



**Burlington
Walk | Bike
Council**

Burlington Walk / Bike Council Agenda

www.burlingtonwalkbike.org

Wednesday, July 7, 2021, 6:00 – 7:00 pm

This meeting will be held in person at 645 Pine St., Burlington as well as remotely and virtual, using Zoom.

Please click the link below to join the webinar:

<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 — See [June 2 Meeting Notes](#) that included updates from DPW on the city budget and on their [5-year work plan](#).

AGENDA

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

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

3. FY22 budget update from DPW **5 minutes**

DPW will provide a brief update on the budget for the coming year now that it has been finalized.

4. Converting signalized intersections **35 minutes**

Following up on one of several pedestrian improvement recommendations made by Local Motion to the City Council's Transportation, Energy, and Utilities Committee (TEUC), we'll discuss the idea of converting signalized intersections across the city to four-way stops or mini-roundabouts.

5. Next Steps **5 minutes**

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

Next Month: BWBC Meeting, Wednesday, Aug. 4, 2021, 6:00 – 7:00 pm, in person and via Zoom

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 Stuffle, Ward 1

Kerry Swift, Ward 4

Allegra Williams, Ward 3

Burlington Walk Bike Council Meeting

July 7, 2021, 6:00-7:00 pm

via Zoom and at DPW Conference Room

Attendees: Erik Brotz (Chair and Ward 5 Liaison), Faith Ingulsrud and Peter Keating (Ward 6 Liaisons), Jason Segelman, Serrill Flash, Jonathan Weber (Local Motion), Zoe Kennedy (PWC), Nicole Losch and Elizabeth Ross (DPW).

Meeting Notes

1. Announcements and Public Comments

Serrill remarked on the annual delay in painting markings on streets, saying the status quo of not painting sharrows and other markings until August is unacceptable. These need to be repainted by June as they are faded to the point of providing no guides for drivers to anticipate the movements of cyclists which sets up a bad situation, especially since the cycling season for most people is short and by August is more than half way over. Erik asked whether Serrill was commenting about lane markings or other stenciled markings. Serrill responded that long lane markings are generally there, but the symbols, boxes, etc., are missing after winter. Along the wiggle, for instance, on Loomis the lanes and other markings seems to be partially painted but not fully, making it feel very incomplete. Serrill said he would be sending letters to City Councilors and other leaders to inform them of this and to request action to correct the problem.

2. DPW Walk-Bike Budget Update

Nicole announced that the walk-bike budget at the City level will be fully funded, continuing at the same level as last year.

- Two additional streets anticipated for traffic calming
- Also additional funding for design assistance for traffic calming on other streets.
- Sidewalk repair funding back to being funded at the same level as the past few years
- Some of the funding is coming from federal COVID recovery
- Workplan this year will focus on North Champlain/Manhattan Dr.
- Beyond that, lots of focus on traffic calming.
- Starting to plan for projects that city may want to build in next fiscal year.

Faith requested information on funding sources for ongoing sidewalk improvements so that BWBC can prepare for a for bond or other funding to fill in when those sources are no longer available. Nicole agreed to keep BWBC posted as more is learned about current funding and when it will expire.

3. Converting signalized intersections

Erik explained that at the June 15 meeting of City Council's Transportation Energy Utilities Committee (TEUC) held specifically to discuss pedestrian safety, Jonathon from Local Motion presented recommendations related to pedestrian safety. One was a traffic signal audit to

convert signals to four-way stops. Since then a comment was made that roundabouts should also be part of analysis.

Jonathan noted that LM prepared the list quickly, assuming it would be easier to implement 4-way stops but mini-roundabouts should be considered also. He would like to see the alternatives to signal lights piloted quickly at a few key intersections without having to do a detailed study.

Erik asked if this is a good idea, and if so, how BWBC can move it forward. He also asked Nicole if it takes a lot to turn a signal light into a flashing red. Nicole responded that it's likely pretty easy to do, but that we would need to go through some process for evaluating which signals are suitable for experimentation, and then also have a process set up for data collection and feedback once the alternative is installed. Peter said he would want to see a case built for doing this before moving forward.

Erik commented that College/Willard would be a potential location for this, though also probably more difficult since it is on a state highway. Asked if the City has traffic counts and if it would be feasible to pilot that intersection. Nicole said the City did request that VTrans install pedestrian signals during paving this year. Not sure if there is or will be data collection. Any such work would require approval from State. Erik noted that a number of other intersections have been converted to all-way stops on Willard in the recent past so it may not be difficult.

