



Burlington
Walk | Bike
Council

AGENDA - Burlington Walk / Bike Council

April 6, 2022, Wednesday 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 (See other remote access options below)

AGENDA:

1. Introductions, Announcements, Updates and Public Comments (5 min)

2. 2017 Walk Bike Plan - Draft Status Report Overview (15 min)

Burlington's [Plan BTV Walk Bike](#) turns 5 this year! BWBC and Local Motion are collaborating to produce a status report of our progress in implementing the plan. Victoria Peguri and Jack Evans, interns from UVM, will present a big-picture overview of the status report so far, and we'll discuss the details and policy implications at the BWBC meeting on May 4.

3. Review Concepts for the Queen City Park Road/Austin Drive Bicycle and Pedestrian Connections Scoping Study (40)

Consultants for the Scoping Study will present their proposals for discussion. See the presentation from the March 9 Public Meeting and other information on the project [here](#).

Previous Meeting – At [the meeting on March 9](#) participants heard from Tony Reddington and discussed his proposal for a safety study of North Street.

Next Month: BWBC Meets Wednesday, May 4, 2022, 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.

See www.burlingtonwalkbike.org (under construction) and [BWBC Minutes and Agendas](#).

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

* = BWBC Coordinating Committee

Remote access options for non-ZOOM participation: Phone 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/kdoOfuotqF>



5-Year **Progress Report** Update



Engineering Goals

Engineering Metrics

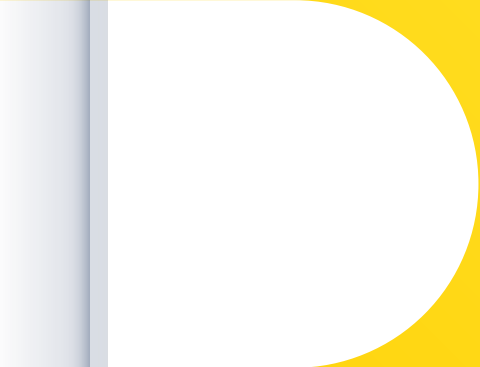
1. All crashes resulting in serious injury reduced by 50, 100%
2. Improve 20 priority intersections by 2026
3. Implement 3.4 new miles of sidewalk, 500ft crosswalk frequency, and 20.5, 22% modal increase in walking

Engineering Metrics 2

4. 9, 12% modal increase in biking, 28 miles of new bikeways, 65% of all bikeway miles are low-stress by 2026
5. Reduce runoff by 80%
6. Install 100 bike parking spots per year, a reduction in bike theft by 50% (by 2026), install a high-capacity station within 3 years

Engineering Metrics 3

7. Study & implement a bike share program by 2021, achieve a spacing of stations no more than 1,000ft
8. Create a placemaking program by 2018, measure economic benefits of walkability projects, support investments in alleyway utilization by businesses



