



**Burlington
Walk | Bike
Council**

Burlington Walk / Bike Council Agenda

www.burlingtonwalkbike.org

Wednesday, August 4, 2021, 6:00 – 7:00 pm

Meeting Options:

- 1. In-person - small DPW conference room at 645 Pine Street, Burlington**
- 2. Virtually - using Zoom**

<https://us02web.zoom.us/j/88225473951?pwd=YzFFQ1Q3Y3J4bzczR2VNYWRFWnhtUT09>

Passcode: 091788

Or iPhone one-tap :

US: +13017158592,,88225473951#,,,,,0#,,091788# or +13126266799,,88225473951#,,,,,0#,,091788#

Or Telephone:

Dial(for higher quality, dial a number based on your current location): US: +1 301 715 8592 or +1 312 626 6799
or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 Webinar ID: 882 2547

3951 Passcode: 091788

International numbers available: <https://us02web.zoom.us/j/88225473951?pwd=YzFFQ1Q3Y3J4bzczR2VNYWRFWnhtUT09>

Previous Meeting – The link to meeting minutes from the July 7 meeting is temporarily unavailable. Focus of the meeting was on converting signalized intersections.

AGENDA

1. Introductions, brief BWBC overview, review agenda **5 minutes**

2. Announcements and Public Comments **10 minutes**

3. Converting Signalized Intersections – Follow-up **10 minutes**

Discuss next steps related to last month's discussion of converting signalized intersections to four way stops or roundabouts.

4. Transportation Equity Coalition – Survey Results **30 minutes**

Laura Jacoby, Executive Director of Old Spokes Home will present the results of the survey the Transportation Equity Coalition has conducted and will lead discussion of what the results mean and how we can achieve more equitable transportation options. This is a continuation of discussions at the March and April 2021 BWBC meetings.

5. Next Steps **5 minutes**

Identify any follow-up actions and items to discuss at the next meeting.

Next Month: BWBC Meeting, Wednesday, September 1, 2021, 6:00 – 7:00 pm

The BWBC is an all-volunteer advisory council to the City of Burlington. We work closely with and advise the Department of Public Works and the Department of Parks, Recreation, & Waterfront on infrastructure improvements and policy changes for walking and bicycling. The council also leads advocacy efforts and organizes events and activities that promote and celebrate walking and biking in Burlington and beyond.

BWBC Community Liaisons

Erik Brown Brotz, Ward 5, erik@burlingtontelecom.net, Chair

Greg Hostetler, Ward 2

Faith Ingulsrud, Ward 6

Peter Keating, Ward 6

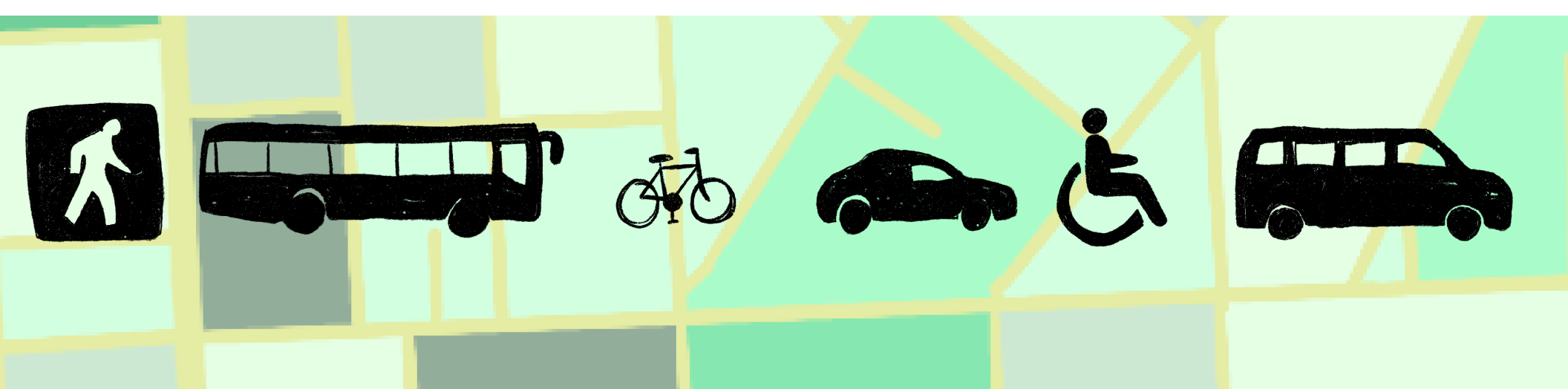
Justine Sears, Ward 3

Karen Sentoff, Ward 4

Jason Stuffie, Ward 1

Kerry Swift, Ward 4

Allegra Williams, Ward 3



THE ONE MOBILITY AUDIT

PRESENTED BY...



Old Spokes Home is a bike shop and nonprofit located in Burlington's Old North End. Our shop serves more than 500 community members annually through our Everybody Bikes program, in which we subsidize the cost of bikes, accessories, and service for income-qualifying customers – many of whom rely on their bicycle as a primary form of transportation.

