

Burlington Walk Bike Council Meeting - 01/08/25

Attendees:

In person: Jason Stuffle*, Phillip Peterson (DPW), Jack Evans*, Gordon Dragoon*, Jak Tiano*, others not recorded?

Online: others not recorded?

* BWBC Coordinating Committee members

AGENDA:

1. Announcements and Updates (10 min)

- Question about availability of city council candidate survey results.
 - Currently posted by Local Motion, some Front Porch Forums, BWBC facebook
 - Suggested additions - 7 days article, Burlington Reddit, VPOP discord, VT Digger, Vermont Public
- Noted that Greenway was in very bad condition on the way to the meeting, Pine Street path was in pretty good condition though. **FUTURE MEETING TOPIC - Greenway/127 Path Maintenance.**

2. PlanBTV Walk Bike Action Plan (80 min)

We'll get an updated presentation on the planBTV Walk Bike Action Plan including more details, and have a chance to ask questions and provide comments.

Presentation: <https://burlingtonvt.portal.civicclerk.com/event/7776/files/agenda/13118>

- Karen Sentoff was present to answer questions about the plan.
- Improvements almost entirely dependent on Federal funding.
- Comment made that most serious walk/ped crashes were under 10mph.
 - Is there data to back up that claim?
- There are no volume comparisons for walk/bike 10 years ago vs now. Counts underway currently. Plan to incorporate BioVision at new signals.
- Question about "near misses" which are much more frequent than crashes.
 - Phillip mentioned BioVision could potentially be used for that. It was noted that the map of Burlington with people's level of comfort which was done as a survey could be a good indicator of areas with near misses likely being the same as areas that feel unsafe. How many people actually provided input to that survey?

- Question on the plan to fix Shelburne Street only going from roundabout to Flynn Ave and not going all the way to 189.
 - There was clarification that even though Flynn Ave to 189 straddles the Burlington/South Burlington line Burlington fully owns and is responsible for the road. It was noted that it was easier to narrow the section starting at the roundabout first since one side is already one lane. It was noted that the southern section of Shelburne Street needs to wait until after Champlain Parkway is complete.
- Slide show had plans to expand Riverside Ave path to Intervale Ave.
 - Can this also be formally connected to 127 path entrance that is very close?
- Prioritization - Lots of discussion on how to best prioritize projects.
 - Jak noted that the number of crashes is so low (we are a small city) that a single event could cause an area to be brought to the top of the list given the weighting on crashes. How to determine if a crash was due to need for improved infrastructure or another non road related reason (DUI, etc).
 - For equity what does “vehicle access” mean?
 - Number of people in the area that own a vehicle.
 - Many people thought network connectivity should have more weight then it currently does. If there are gaps people are less likely to use an area. Could multiple weighting possibilities be done and then compare what projects come out on top for each system and compare differences.
 - Jack asked were bike crashes on an actual bike facility?
 - Bob noted induced walk/bike demand when cars are removed. Pine Street being closed as an Art Hop was given as an example.
 - Gordon question on 2017 priority areas vs today. Hasn't really changed areas, focusing on priority of those areas.
 - Karen comment - Safety only won't change mode share. Connectivity is needed. She noted that speed wasn't necessarily a big factor.
 - Question about temporary traffic control for walk/bike when a project is being done.
 - That is not in plan and is done on a case by case basis. Contact DPW if an issue is seen/found.
 - How often does data get refreshed?
 - Yearly.
 - Comment about how walking graphic on ppt shows walking as “recreation”. Should show walking as transportation as well.
 - Comment about adding protection to high pedestrian areas like the Greenway/Church Street. “Invisible” protection that is immovable. **Potential FUTURE MEETING TOPIC**