

Burlington Walk Bike Council (BWBC)

July 2nd, 2025 Meeting Notes

The monthly meeting took place 5:30- 7:00 pm via Zoom and at the DPW Conference Room.

In-Person Attendees: Erik Brotz*, Gordon Dragoon*, Bob Leidy, Philip Peterson (DPW), Nolan Rogers, Gabe Nelson, Jack Evans* (Local Motion), Jak Tiano, Rob Lloyd, Cathy Gidney, Linda Looney, Tim Looney, Marcie Gallagher (Local Motion)

Online Attendees: Al Wagener, Ashley Dragoon, Jason Stuffle*, T Simpson

* BWBC Coordinating Committee members

1. Announcements & Updates

- Bob: Pine St bike path is really well used and it's great to see
 - Loss of City Market pedestrian access is a real negative
 - Philip: Cutting off this conversation; can't make changes during active demolition for next couple for weeks; will look at options for after
- Nolan: Riverside bike path (& path from UVM green to where it crosses at U Heights) has electrical access panels that stick up narrow the bike path, such as near the bus stop by car wash.
 - Philip: We should go to Alice Schwencke at DPW on issues like this
 - aschwencke@burlingtonvt.gov
- Jak: So many small construction impacts, such as leaving cherry pickers on the sidewalk
 - Philip: This is also Alice Schwencke
- Jack Evans
 - The next BWBC meeting is going to be a special event hosted by Local Motion on Wednesday August 6th, 2025 at 5:30 PM at the Local Motion Trailside Center. It will invite local and regional advocates to a social bike ride tour of interesting infrastructure in Burlington and end with a chance to socialize and discuss priority bike connections between communities. While the event is open to the public, it will be helpful to RSVP to help Local Motion estimate a headcount.
 - RSVP here:
https://docs.google.com/forms/d/e/1FAIpQLSfRS2b1N11GVLDiH8K6NrW5Y5U44VAEs_biy8K8EsVu4Sy3ug/viewform?usp=header

2. Pedestrian Pilot Project on Green Acres Drive

Phillip presented.

Note: not all public comments were recorded

- Have decided to put a pause on the project until next year; by the time it cleared PWC and construction began it would be late in summer and would not provide enough useful data
- Public process is important, but not every project DPW advances is contingent on public process
 - Hesitation about professionally developed project being decided based on public comment
- Will potentially be brought back next summer, with more time to collect data and public engagement
- Project involves creating a ped walkway on one side of street with cones
- This informs the long-term future of the city, setting the stage for sidewalks that will be more necessary in the future
- **Unnamed:** Lots of conversations with neighbors on the street. He thinks there is a discrepancy between whether the issue is speed/traffic calming or pedestrian & bicycle safety.
 - **Phillip:** The ped lane will also provide traffic calming
- **Tim:** Wouldn't cars parked on both sides do the same thing?
 - **Phillip:** Too low parking utilization for it to have a real effect on traffic speeds.
 - **Tim:** Speed bumps would be better. But you are solving a problem that doesn't exist.
 - **Unnamed:** People cut through.
 - **Gordon:** Can we have a modal/local traffic filter?
 - **Phillip:** That doesn't fall under the scope of the sidewalk study. Cities often just build sidewalks using ROW, no public process. To increase connectivity in the neighborhood.
- **Al:** Surveyed neighbors. 90% said they did not want this project; he did not have time to ask why but may survey again
 - **Phillip:** One of the great things about Burlington is that they have sidewalks. *(there was some disagreement).*
- **Erik:** Thinks Phillip is saying that sidewalk connectivity is important for others not just residents of the street. ROW belongs to the whole city, not just the people on that street. Thinks people here are saying it isn't "necessary", but what is the problem with the project?
 - **Linda:** No problem exists on the street.
- **Phillip:** This is for data. If the pilot shows improvement then may lead to permanent sidewalk on road right-of-way (not taking over lawns). If pilot is not successful then will not do it.
- **Tim:** Didn't know the possibility of putting a sidewalk in the street, thought it would have to encroach on yards.
- **Linda:** Focus on the entrance and turn in Green Acres, if you are doing this project.

3. Demonstration Projects

Following up on discussion last month. Coordinating committee narrowed down possible demonstration projects to propose to 5. Jack presented on the projects.

Phillip: We can make signs for the group that say anything, like “This project brought to you by the BWBC”

North Avenue Protected Bicycle Lanes

Add protection to North Ave bike lanes where there is a buffer zone.

Phillip says this is easy at least on some parts of it

North Avenue - Ethan Allen Shopping Plaza Crosswalks

Improve pedestrian crossing between entrance to shopping center and housing across street.

Phillip says this is more difficult as demonstration project

Comment: Folks are parking on Staniford and then crossing North Ave to go to North End Food Pantry and attend events at Odd Fellows’ lodge; need crosswalk..

- Teppy and Zach at the Odd Fellows are heading some stuff at the Odd Fellows, and need to get in touch to show them how to do demonstration projects.

Bike corrals in taxi stands downtown

Philip also thinks this is easy

- Best thing to do might be a “long-term obstruction permit” here

Bob: Nik Anderson at Champlain College provided bike corrals for bike share that is now defunct; could use some of those

Protected bike infrastructure at N. Winooski/Archibald

Add protection to make bike lanes safer at the intersection. Already have enough space Best on the North and South sides of the intersection.

Phillip says this is a larger problem

Removal of slip lane on South Union

Remove slip lane leading from St. Paul St north onto S. Union

Nolan: This general contributes to the high speeds of the area

Phillip: Reviewing traffic calming measures on South Union is on the agenda

Phillip wouldn’t think of this as a demonstration project

Agreed to pursue North Ave protected bike lanes and downtown bike corrals as demonstration projects. Erik will contact Phillip to set up additional meetings to follow up.

4. NACTO Membership for Burlington

What does the city think about becoming an associate member of NACTO?

Phillip: We used to be a member of it, but stopped. Costs \$10,000 annually; there's a sentiment in DPW that it isn't worth it as the publications are widely available. The city does use the design guides. Does attend conferences; can still network with others around the country.

Jak: sees it as the city committing to the design principles

- Great Streets is close, but geographically limited to downtown

Could city commit to the principles without spending the \$10k?