Burlington's **Transportation Equity Coalition** is a group of community representatives from around Chittenden County with diverse transportation experiences. The Coalition works to inform Old Spokes Home's transportation advocacy efforts, and advocates for traditionally underrepresented communities in local planning projects.



The mission of the **Chittenden County Regional Planning Commission** is to act as the principal forum for planning, policy and community development in the region. We will do this by providing planning and technical assistance that meets the needs of our member municipalities and the public, while remaining consistent with our federal and state requirements. Our work will result in the development and implementation of plans that support sustainable development and improve the region's quality of life and environment.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

LAND ACKNOWLEDGMENT

This audit concerns transportation and land use. When we move, walk, bike, drive, or use public transit in Burlington, we are doing so on *Ndakinna* ("homeland"), the unceded traditional territory of the Abenaki Nation. We acknowledge that our work as transportation planning practitioners is built upon colonized land, and that mobility justice is not achieved without justice for indigenous peoples.

THE OLD NORTH END

The Old North End is Burlington's most economically, ethnically, and socially diverse community. The historically working-class neighborhood is a vibrant collective of arts, food, small business, and community-centered services, and is home to much of Burlington's lower-income and migrant populations. For the purposes of this audit, we define the Old North End as bound by North Avenue, Manhattan Drive, North Willard Street, and Pearl Street (see 'ONE area map', pg 5.)

Four streets within these bounds have state-designated High Crash Locations: North Ave, North Champlain St, North Winooski Ave, and North Union St. It is worth noting that VTrans crash data, which relies on formal reporting, tends to skew lower in the ONE. Not all crashes are formally reported, especially in those communities where residents do not have trusting relationships with the police. Much of the traffic in the ONE is made up of vehicles commuting downtown from the New North End and Winooski; our research finds that more than 30% of individuals surveyed that actually reside in the ONE have no access to a personal vehicle.

People who live, work, and frequent Burlington's Old North End are subject to the traditional health risks associated with being in a high traffic area: not only do they risk the danger of a crash, but also the effects of pollution. Those without vehicle access experience significant opportunity costs associated with "trips not taken": the idea that the risk of travel outweighs the benefit of a trip, whether it's deciding not to meet up with a friend due to lack of access to a car, missing employment opportunities because a ride fell through, or skipping a doctor's appointment because of an inconvenient bus schedule.

Too often, communities like those that make up the ONE are left out of transportation planning. Many of the people interviewed for this audit had strong opinions about their transportation experiences, but had not been presented with an accessible opportunity to share their thoughts before: perhaps they weren't aware of public input meetings, or could not attend due to lack of transportation, childcare, or the ability to stray from paid or unpaid labor responsibilities for even an hour.

We wanted to hear how our neighbors are getting around the Old North End to better inform our transportation advocacy efforts. In order to do this equitably, and draw data from a representative sample, we were intentional with the design of our mobility audit.

METHODS

The Mobility Audit consists of data collected from a survey and focus groups, as well as maps of transportation and community services available in the Old North End.

SURVEY ([CLICK TO VIEW](#))

Survey questions were drafted by the University of Vermont's Center for Rural Studies and refined with feedback from the Transportation Equity Coalition. Our priority was to design an accessible survey that could be easily translated, and would take the user less than 10 minutes to complete.

We ran the survey in-person outside of the Chittenden Food Shelf on North Winooski Ave, during a peak period the week of Thanksgiving 2021. The survey was then implemented by Association of Africans Living in Vermont (AALV) language interpreters to their contacts over the phone; languages spoken included Spanish, Nepali, Vietnamese, Swahili, and Somali. Members of our Transportation Equity Coalition also distributed the survey to their friends and neighbors. Every survey respondent was given a \$25 cash card to compensate them for their time and for sharing their lived experience expertise.

After reaching our target respondent pool, we distributed the survey more widely online using Survey Monkey, through the Old North End's Front Porch Forum. Respondents were randomly selected to receive the remainder of our \$25 cash cards.

Our sample was 125 respondents total. Data analysis was done in Python 3.8.8 by Kirsten Nielsen, ND.

FOCUS GROUPS ([CLICK TO VIEW](#))

Following the survey, we reached out to community-oriented services in the ONE to hold focus groups. Hour-long discussions were facilitated with a group of highschool-aged youth at AALV, a group of seniors at the Champlain Senior Center, and houseless community members at ANew Place. We also spoke to a group that indicated interest in being a part of the discussion in our survey, and middle school-aged youth at Old Spokes Home's Youth Shop.