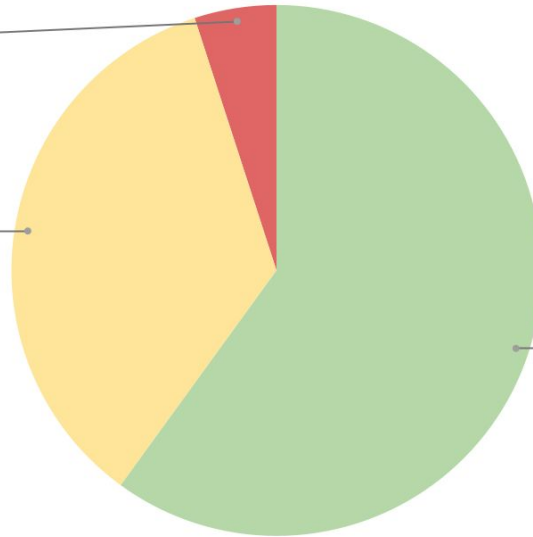
Top 20 Intersections

20 Top Priority Intersections

Dormant/Inactive
5.0%

Ongoing
35.0%

Complete
60.0%

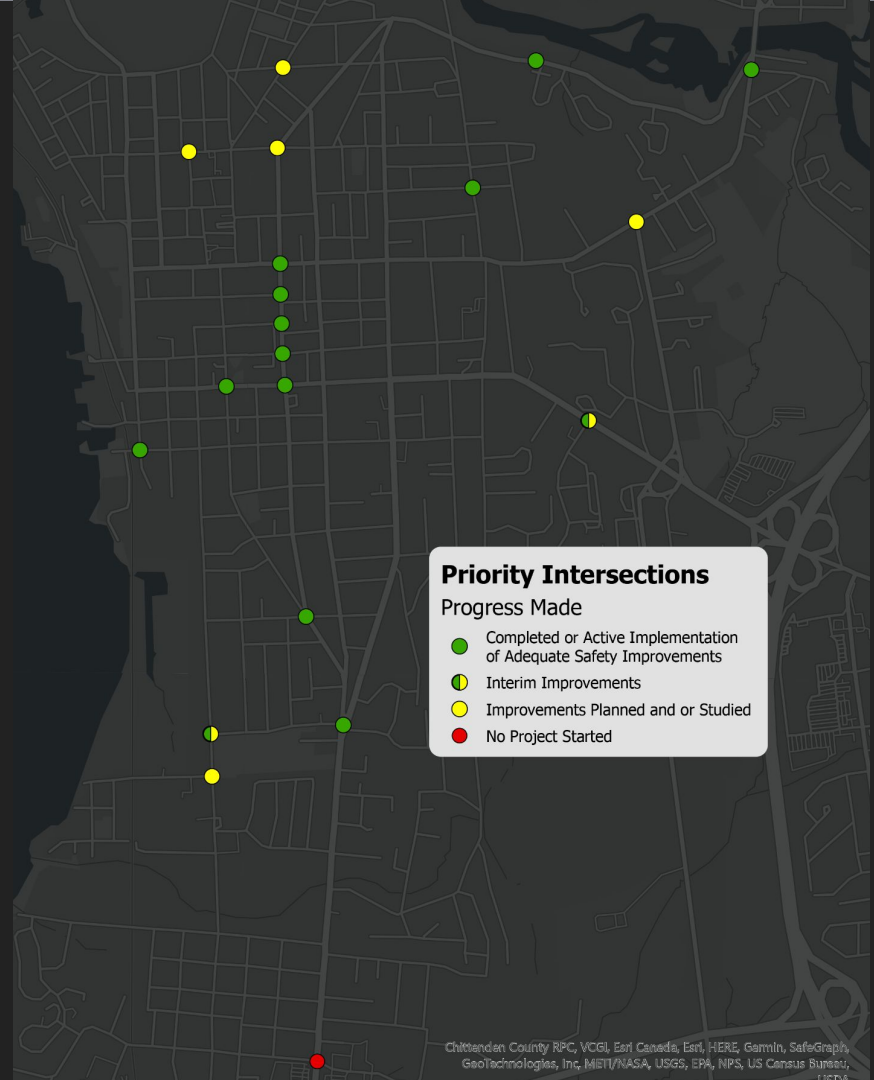


60% completion on
priority intersection
projects

Only abandoned project
is the Shelburne Rd and
Home Ave intersection
- Lack of temporary
upgrades

Priority Intersections

- Most improvements along Winooski
- Among non-complete streets, many have made important progress



