



**Burlington
Walk | Bike
Council**

Burlington Walk / Bike Council Agenda

www.burlingtonwalkbike.org

Wednesday, June 2, 2021, 6:00 – 7:00 pm

This meeting will be entirely remote 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#

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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

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Previous Meeting — See [May 5 Meeting Notes](#) that included an update and discussion on the Waterfront Greenway detour options between Maple St. and College St., and a [presentation](#) by the Pine St. Coalition on concerns with the Champlain Parkway.

AGENDA

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|--|-------------------|
| 1. Introductions, brief BWBC overview, review agenda | 5 minutes |
| 2. Announcements and Public Comments | 10 minutes |
| 3. FY22 budget update from DPW | 10 minutes |
| DPW will provide an update on the budget for the coming year and what it means for walk-bike projects. | |
| 4. 2021 – 2026 draft project discussion with DPW | 30 minutes |
| DPW will present initial thoughts on projects being considered for the next 5 years. | |
| 5. Next Steps | 5 minutes |
| Identify any follow-up actions and items to discuss at the next meeting. | |

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

2021/22 Transportation Work Plan

Bikeway Connectivity Projects

- North Champlain protected bike lane / Manhattan Dr improvements
- ONE Greenway quick-build conversions for construction
- North Winooski Ave bike lane TBD

Pedestrian Improvements

- RRFB at Sherman / North Ave
- RRFBs other locations TBD
- University Heights crosswalk improvements

Planning

- North Winooski Parking Management Plan
- QCPR / Austin Drive

Traffic Calming

- 3 streets underway currently / about to begin

Street Seats & Parklets

- 2021: Continuing the Making Space for Restaurant and Retail Recovery program

Intersection Improvements

- Austin Dr / Redrocks fix
- Archibald / Intervale quick-build

Paths / Sidepaths

- Schifilliti Park path
- Mansfield Ave sidepath / traffic calming construction
- Grant awarded for sidepath on Lake St, connecting Depot St to Greenway
- Reapplying for Intervale Rd sidepath grant

Other

- Shelburne St Roundabout
- North Ave / Washington / Berry St Raised Intersection
- Champlain Parkway and Railyard Enterprise Project
- University Place
- Sidewalk maintenance

Pending Funding

- Main St TIF
- North Winooski mini-roundabouts
- Vision Zero

5-Year Paving Prep List – Workplan TBD

- 2021
 - North Ave: North St to Sherman St
 - North Ave: Shore Rd to Ethan Allen Parkway
 - North Ave: Cambrian Rise
- Potential paving within 5-years + planBTV Walk Bike Recommendations
 - Depot St Greenway
 - Birchcliff Greenway
 - Plattsburg Ave PBL
 - Rivermount Greenway (include Village Green in design)
 - Saratoga – redesign intersection and sidewalk with North Ave
 - Van Patten Greenway (portion)
 - Walnut Greenway: Spring to Manhattan
 - Flynn Advisory Lanes – west of RR
 - Clarke St Greenway
 - Ethan Allen Pkwy: east of James – sharrows, if not already installed
 - Main St PBL: Willard to Winooski
 - Pearl St bike lanes: Prospect to Battery
 - Pine St: Home to QCPR
 - Spruce St Greenway
 - University Place
 - Battery St – corridor study
 - Cedar St – raised intersection
 - Central Ave Greenway
 - Cliff St
 - Fairmount St
 - Manhattan Dr: Park to Washington
 - Oak St
 - Richardson – sidewalk gap
 - S. Union: College to Main
 - Stanbury – sidewalk gap
 - Woodbury
 - College: Battery to Willard
 - Lake St
 - Lakeview Terr
 - North View
 - North Ave: Shore to Plattsburg
 - S Prospect: Prospect Pkwy to Crescent
 - Sherman St: Park to Champlain
 - Crescent Rd
 - QCPR
 - Village Green

5-Year Major Capital Priorities

- Great Streets: Main Street, Cherry Street, Bank Street, Winooski Ave
- Intervale Road Path
- Rockpoint Bridge
- Rose / Cedar raised intersection reconstruction
- QCPR sidewalk / path
- Colchester / Pearl / Prospect intersection
- Colchester / Riverside intersection
- Winooski Bike/Ped bridge
- Safe Routes to School projects
- Depot St stairs
- Union St PBL
- North Ave intersections
- QCPR 2-lane bridge
- Other corridor study implementation
- Optimize transportation

Capital Committee Considerations

1st: projects that leverage other money

2nd: life safety

3rd: administration / council priorities

Meeting Notes - Burlington Walk-Bike Council June 2, 2021, 6-7 pm

Attendees: Nicole Losch (DPW), Jason Stuffle (Ward 1 liaison, notes), Erik Brotz (Chair, Ward 5 liaison), Tony Redington, Elizabeth Ross, Jonathan Weber (Local Motion, notes), Peter Keating (Ward 6 liaison), Greg Hostetler (Ward 2 liaison), Serrill Flash

Announcements and Public Comments

Tony Redington - Attended TEUC meeting on pedestrian safety. Found meeting not well publicized. Public database on everyone killed at every modern roundabout in US. 5 fatalities at modern roundabouts in US. There are 9000 roundabouts in US and Canada. Discovered that there is yet to be a pedestrian fatality on a marked crosswalk at a roundabout.