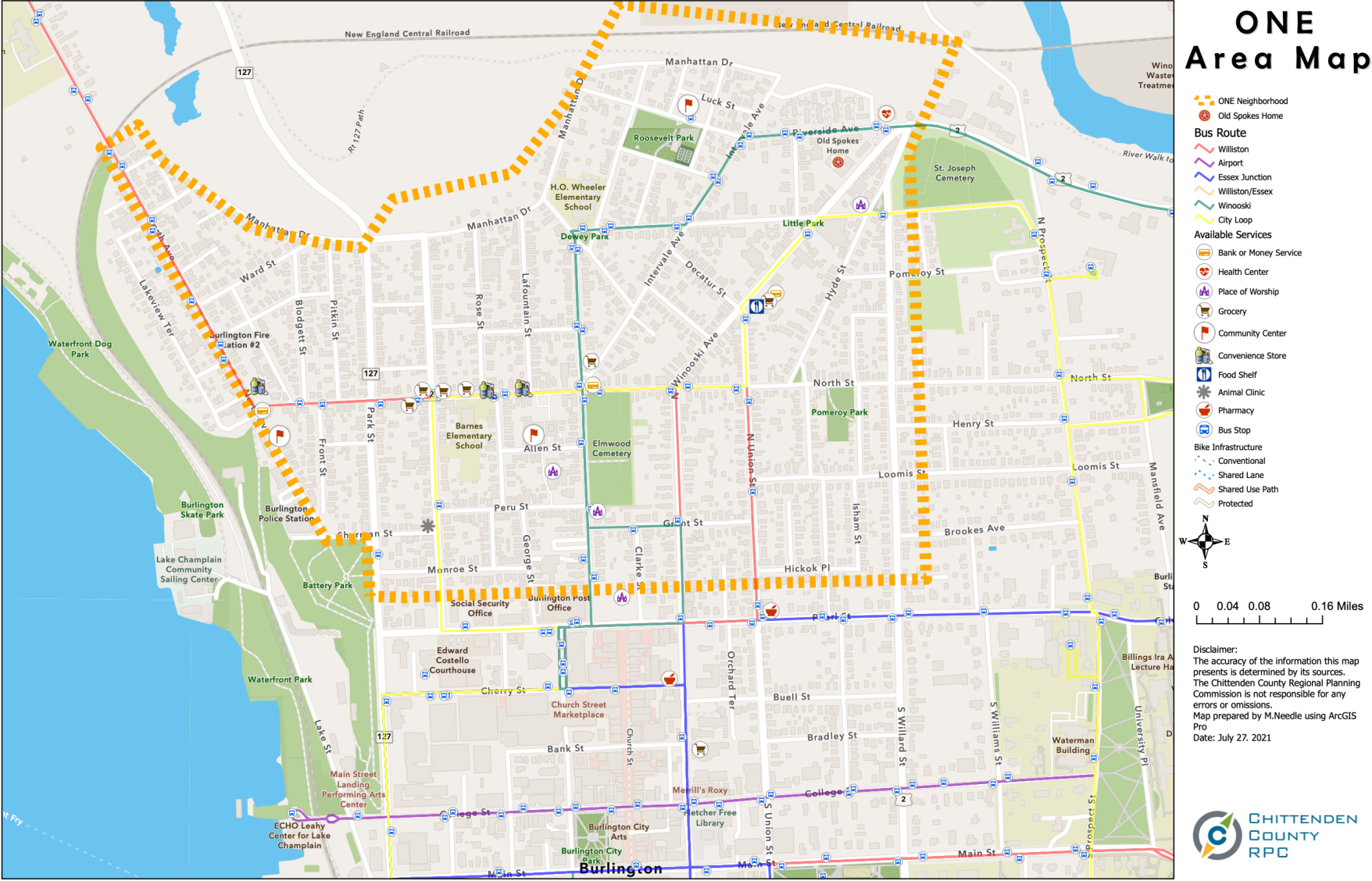
We spoke to 29 respondents in total. Each focus group participant was compensated with a \$50 cash card or cash for their time.

A DISCLAIMER

The audit ran from November of 2020 through June of 2021. The Coronavirus certainly impacted respondents' transportation experiences - most significantly, school-aged respondents reported not having to leave the house as often for education. However, much of our sample did not have the privilege of staying home: many reported working through the pandemic, having to get their own groceries, and continuing to access community services. The data presented here remains relevant as Vermont becomes vaccinated.

MAPS - ONE SERVICES

The following map shows types of services located in the Old North End. Please note that the mapped grocery stores are not supermarkets but small, locally-owned businesses. The supermarket in closest proximity to the ONE is about 3 miles away.



MAPS - ORIGIN/DESTINATION

The table to the right shows the reported origin locations, destinations, and transportation modes for **regular travel** of 18 focus group respondents. This approximate data is mapped on the following page. Please note that ID #13 was omitted, and that the ID #9 White River Junction destination is not included on the map for scaling purposes.

