



**Burlington
Walk | Bike
Council**

Burlington Walk / Bike Council Agenda

www.burlingtonwalkbike.org

Wednesday, May 5, 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=YzFFQ1Q3Y3J4bzczR2VNYWRFWnhUT09>

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=YzFFQ1Q3Y3J4bzczR2VNYWRFWnhUT09>

Previous Meeting – See [April 7 Meeting Notes](#) that included a [presentation on the Walk to Shop program](#) and a follow up discussion on how BWBC can engage and give voice to a wider range of people.

AGENDA

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

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

3. Greenway Detour Options at Union Station **20 minutes**

The train tracks between College and Maple Streets are under construction to prepare for expanded Amtrak passenger service connecting Burlington to New York. The Burlington Greenway (aka waterfront bike path) has been closed temporarily in this area during construction with bike and pedestrian traffic re-routed to Battery Street. DPW and City Parks Department officials are expected to attend and discuss detour alternatives.

4. Pine Street Coalition **20 minutes**

The Pine Street Coalition will provide an update on their efforts to modify the plans for the Champlain Parkway.

5. Next Steps **5 minutes**

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

Next Month: BWBC Meeting, Wednesday, June 2, 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

Burlington Walk Bike Council Meeting

May 5, 2021, 6:00 7:00 pm via Zoom

Attendees: Jason Stuffle (Ward 1 Liaison), Erik Brotz (Chair and Ward 5 Liaison), Faith Ingulsrud (Ward 6 Liaison), Greg Hostettler (Ward 3 Liaison) Jonathan Weber (Local Motion), Laura Jacoby (Old Spokes Home), Serrill Flash, Kerry Swift (Ward 4 Liaison), Tony Redington, Cindi Wight (DPRW), Sofie Sauve (DPRW), Jon Adams-Kollitz (DPRW), Elizabeth Ross (DPW), Chapin Spencer (DPW), and Nicole Losch (DPW),

Meeting Notes

1. Announcements and Public Comments

- Elizabeth from DPW responded to a question about the schedule for street sweeping and repainting:
 - For the street sweeping schedule, participants were directed to this site: <https://www.burlingtonvt.gov/DPW/Clean-Sweep>.
 - For the repainting schedule Elizabeth will report back. (In a followup email, she stated that the repainting is tentatively scheduled to begin the week of May 10)
- Reporting on the last section of bike path reconstruction, the southern section is out to bid now. Work on the path starting at Austin Dr. is likely to begin in mid-June to July, and will proceed north to Lakeside. It is expected to be complete by the winter.
- Also there will be a major project on Flynn Ave. near the entrance of Oakledge at the beginning of summer.

2. Greenway Detour Options at Union Station

The bike path (greenway) is managed by the Parks and Recreation Department. Sofie Sauve and Jon Adams-Kollitz discussed the effort currently underway to design a detour for bicyclists between Maple St and College St. during construction of the rail track realignment related to the arrival of Amtrak service to Burlington.

Contract has been awarded for realignment between College and King, Maple to King still out to bid and will be awhile so this portion of the bike path is still open for a few weeks; the portion south of Maple still under design – it will shift left and detour through Perkins Pier – this will be a long term detour until the long-term plan for Perkins Pier is complete and implemented.

The bike path between College and King is currently detoured up to Battery and Main. The City is working on an improved detour to address safety concerns – this is still in progress. Local Motion provided the City with a sketch of a proposed detour with dedicated bike lanes that City staff reviewed. The Waterfront Action Group (a business organization) is working on a detailed Alternative proposal and will present it to the Mayor in the next week or so.

City leaders consider this to be a difficult year to take any parking away to allow for a dedicated bike lane, and are looking into alternative parking options. They are taking it seriously but parking removal will be a tough sell.

Jonathan made the point that bike path users coming from the south are likely to avoid the detour by driving to the station, parking on Battery and riding north from there. They would end up occupying the parking spaces in front of the businesses, so might as well remove the parking on one side and just make the detour safe for bicyclists.

There was additional discussion about the challenges posed by the inconsistent street and sidewalk widths on Battery Street from King to Main and Main to College. But all options are being explored and weighed

Jonathan suggested the City engage BWBC and LM to help with advocacy and with maintaining bike lanes (as was successfully done last summer with volunteers maintaining cones). City representatives agreed that could help. They also asked that people refrain from going through the Main Street Landing parking lot that is signed for no bikes.

The City hopes to arrive at a solution for the bike path detour by the end of the month

3. Pine Street Coalition Update

Tony Reddington explained that the Pine Street Coalition is now a part of the Racial Justice Alliance (RJA) and provided an overview of the Champlain Parkway history and the problems with the currently planned route that would go through the racially diverse and low income King and Maple neighborhood. In [the presentation provided here](#), he showed how the “Champlain Rightway” could avoid adding more traffic to that neighborhood by routing through the railyard. He also noted that BWBC in the past has commented on the project, pointing out the lack of separated pedestrian and bicycle facilities.

He said that there’s been a sea change in the past year and all parties involved in decisions - the Federal Highway Administration, VTrans, and the City - are now interested in the alternative going through the railyard. The main question now is which project comes first, the Railyard Enterprise Project or the Parkway going through the King/Maple neighborhood. He urged people to sign [this petition](#) in favor of the Champlain Rightway.

In response to participant questions, Tony added the following points:

- What’s happening now - the Federal environmental justice process will result in a decision this summer that will likely involve the coming together of Federal, state, and advocacy entities - including the congressional offices - to respond.
- He advocated for no compromise on separated walking and biking paths and removal of the proposal to put traffic lights on Pine at Maple St. as all-way stops are safer for pedestrians.
- On whether federal funding must be returned if the parkway is redesigned as previously threatened by the FHA, Tony believes for various reasons, that it is no longer a risk.

Erik asked DPW Director, Chapin Spencer, if he wanted to comment from the City's point of view. Chapin said that the past three city administrations have worked to make the parkway corridor more multimodal, and while it isn't a perfect project, it's a good one. The Railyard Enterprise Project is a separate initiative with different goals but has the potential for big benefits. State and Federal agencies recognize this and are working to expedite the railyard project with remarkable agreement between all players about re-routing the parkway through the railyard.

Erik thanked all for attending and closed the meeting.