New Sidewalk Construction



0/3.4 Miles

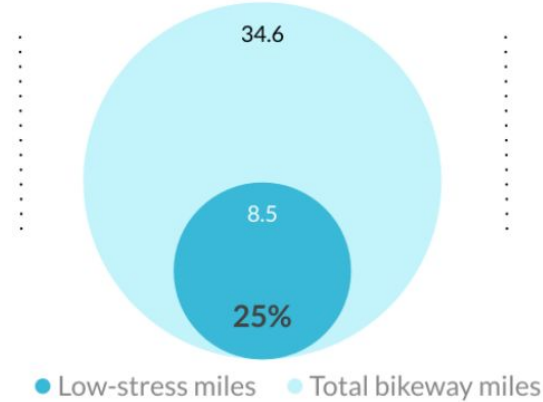
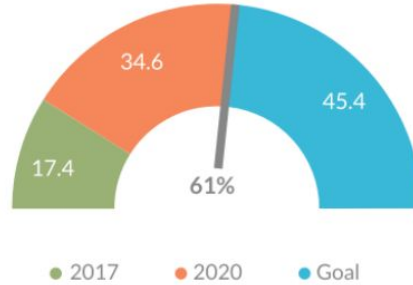
** But, 3-4 miles per year have been reconstructed - especially in high-impact neighborhoods*