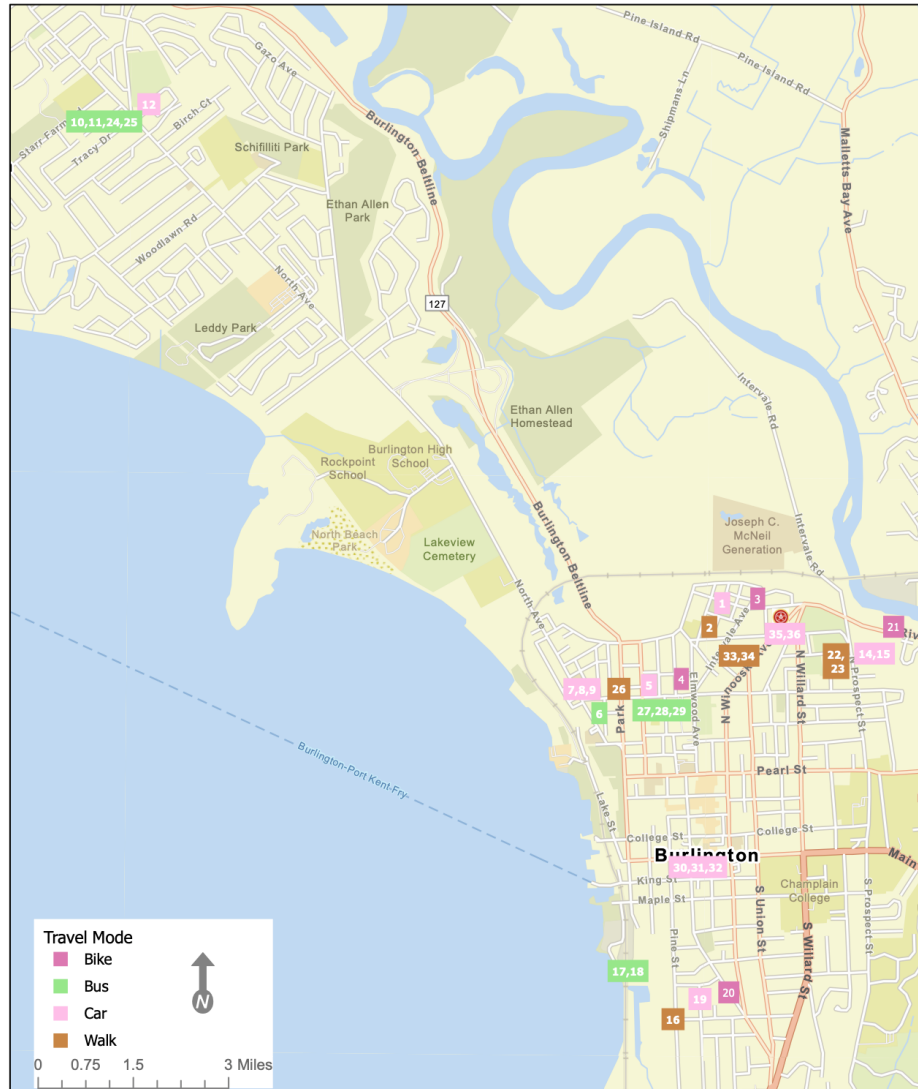
Travel Mode

	Bike
	Bus
	Car
	Walk

ID	Location	City	Destination	City
1	St. Louis St & Willow St	Burlington	426 Industrial Ave	Williston
2	St. Louis St & Willow St	Burlington	82 S Winooski Ave	Burlington
3	St. Louis St & Willow St	Burlington	180 Intervale Road	Burlington
4	N Champlain St & North St	Burlington	136 Jimmo Drive	Colchester
5	N Champlain St & North St	Burlington	935 Shelburne Rd	South Burlington
6	19 North St	Burlington	128 Lakeside Ave	Burlington
7	19 North St	Burlington	66 Mountain View Dr	Colchester
8	19 North St	Burlington	863 Harvest Ln	Williston
9	19 North St	Burlington	163 Veterans Dr	White River Junction
10	1554 North Ave	Burlington	20 Allen St	Burlington
11	1554 North Ave	Burlington	67 Cherry St	Burlington
12	1554 North Ave	Burlington	981 Shelburne Rd	South Burlington
14	Archibald St & North Prospect St	Burlington	20 Allen St	Burlington
15	Archibald St & North Prospect St	Burlington	28 Archibald St	Burlington
16	416 Pine St	Burlington	100 Cherry St	Burlington
17	416 Pine St	Burlington	20 Allen St	Burlington
18	416 Pine St	Burlington	217 Dorset St	South Burlington
19	416 Pine St	Burlington	62 Tilley Dr	South Burlington
20	416 Pine St	Burlington	20 Allen St	Burlington
21	Archibald St & Prospect St	Burlington	W. Canal St & Main St	Winooski
22	Archibald St & Prospect St	Burlington	331 N Winooski Ave	Burlington
23	Archibald St & Prospect St	Burlington	67 Cherry St	Burlington
24	1554 North Ave	Burlington	1364 North Ave	Burlington
25	1554 North Ave	Burlington	1127 North Ave	Burlington
26	89 North St	Burlington	2069 Williston Rd	South Burlington
27	89 North St	Burlington	595 Shelburne Rd,	Burlington
28	89 North St	Burlington	179 Queen City Park Rd	Burlington
29	89 North St	Burlington	863 Harvest Ln	Williston
30	King St + Pine st	Burlington	BHS	Burlington
31	King St + Pine st	Burlington	20 Allen St	Burlington
32	King St + Pine st	Burlington	Tree Farm	Essex Junction
33	267 N Winooski	Burlington	20 Allen St	Burlington
34	267 N Winooski	Burlington	Tree Farm	Essex Junction
35	267 N Winooski	Burlington	BHS	Burlington
36	267 N Winooski	Burlington	King St	Burlington

