. Must have shown where they were in town...

Jim: Walking/Biking rates were highest in 80s, went down in 90s and are back up but not to 80s rate. Small decrease but still a decrease.

Jim: still looking for ROW width information beyond road widths

Tom: not all our roads are centered in ROW, this is an old city...

On vehicle crashes:

Tom: traffic assessment of main and state, many of those are parking related crashes, including crosswalk related crashes

On bicycle facilities:

Jim: what we don't have is bicycle hazard areas...storm grates, bad roads, insufficient road space...

On encouragement plans:

Bill clarified Hubbard Park event plans for mountain bikes.

Open for comments:

Guests asked for definition of bike sharrows: A newer way to mark 'share the road', bicyclist have just as much right to use full lane as cars

Guest: are those new signs going to be accompanied to inform the public? I can hear confusion about it.

Jim: this is part of education piece, are there any plans for this?

Bill: we were planning on letting Bridge know. Reason to put them in middle is winter wear and message that bikes can use whole lane.

Tom: signage is optional, additional information to motoring public. For lanes, it's recommended to use signs as well.

John: public restrooms too

Bill: on map of destinations, additional way to tell story for bikes at least, there are many destinations outside of city. How to take that into consideration?

Jim: that was handled by putting stars at end of city where it looked like there were more destinations beyond.

Bill: are these routes going to be prioritized?

Jim: too early to tell, we don't know the community as well as steering committee and community...if the community doesn't think it's a good idea to prioritize then we won't.

Anthony: would like to stress importance of bike hazard map.

Tom: some of our roads we paint edge lines on them, where there is only a foot or so of shoulder. Is that a hazard?

Jim: unsure, will look into!

Anthony and Mary agreed that 1 foot shoulder pinch is a hazard.

Mary: correlation between shoulder width and vehicle speed?

Jim: yes, looking at this, in comparison with state standards.

Discussion of dimensional standards.

What else is missing? Lights turned on and welcome closer look at maps and comments.

Public input portion ended at 8:07