



## Meeting Notes

Place: Gardener's Supply Meeting  
Room

Date: January 10, 2018

Notes Taken by: Stephanie Wyman

Project #: 57998.00

Re: Intervale Road Bicycle and Pedestrian Scoping Study Public  
Meeting

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### **ATTENDEES**

Intervale Center - Travis Marcotte, Chelsea Frisbee

Intervale Community Farm – Andy Jones, Silas Blanson

Burlington Electric Department - Betsy Lesnikoski, Paul Piking

Burlington Public Works Department – Nicole Losch, Chapin Spencer, Phil Peterson

CCRPC - Peter Keating, Chris Dubin

Resident/News Channel 5 - Tom Garris

VHB – Dave Saladino, Stephanie Wyman

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Chapin Spencer welcomed attendees and introduced the project.

Peter Keating noted that he will be attending Wards 1/8 and 2/3 NPA meetings in February to talk about the project.

David Saladino presented an overview of the project, including existing conditions and potential alternatives for the three identified segments of the Intervale Road corridor.

Comments and input for each of the segments follows.

### **SEGMENT 1: Riverside Avenue to Bottom of Hill**

- The curves near the railroad tracks are difficult to traverse for trucks due to nearby speed limit signs and limited site distance. The uphill curve is more difficult to traverse in a vehicle – brush is close to the road, train tracks, bicycle and pedestrians to look out for, and very tight when tractor trailer trucks are driving through.
- People leaving the Gardner's Supply parking lot often do not look north (right) before turning into the roadway which poses a hazard both for motorists and pedestrians going south on Intervale Road towards Riverside Ave.
- In 2017 the truck traffic count was at 4,846 trucks total (chip trucks and tree service) traversing the road to McNeil. These are heavy, loaded trucks (some with trailers) that are filled with brush.
- Concerns with a defined multi-use path is that cyclists may become "blind" to pedestrians while using the protected corridor, especially where there are corners and areas of limited sight distance. However, the thought is that most cyclists will prefer to ride in the roadway while going down the hill from Riverside Ave towards the Intervale and would only choose to use the multi-use path for going up the hill. The exception to

this would be parents with young children who would like to keep them off of the road, in which case there is the possibility of cyclists going down the hill, albeit at a much slower speed than a typical cyclist using the road.

- Therefore, an option could be a shared use lane traveling north towards the Intervale, and a multi-use path on the west side for pedestrians and cyclists traveling uphill.
- Overall feedback, preferred option would be a single multi-use trail, rather than having sidewalks on both sides.
- The multi-use path option would require cutting into the embankment, which brings along the possibility of improved sight distance. This option would also likely require a retaining wall and drainage considerations.
- It would be possible with this option to propose at 4'-5' bike lane, a striped buffer area (for tractor trailer use as necessary) and the striping of the two through lanes.
- Chapin has concerns about the path crossing the railroad tracks. What requirements would the city need to abide by for bringing the path across them at grade. Would there need to be formal signalization or a stop sign as is there today?
- According to McNeil staff, the train blocks traffic at least twice a day for a minimum of 20 minutes (the chip train). Additional train traffic does go through the area at a slightly faster speed, but is more unpredictable. This area is quite dangerous for pedestrians and cars alike.
- Other concerns: width of pedestrian crossing at top of Riverside Ave with Intervale Rd is too wide. This width is necessary to accommodate truck turning movements. Another suggestion is to paint a stop bar on the Intervale Road approach. Cars pull up too closely to the lights and trucks are unable to make their turn while vehicles are in this area.

## **SEGMENT 2 – Bottom of Hill to McNeil Driveway**

- The Intervale Center has developed a series of concept sketches to show potential improvements at various locations around their property. They are interested to see how their concept drawings mesh with the Intervale Road improvements. The Intervale Center is currently leasing land from the City on the west side where the parking lot is. Questions with how do pedestrians access their property from the parking lot and where should a mid-block crossing be located. Additionally, how and where to engage the general public to understand all that the Intervale has to offer: Agriculture, conservation, and recreation.
- Public owned ROW is paved. For sidewalk placement – could the city expand their ROW to include more land for the sidewalk? City staff say that this could potentially be an option. However, the city would also like to have discussions with property owners to see if they would allow a sidewalk on their property. Currently all options are on the table.
- Things of concern to public works to note: Crosswalk locations, lighting, drainage, curbing
- Narrow right-of-way approximately 33' wide, with east side hugging the Intervale fence line.
- Do we continue an 8-foot multi-use path along the west side in this area and cross pedestrians to the Intervale Center property side to avoid conflict further down with the McNeil driveway?

- Things to consider: Sight distance for trucks at a mid-block crossing is critical for determining where this crossing location ends up.
- Crossing closer to McNeil (i.e. in front of Intervale Center) would have better sight distance and better placement for parking. This is a more natural crossing location and could also be a good transition for the trail to go from a paved path to a more natural path environment.
- At the McNeil entrance, BED staff would prefer to have the path be along the east side so that pedestrians are not crossing their driveway. Having pedestrians crossing their driveway poses a safety concern with the truck traffic. Additionally, the aesthetic of the path would be better if it were on the east side in this location due to the barbed wire fence on the McNeil property on the west side.

### **SEGMENT 3 – McNeil Driveway to North End of Project Limits**

- It is important to note that while numerous trees along this segment are large, most are fast-growing cottonwood trees and not necessarily high value for preservation.
- How much is public parking utilized for community gardeners?
- Intervale Center would like to move public parking closer to the farmstead location. This would address some safety concerns such as lighting.
- This southerly public parking location does get utilized by those accessing the trail head. However, the Intervale would like to limit public parking availability at this location to deter people from using this parking area for unwanted uses (i.e. trash dumping, drug sales/use, loitering).
- Intervale Center is not concerned with the cottonwood trees along the edge of the roadway. They state many are less than 40 years old and could very easily be replaced with other vegetation along the path.
- A concrete sidewalk doesn't feel natural here. Question is raised do we even need to create a path in this area outside of the roadway if there are low traffic volumes through here? Should we put up bollards to separate out the road for pedestrian use?
- Intervale says approximately 1,200 people per week between 3-6 pm broken up into 2 days drive through here for CSA Pick-up. This makes walking along the roadway feel quite unsafe for pedestrians and would prefer there to be a separate path along this corridor as well.
- The Intervale Center would like something along the west or east side for pedestrians to have access to pull out of the road when trucks come through. It could be nice to have the trail along the east side so that it runs parallel between the roadway, and the trail along the River. They could then add spurs to access these pathways more easily.
- There is currently not enough space in this area to have trails within the ROW. The general feel is that the trail could exist on private property and the trail is designed to have a more 'natural feel' to it. There would need to be some sort of separation between the roadway and the path so that the area doesn't become just one large roadway. The Intervale Center stressed the need for a path/sidewalk for a safer option for the school groups that use this area to keep students out of the roadway.

- There is some concern over the driveway access points and if the sidewalk/trail is on the same side as these accesses how would the safety be addressed? There are other potential conflicts on the other side of the road as well.
- City staff wonders if the Intervale Center would be interested in taking over ownership of the unpaved roadway. This would mean that the Intervale Center would need to maintain the roadway, however, the city would still need full access to the yard.

### **NEXT STEPS**

- Committee meetings should meet approximately twice in the next two months. Following that there will be more design work to flesh out the alternatives leading up to the next Public Meeting in May. These meetings will be opened up to public meeting attendees.
- Project stakeholders need to rally public support for this project as public/political support is necessary to advance funding for completion.