MAPS - ORIGIN/DESTINATION

Origin Locations by Mode

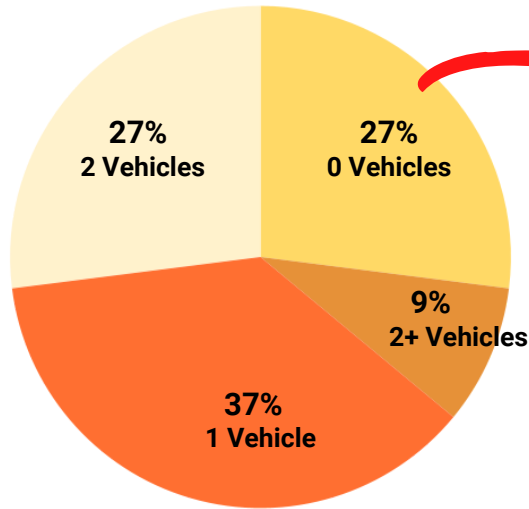


Destinations by Type



FINDINGS

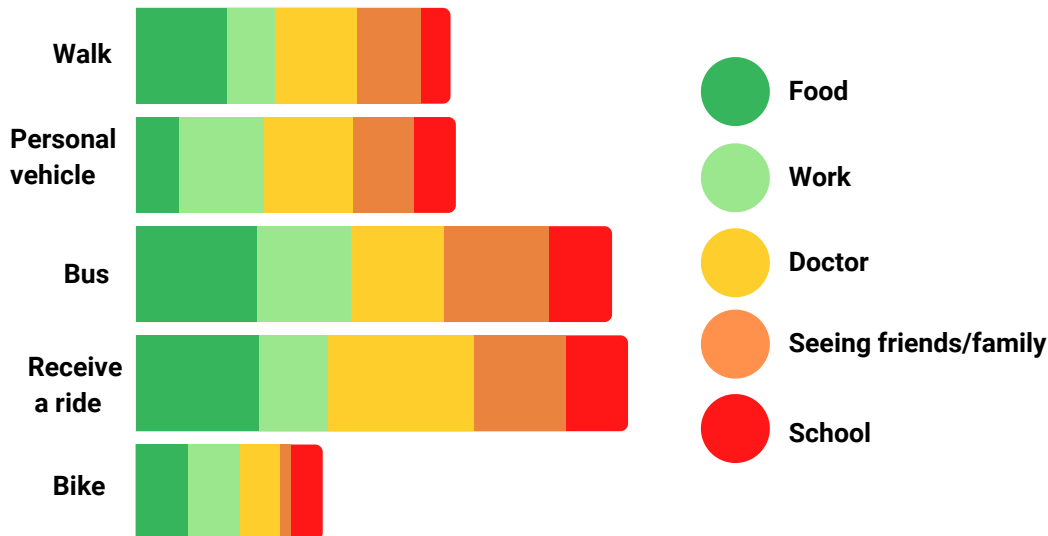
The majority of households that participated in the survey **share a motorized vehicle** or had **no access** to a motorized vehicle:



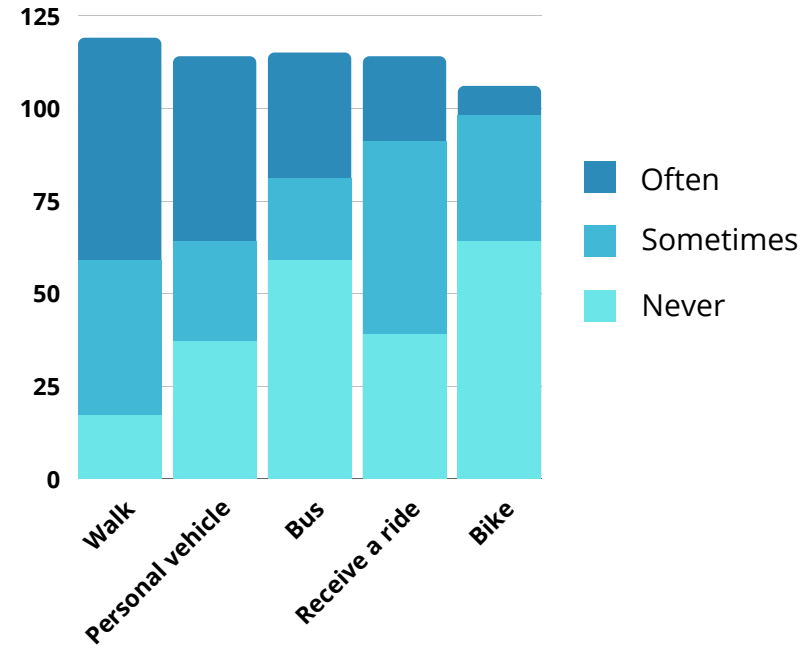

30% of households with no access to a vehicle are comprised of 4 or more people.