Jonathon asked about a demonstration for mini roundabout on North St. and Winooski Ave. Nicole said that it is in the queue for potential setup next summer. Still requires certain level of design to ensure safe approach and function. Nicole wants to ensure that it's done right since it's a landmark project in a way and may alter some of the crosswalk locations. The two locations planned for mini roundabouts are Winooski/North and Winooski/Decatur/Union.

Erik asked if a mini roundabout would fit in any intersection with a signal. Nicole said that there are some where it would not fit, and that the next step down would be a traffic circle, which likely would fit. Neighborhood traffic calming circles may be used when converting four-way stops or two-way stops. Participants then discussed some potential locations for that type of conversion.

Zoe Kennedy said she thinks raised crosswalks would be a good alternative to pursue since they really slow cars down, especially because cars often don't stop at stops signs. Nicole said the city is getting back on board with raised crosswalks. Two are going in with the traffic calming project on Birchcliff Parkway which will provide an experience of more modern designs. Previous raised crosswalks didn't hold up well to plowing.

Serrill commented that he would like to second Jonathon's comment regarding making the intersections of Church and Main and Church and Pearl similar to the pedestrian-priority/shared space treatment along the rest of the Church Street pedestrian mall. In response to a question of whether vehicular volumes would be too high at Church and Main for the pedestrian priority treatment, but Serrill noted that it could send the right message about the pedestrian nature of the downtown.

Peter Keating asked if TEUC committee members had any response to the recommendations Jonathan offered. Those present indicated that the TEUC didn't discuss them much but did express appreciation for the input.

Erik asked if anyone thought making a recommendation about signalized conversions was a bad idea. Since there were no objections, Erik suggested that BWBC move forward with collecting evidence that removing traffic signals are a good idea, and recommend the intersections that should be prioritized for signal removal.

Nicole mentioned that the Public Works Commission should be included as they have control over signals.

Erik suggested that BWBC identify a manageable number of priority intersections for this type of change for further investigation, and asked Nicole what the City's criteria for making the changes would be. She said the signal warrants come from the engineering standards in the [MUTCD](#). These are very data driven and involve a lot of evaluation.

In response to a question about whether the warrants are a pass/fail evaluation or if there is judgement involved, Nicole answered that it's possible to take an approach different from the MUTCD standards, but it comes down to whatever the unique findings are for intersection under consideration. If it's on the edge data-wise then it comes down to engineering judgement. It's not that the city can't go against data warrant, it comes down to risk management as city potentially becomes more liable if it takes an approach that contradicts national standards/guidance. For example, if the traffic at an intersection backs up too much, there can be a safety issue as drivers may begin to behave erratically.

Elizabeth noted that there is confusion at four-way stops which can be a reason not to install them. Jonathon commented that the confusion is often what creates more safety for people walking because drivers have to slow down and figure things out.

Peter suggested that CCRPC be asked to do the analysis through their technical assistance program. Small analyses like these can be done by staff and they may be willing to take on the work at anytime during the year.

Serrill commented that it might be helpful to provide decision-makers with an example of a successful four-way stop like the one at Maple/Pine. People have to stop and look carefully to figure it out which creates safety, even though some other mode of control such as a roundabout would be even better there. Erik pointed out that both Pine/Maple and Pine/King are potentially being converted to four-way signals as part of Champlain Parkway project.

Faith suggested that a PR campaign might be needed. Erik said that it's likely not needed if it's just a couple intersections but could be if a larger number were being converted. Nicole noted that it really comes down to the location and how big the potential impact is. If the group is trying to start a conversation about a larger citywide initiative or policy change, then a larger relations campaign may be needed. Erik indicated that road diet project on North Ave and other locations would have benefitted from a larger outreach campaign.

4. Next Steps

Participants identified the following next steps:

- Pull together documentation to justify the change (Jonathon will work on this)
- Identify priority intersections:
 - does it make sense to remove state highways from the priorities or is this a good time to focus on them since repaving is occurring?

- consider pushing for work on Willard, potentially mini roundabouts on Pearl/Willard and College/Willard.

Decided that the coordinating committee will discuss process and will return next month with recommendations.

Peter announced that Shelburne St. roundabout beginning soon, significant disruptions for all users for two years. Be aware!