Serrill Flash - Asked for an update about striping and painting on streets this spring. Questioned if DPW has looked into longer-lasting paint. Hopes that we can find a more durable solution for markings.

Nicole noted that things are getting started and that long lines have been striped, and they are probably all painted. Stencils will take most of the rest of the season to repaint as they are done by hand. Noted that there are not more durable paints. It is possible to use thermoplastic tape, which is more durable, but really only works after repaving on clean, new asphalt. Liquid markings can be poured on and coated. DPW has been testing these and it seems to generally not be worth the expense.

Text comment from Tony Redington: Note BTV data shows that if you have lived here for a decade, odds are almost 100% you or a member of your household have been in a crash. Again, 1 walk/bike injury per week here and two occupant car injuries per week and of course lots of property damage only crashes.

Jason Stuffle commented that repainting really makes a difference in vehicle user behavior and should be prioritized. It's very important to make striping happen earlier, the City should look into ways to hire larger crews to get things painted early in the season.

Greg Hostetler mentioned that other cities use different asphalt colors to mark bike lanes. Not sure if it's feasible here.

Nicole responded that DPW has talked over different color asphalts. Asphalt must be dyed, so it has to be done on the right project when it can be done in large quantities.

FY22 budget update from DPW

Nicole Losch

- July 1 is new fiscal year planning year. Budget very much still in development. Unusual for it to be developed this late in the year. Covid slowed down budgeting, and the budget took a big hit because of the pandemic. Still unknown what the full impact will be.
- City has different tiers for how funds are allocated to different departments. Most work DPW does comes out of the general fund, which is tax-funded and more unpredictable. This year, it has a 5M+ deficit. Still working on budget between all departments that doesn't have a deficit. Assuming that DPW program will need to take a hit. Some spending has more dedicated funding that is more consistent.

- Lots of conversations about other federal funds that may be coming in. Funds that have come already are restrictive, unlikely to be used for infrastructure projects. Not much info on other funds that may be coming soon from transportation bill, etc.
- Assumption is that new federal funding will be geared towards smaller projects, as opposed to BUILD/TIGER which were too big for BTV to afford local match (\$5-10 million). If true, funding for smaller projects could create some opportunities.
- Several councilors pushing to do more related to walk/bike improvements and traffic calming focused on Vision Zero concepts. Unclear how this will translate into budget, but seems like there is support to keep funding transportation capital program. Next DPW budget meeting scheduled for 7th and 14th, potential approval on 6/28.
- Will know more about the budget in the next couple weeks.
- City Council intent on funding sidewalk repair at the same level as last year.

Tony Redington asked if Nicole indicated that the City has never applied for TIGER/BUILD grants. Nicole answered that we have applied, but rarely, and never got funding.

Greg Hostetler asked: Mayor's email made it sound like a big windfall is coming to make the budget whole again, possibly even extra funds. Is this the case? Or are we waiting to see what restrictions are on that funding?

Nicole: New funding will likely help City's budget, but not general fund programs as much as they were hoping. More restrictions than initially anticipated. DPW is not directly involved in the review of funds, but the Clerk Treasurer's office does meet regularly with department heads to determine how best to use funds.

Jason Stuffle: So, the general fund is how DPW gets most of its money. Maybe we should have some kind of dedicated fund so that we aren't reliant on the general fund. How do we get dedicated funding to make walk/bike infrastructure happen? Need a sustainable way to fund the city for 20 or more years going forward.

Nicole: Good question, I think you posed a question about funding in the mayoral questionnaire, and that the Mayor's intent is to fully fund the sustainable infra bond. Sounds like something the Mayor is considering, but not in detail yet.

Jason Stuffle: City has stated commitment to walk/bike, but he doesn't see money being put behind it.

2021 – 2026 draft project discussion with DPW

Elizabeth Ross and Nicole Losch traded off presentation

2021/22 Transportation Work Plan

Bikeway connectivity:

- N. Champlain protected bike lane/Manhattan Dr.
- ONE Greenway quick-build conversions to construction
- North Winooski Ave bike lane TBD
 - based on Parking Management Plan

- PMP still in early stages, finishing model of parking,

Pedestrian improvements

- RRFB at Sherman/North Ave
- RRFBs at other locations TBD
- University Heights crosswalk improvements
 - Small project coming from several requests from UVM
 - Trying out some strategies before state comes in to repave

Planning

- N. Winooski PMP
- Queen City Park Rd./Austin Dr. - connection with S. Burlington

Traffic Calming

- 3 streets currently underway/about to begin
 - Birchcliff wrapping up final construction plan
 - Two other streets at beginning phases of getting consultant on board for design
 - East Ave
 - Mansfield Ave
- Speed tables/crosswalks going forward should be more recognizable and effective than those used on Locust St.
- Jason Stuffle and Serrill Flash commented on need for centerline pedestrian signs even with RRFBs in place
 - replace missing one on East Ave.; need one on Grove St at Schmanska Park as well
 - The fact that so many of them get destroyed while in the crosswalk is a sign the street is unsafe.