Here's where the following transportation method users have the **most difficulty** traveling to:

Bar sections show the proportion of users of each travel method that reported it being somewhat or very difficult to access shown destinations.



Respondents reported using these **transportation methods most often**:



Respondents **most often** travel to access:



Food



Work



Recreation

Respondents reported that **food** and **the doctor** were the most difficult destinations to access overall.



45% of survey respondents are regular bus users.

Many appreciate and report using GMT service more since fares were waived.

Bus riders report building 30 mins to an hour into their schedules to account for the process of waiting and taking a bus. More bus stops, more frequent bussing, bus shelters, and clearer signage were commonly stated needs.

What kind of infrastructure improvements would make getting around easier? Respondents *most commonly* said the following:

1. Better sidewalks
2. Better sidewalk snow removal
3. Having my own car
4. Bike lanes
5. Safer Crosswalks

13%

of survey respondents use a **mobility device**, such as a wheelchair, walker, or scooter. These respondents reported challenges with:

Poor sidewalk conditions
Sidewalks being too narrow
Access to crosswalk buttons
Lack of winter maintenance
Cost of services like SSTA

"Most of the sidewalks in the ONE are **not easy** to navigate **on a wheelchair...**"

"I don't own a bike or a car. The bus doesn't always come...**Sometimes I can't even go where I need** and just stay home and *miss doctor's appointments or don't food shop.*"

"I don't always feel safe **walking alone at night** in the dark..."

"I can't see my son on Sundays because the bus line does not go all the way down to where he lives on Sunday."

"North Ave does not have a lot of convenient banks and facilities. *Everything is closer to downtown making it more difficult to access needed services.*"



6 of the 14 youth we spoke to reported riding a **bike** regularly for transportation, but they tend to **stick to sidewalks**.

Youth expressed fear of riding alongside traffic in the ONE.



48%

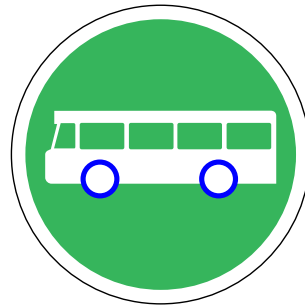
of ONE respondents reported walking to get to their destination **often...** compared to the **22%** of Burlington-based respondents that reported commuting by foot in the 2019 American Community Survey.

RECOMMENDATIONS

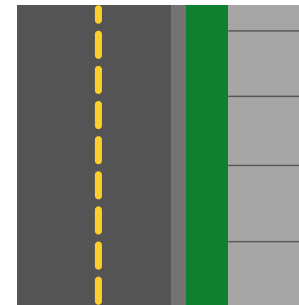
It's clear that the transportation landscape of Burlington's Old North End does **not** sufficiently meet the needs of its community. Based on the data collected through this audit, a number of street-level infrastructural changes would significantly improve the transportation experiences of those who live and work in the Old North End:



- Slowed traffic on busy streets, including Archibald & North St



- Clearly marked, sheltered, and well-lit bus stops that include bus line schedules
- More frequent bus service



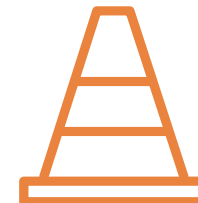
- Improved pavement conditions
- Widened sidewalks



- Protected bike lanes
- Repaint existing lanes & crosswalks



- Wheelchair accessible crosswalk buttons
- Raised crosswalks to lessen asphalt cracks from heaving



- Timely maintenance (filling potholes, snow removal)
- Repairing sidewalk panels & ramps

NOTES ON PUBLIC ENGAGEMENT

The street-level infrastructure changes listed above would greatly improve the transportation issues of those who live, work, and access services in Burlington's Old North End. However, no amount of protected bike lanes or pothole filler can address the larger issue highlighted by the study: a **lack of public engagement** in transportation planning and policy as a whole.

Every person we spoke to over the course of this study had a lot to say about transportation issues in the Old North End. Whether they were frustrated over the **inherent ableism** of narrow, cracked sidewalks and crosswalk buttons placed too far up for a wheelchair user to reach, or the **lack of safety** for bicycle users on high-traffic roads, it was clear that the folks we spoke to had strong voices to use, but often lack access to platforms to be heard.