PlanBTV City Dashboard

GOALS

28 miles of new bikeways

65% of bikeways are low stress



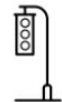
PROGRESS



Greenride Bikeshare expansion underway



10 businesses participating in Street Seats



Bicycle-friendly ordinance changes approved



Standardized bus / bike conflict markings



Updated winter cycling maintenance plan

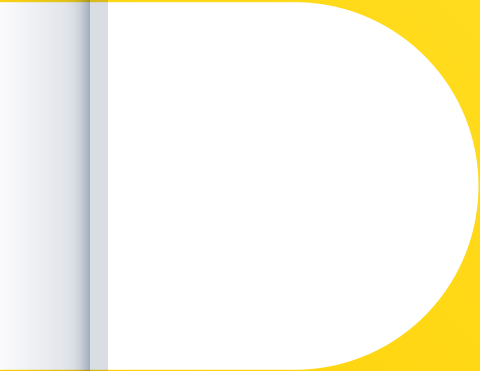


Updated bicycle parking zoning ordinance



Increased staff capacity

Bicycle Parking Spots

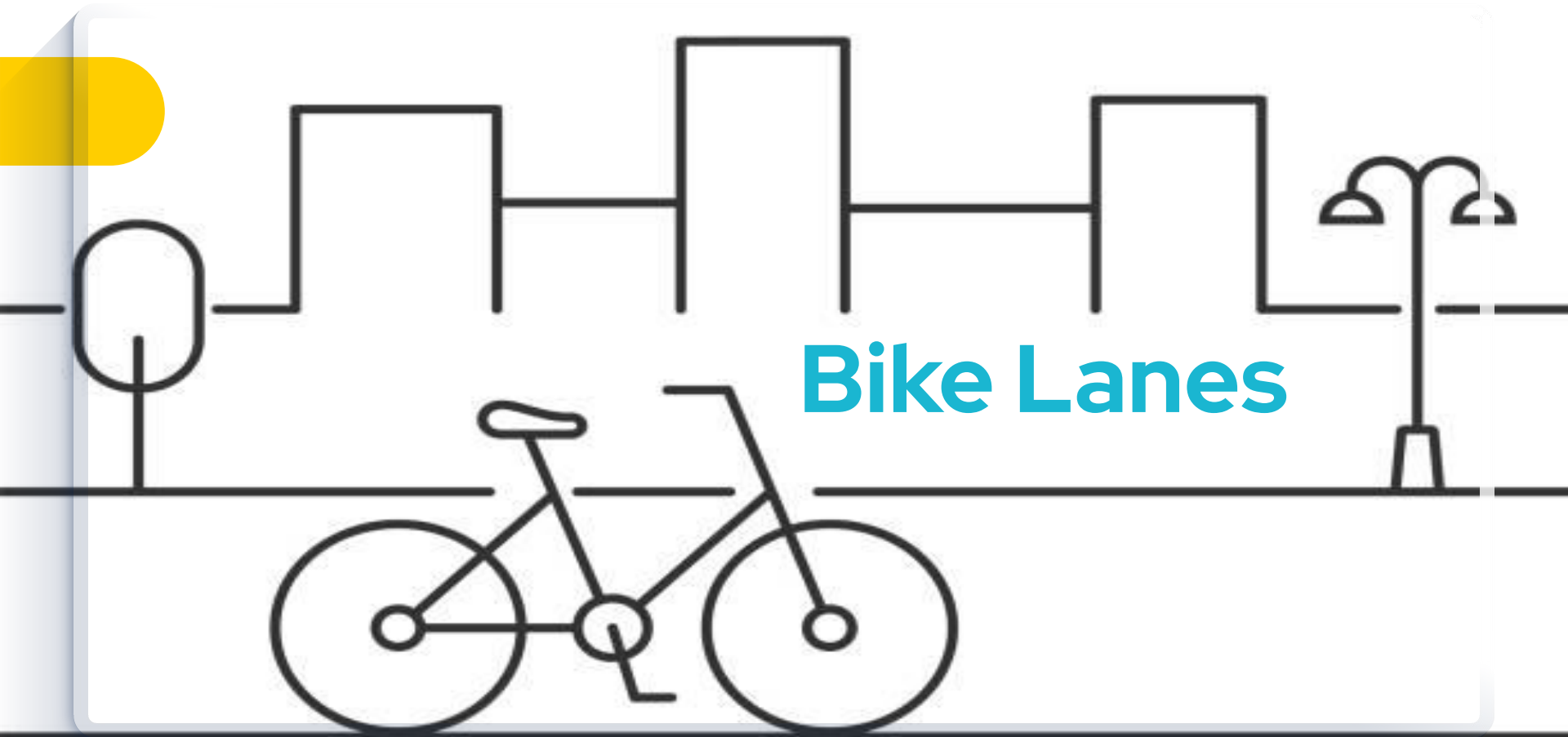


0/No Data

* including a high capacity station

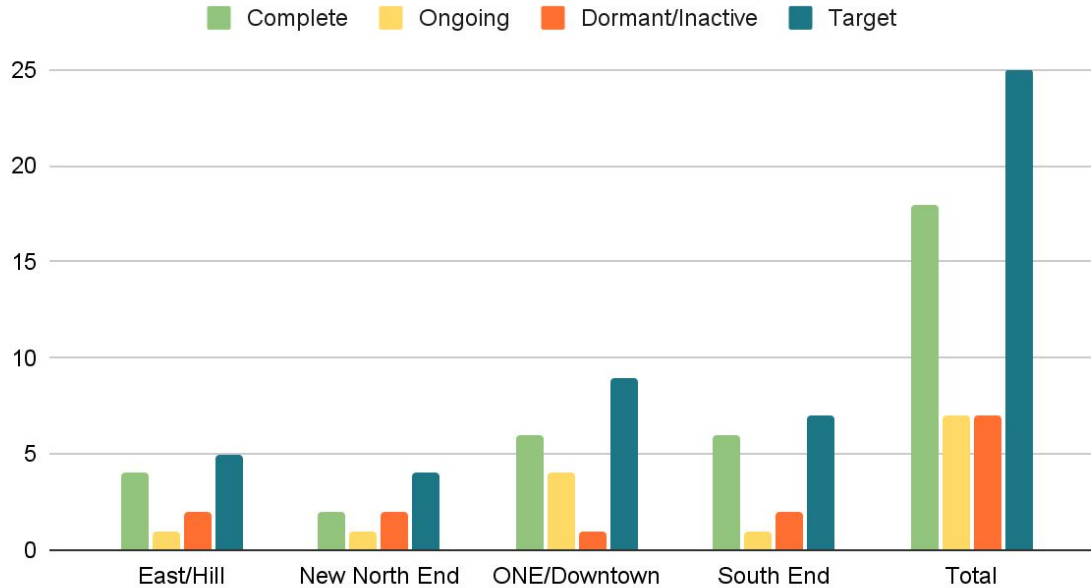
- **BIKE HUB**
- **BIKE SHOP**
- **LOW E-ASSIST ZONE**
- **NO E-ASSIST ZONE**
- **LOCKING ZONE**
- **OPERATING ZONE**