Street Seats and Parklets

- 2021: continuing making space for restaurant and retail recovery

Intersection improvements

- Austin Dr/Redrocks fix
 - Realigned driveway to clarify turning movements
- Archibald/Intervale quick-build
 - Quick-build intersection improvement for traffic calming, improved turn movements, tighten up intersection

Paths/Sidepaths

- Schifilliti Park path, connecting James and Gosse Ct.
- Mansfield Ave sidepath/traffic calming
 - Need to coordinate with the district heating plan.
 - Comment: also a pedestrian improvement. Senior Center on Road, School on Road, people have been injured due to condition of the asphalt path.
- Grant awarded for sidepath on Lake St., connecting Depot St. to Greenway
- Reapplying for Intervale Rd. sidepath grant

- VTrans did provide recommendations for improving previous applications, noted that rejection for latest application came down to cost level, a small town competing for funds was chosen instead

Other

- Shelburne St. Roundabout
 - Tony asked about the contract, Peter commenting that VTrans has a website for the project with lots of information. (Referring to VTransparency.) Contract has been awarded. This year is rearranging underground utilities, construction next year.
- North Ave/Washington/Berry St. raised intersection
 - Crosswalk will be realigned to south side of intersection so that it will be aligned with transit center and improved visibility
 - Raised intersection will be higher than those on Birchcliff and Locust
- Champlain Parkway/Railyard Enterprise Project
- University Place
 - 50/50 cost sharing with UVM
 - Getting into design phase right now
- Sidewalk maintenance

Pending funding

- Main St. TIF
- North Winooski mini roundabouts
- Vision Zero

5-Year Paving Prep List - Workplan TBD

Generally try to do walk/bike improvements in coordination with other infrastructure projects for lower cost. Reviewing paving list for opportunities, comparing with walk-bike plan.

2021

- North Ave: North St. to Sherman St.
- North Ave: Shore Rd. to Ethan Allen Parkway
- North Ave: Cambrian Rise

Long potential paving list within 5 years, highly speculative (see separate list from DPW)

- Likely:
 - Depot St. Greenway
 - Birchcliff Greenway
 - Plattsburg Ave PBL
- Discussion
 - Jonathon commented that Oak and Riverside up to the State highway section should be on list, Nicole responded that they were being evaluated and likely would be added.
 - Peter asked about sidewalks on Crescent Rd.; street is wide so maybe if no sidewalk could mark space on the roadway. Nicole mentioned that there is a process to go through for evaluating whether or not streets missing sidewalks gets them.

- Greg Hostetler commented on North St. and North Ave: If coming up Depot St, there is no beg button to cross onto North St unless you cross onto the other side of intersection. Hopes that the traffic signal is reprogrammed so that hitting a beg button is not necessary.
 - Nicole responded that there should be buttons on all corners now.

5-Year Major Capital Priorities

- Capital committee is interdepartmental, meets regularly and prioritizes projects based on 3 criteria
 - 1st: projects that leverage other money
 - 2nd: life safety
 - 3rd: administration / council priorities
- Priorities
 - Great Streets: Main, Cherry, Bank, Winooski
 - Greg: St. Paul St. Great Streets project has worked well; any impact on traffic? Nicole: planning to do traffic counts.
 - Intervale Road Path
 - Rockpoint Bridge (over Greenway) – old, potential safety hazard
 - Rose/Cedar raised intersection reconstruction
 - Queen City Park Rd sidewalk/path
 - Colchester /Pearl/Prospect intersection
 - Colchester/Riverside/Barrett intersection (paired with bridge improvements)
 - Winooski Bike/Ped Bridge
 - Safe Routes To Schools Projects
 - one SRTS feasibility study for Champlain School
 - Depot St. Stairs – connection with Battery Park
 - Union St. PBL
 - were waiting for what happened on Winooski – if PBL there
 - now looking at options for permanent, durable installation
 - North Ave intersections
 - Queen City Park Rd – convert bridge to 2-lanes
 - Other corridor study implementation
 - Optimize transportation
- Corridor studies also in the hopper
- Tony: Corridor study on North Street needed—lots of crashes. Nicole responded that there are no active discussions about a North St. corridor study—was worked on ~10 years ago, and there are other streets that have gone longer without upgrades.
- Jonathan asked a question about DPW undertaking bus stop maintenance; Nicole responded that possible regulatory change is needed in order for capital funds to be used for bus stop maintenance.

Meeting Adjourned at 7:04 PM