Local agencies seeking public input (transportation-related or otherwise) must be willing to **meet people where they're at** – literally and figuratively. It's crucial to **compensate public participants** for their time and the labor of sharing **lived experience expertise**, particularly when reaching out to underrepresented communities that have not benefitted from public participation in the past.

Agencies should also make an effort to organize meeting times around public participants' schedules and, if meeting in-person, meet at an easily accessible venue, perhaps one the participants are already familiar with. The key is to **lower barriers to participation** as much as possible.

Cultural competency is a must when engaging members of traditionally underrepresented communities: factors like hiring interpreters and translating materials for non-English speakers, as well as providing food that adheres to specific religious or cultural guidelines will go a long way in building trust in these communities and collecting meaningful input.

Of course, public engagement should be received with **respect** and by practicing **active listening**. These practices should be implemented with the intention to build **trusting relationships** with traditionally underrepresented communities; ultimately, people will participate where they feel welcome, respected, and heard.

CONCLUSION

A member of Burlington's Transportation Equity Coalition says it best: ***if the city "really wants to improve the future of Vermont transportation they need to build for what they want, not for what they expect."***

Burlington has progressive goals around pedestrian infrastructure, as outlined in the 2017 PlanBTV Walk Bike Master Plan*. However, our audit finds that walking conditions do not sufficiently serve the Old North End despite it being a largely pedestrian neighborhood. Community members that do not own a vehicle, or share one vehicle as a household, express challenges in accessing food, healthcare, and employment.

Transportation issues do not exist in a vacuum. Transportation influences (and is influenced by) class, race, housing, food security, political climate, and many other social justice issues. Local policy actors must include transportation equity in their efforts towards equity and inclusion, especially by striving for true public engagement and representation in decisions around investing in infrastructure projects.

It's time for Burlington to move beyond the status quo and towards a truly community-informed transportation landscape.

OBSERVATIONS

Two members of the Equity Coalition worked to gather on-the-ground observations of the Old North End's infrastructure by foot and wheelchair. Their notes are consistent with the findings from our audit:



This intersection has poor visibility for pedestrians when cars are stopped. The sidewalk on both sides of the street past J&M flood easily, and are very icy in the winter. Also the crosswalk paint wore off.



Broken sidewalk on Decatur. Just a representative of many sidewalks around the ONE, making it difficult for people to walk safely, and difficult for wheelchair users. A fall hazard.

A section of Intervale Ave in poor repair, forcing cyclists and wheelchair users to choose between riding over rough road, which can damage their wheels or cause a fall, or veering into the middle of the road.



This stoplight operates via weight sensor, so if you are riding your bike it never turns green. There's no crosswalk to cross to another street to walk the bike across the intersection.



The intersection on Elmwood near the post office is confusing from either direction and should really have a stop sign for the traffic coming from the post office side of the barrier.



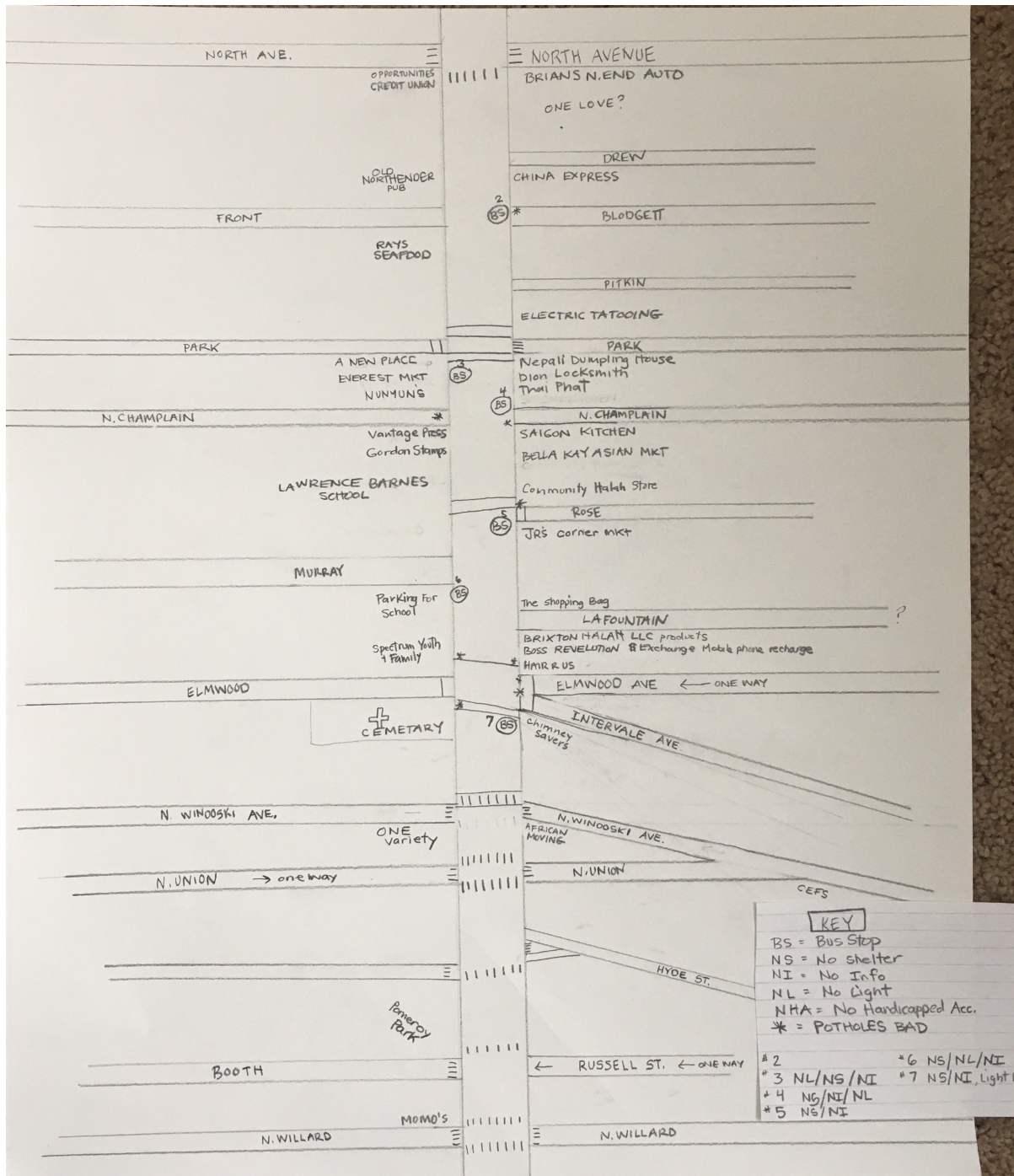
Poor sidewalk conditions on the intersection of School St and North St are even harder to navigate for pedestrians in the winter.