Bike Lanes

Bike Lane Progress



Total 32 projects

Complete: 59.3%

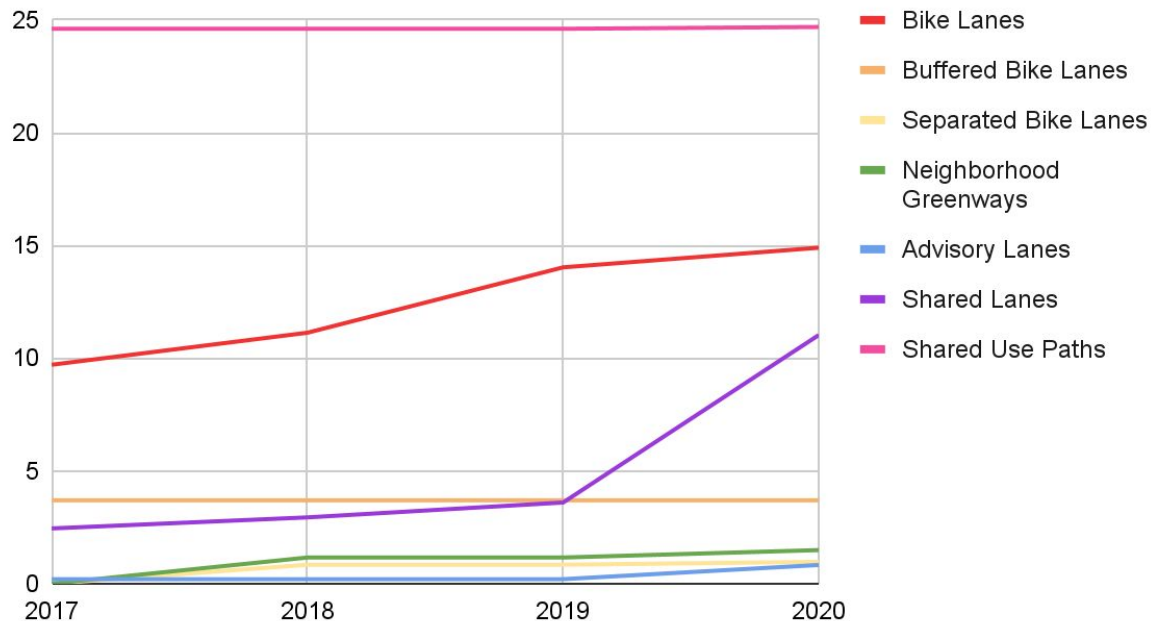
Ongoing: 21.9%

Dormant/Inactive:
21.9%

Target: 78.1%

No abandoned
projects

Bike Pathway Improvement Mileage



57.61 mile total in upgraded bike lanes

- Most of the mileage from shared use paths comes from recreational areas, such as by the waterfront and around the Ethan Allen Homestead
- Don't necessarily connect bicyclists to other bike paths; more recreation based
- 17.2 miles of new bike pathways

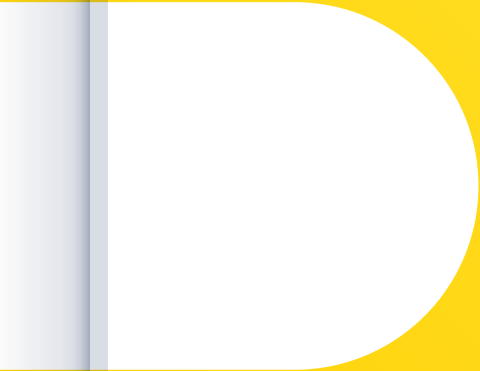
Bike Maps

Bicycle Network Legend

- Shared Use Path
- Protected Bike Lane
- Neighborhood Greenway
- Buffered/Conventional Bicycle Lane
- Advisory Bicycle Lane
- Shared Use Lane Markings
- Potential Path Easement
- Informal Path (Existing)
- City Boundary
- Park
- University/Campus Area