A lack of drainage leads to ice buildup on North St.



A wheelchair-user's thoughts on cement planters: it hurts when I bang my feet into them. Am I supposed to go in the bike lane or on the uneven sidewalk to avoid them? The bike lane is too narrow for my chair and the sidewalk is uneven. I don't even think I could fit my wheelchair between two planters. Is there an alternative to these?



A transect map by a member of the Equity Coalition, with special attention to bus stop and pedestrian conditions, as well as the small businesses that line North St.

THANK YOU!

The Old North End Mobility Audit has been made possible through our partners at:



Burlington Walk Bike Council Meeting

August 4, 2021, 6:00-7:00 pm

via Zoom and at DPW Conference Room

Attendees – Erik Brotz (ward 5 liaison, chair), Jason Stuffle (ward 1 liaison, meeting notes), Elizabeth Ross (DPW), Serrill Flash, Laura Jacoby (Old Spokes Home), Jonathan Weber (Local Motion), Nicole Losch (DPW)

Meeting Notes

1. Announcements and Public Comments

none

2. Converting Signalized Intersections – Follow-up

Following up on discussion from last month. Willard and College St signalized intersection – no changes to signals during VTRANS repave next year; not adding pedestrian signals either. Jonathan to follow up on the statement that if its deficient it can be replaced but if not there it won't be installed.

We can still suggest changes for the future along with other intersections. For analyses, City has already made requests to CCPRC for this year so can't make more; they might accept requests from Local Motion. But city can do their own analyses. Need to collect new data if no data in the past 5 years. Need to identify priority intersections for review.

3. Transportation Equity Coalition – Survey Results

Laura Jacoby Old Spokes Home presented

Mobility Audit for ONE – 9 diverse members were part of the audit, weighing in on audit; have continuing funding as community resources

Transportation Mobility Audit of ONE – review – Insert presentation here.

Acknowledgement of Abnaki land

Crash data is under reported due to “mistrust of” services in ONE

30% in survey do not own vehicle

Opportunity cost when a person/family can't get around?

Walking distance to fresh vegetables

Very little understanding of how to change/impact their current situation.

Charts to show what mode/place combo is the most difficult to get to – Tilley drive they can't get to

Painting on road for bike lanes is important, 50% of senior center use bike lanes

How to be heard as a citizen is a big issue – what are the correct channels

Serrill – speed – paint – BFP – harassed by motorist – speed control is main issue

Archibald corridor has bikeway plans – it is needed, was one of first designs, its not local residents – it's commuters that cut through – through traffic since not a great grid in ONE

Planters - trying to get through planters with wheel chair, where to go? Crosswalk should be clear but not for wheelchairs in the road which is common, when sidewalk isn't passable often rely on bike lane

For prioritizing sidewalk upgrades is it possible to know how many people don't own cars/use the sidewalk versus condition – proximity to schools, medical center, senior center, transit, parks, etc – what is good criteria, income as a proxy for car ownership – is that an ok assumption?

Concern about signals not sensing presence of bikes. Phasing out embedded loops over time, but can improve pavement markings for proper placement; over time switching to optical sensors are more easily adjusted to sense bikes; usually responsive to See ClickFix requests.