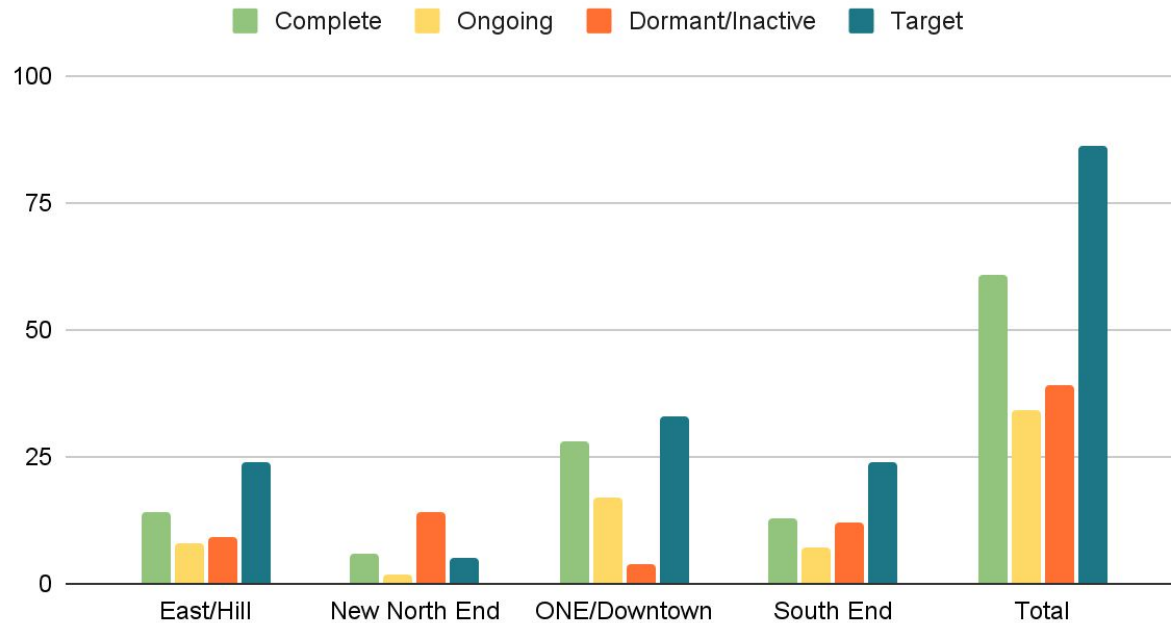
ACTUAL 5-YR BICYCLE NETWORK





Overall Walk/Bike Improvements

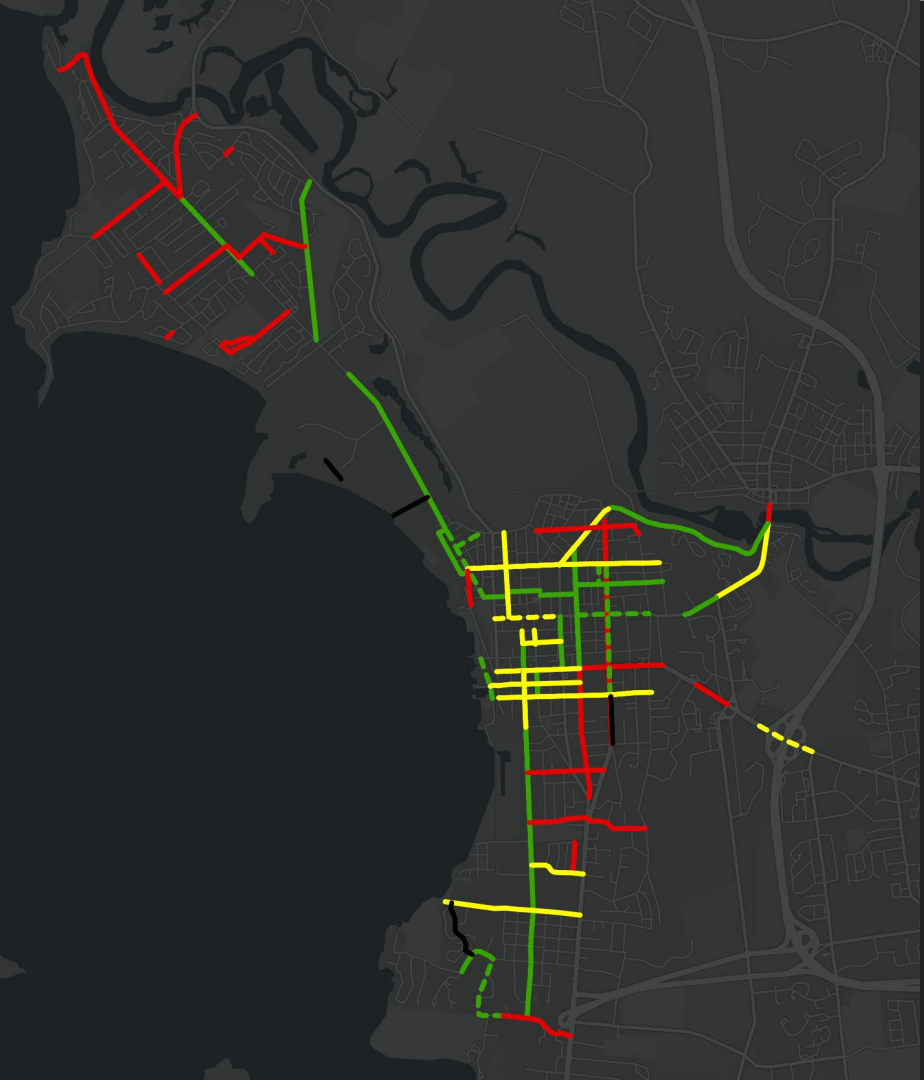
Total Progress



Complete: 45.5%
Ongoing: 25.4%
Dormant/Inactive:
29.1%
Target: 70.9% of all
projects

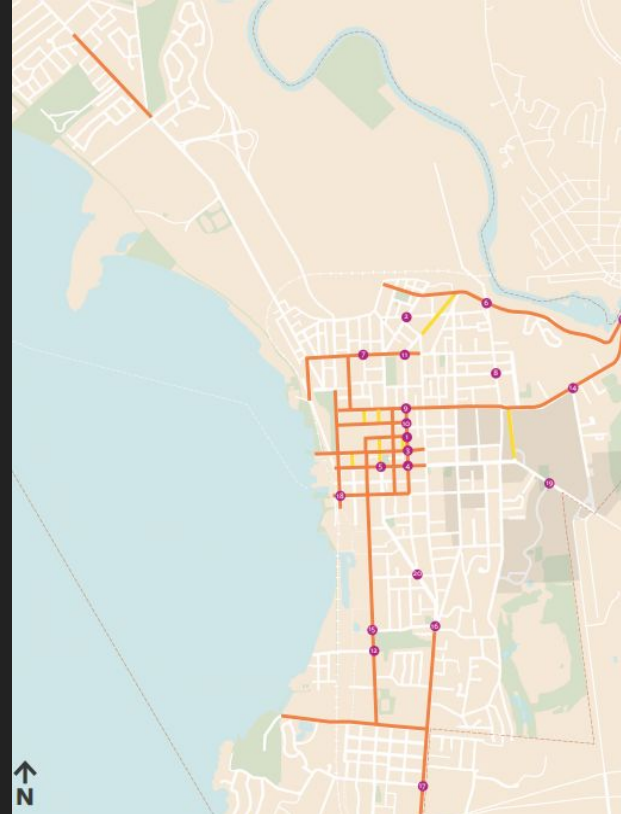
Project Completion

- Improvements focused on major arterials & connectivity in eastern ONE
- This trend is especially prominent in the NNE & Hill Section



PlanBTV “Priority Streets”

- **Planned Improvements along**
 - North St.
 - North Ave.
 - Colchester Ave.
- **Lacking Plans along**
 - Shelburne St.
 - College St.



Notable Takeaways

Citywide, we are on pace with most targets

Great progress on the 20 Priority Intersections and bike facilities

Lack of protected bike lanes being built, however many miles of improved bike lanes

Notable lack of bike parking



Recommendations?
Questions?

Burlington Walk Bike Council (BWBC)

April 6, 2022 Meeting Notes

The Monthly Meeting took place 6:00- 7:00 pm via Zoom and at DPW Office.

Attendees: Jason Stuffle (Ward 1), Peter Keating and Faith Ingulsrud (Ward 6), Serrill Flash, RJ Lalumiere, Victoria Peguri and Jack Evans (UVM), Lucy Gibson (Toole), Christine Forde (CCRPC), Elizabeth Ross and Nicole Losch (DPW).

1. Introductions, Announcements and Public Comments

Faith opened the meeting and said she would chair since Erik Brotz couldn't attend.

Jason brought up the terrible condition of the sidewalk on the Winooski Bridge, pointing out how hazardous it is to have pot holes where a person could easily trip and fall into the traffic lane. Nicole said they might be able to do some temporary fixes but the city has applied for a grant to do the real fixes to the bridge and will know in August if it's awarded.

2. 2017 Walk Bike Plan - Draft Status Report Overview

Victoria and Jack who are UVM interns working for BWBC and Local Motion respectively, presented their preliminary findings on the progress made to date on the 2017 Plan BTV Walk Bike, focussing on the status of the engineering recommendations. A more detailed discussion including any policy implications will take place at the May 4 BWBC meeting after the findings are completed. A copy of the presentation can be found here:

<https://www.burlingtonvt.gov/bwbc>.

There was a specific request to use and respond to questions and comments in the chat and Nicole agreed that using the chat function is less disruptive and can be asynchronous. Also not everyone is able to speak on mic.

Participants raise the following points:

The presentation showed that a plan for implementing improvements on College Street hasn't been done yet. Why? Nicole responded that there is a yearly reevaluation of projects to determine how much the downtown core area can handle for constructions and changes in a single year. Because of other projects, College Street improvements have been delayed.

Will the five-lane section of North Ave be repaved this spring? Nicole said yes, sections of North Avenue will be repaved this year. Full repaving is happening between Shore Rd and Ethan Allen Pkwy. DPW's online construction portal is currently being updated and should be available by the end of next week to see the full range of projects and locations this year: <https://www.burlingtonvt.gov/construction>.

Faith noted that the interns work will be complete this month and shared before the May meeting.

3. Review Concepts for the Queen City Park Road/Austin Drive Bicycle and Pedestrian Connections Scoping Study

Christine Forde Introduced the project, explaining that CCRPC and the consultants are seeking input before the final Advisory Committee meeting for the project that will take place later this month or in early May. Lucy Gibson, the lead consultant from Toole Designs, went through the pertinent portions of [the presentation given at the March 9 public meeting](#) on the project. She said the main question is whether to create a separated shared use walking-biking path, or to have sidewalks + variations on bike lanes/paths. In past public meetings the shared use path was preferred for a range of reasons including a lower cost. There are still details to determine, such as whether to eliminate the parking on Austin Dr. next to Oakledge Park.

Participants raised the following points:

A 10' wide separated path is OK for section 4 but a 12' width would be better for section 2 and 3. An 8' width is too narrow. 10' is also not great for side by side riding with kids, faster cyclists approaching each other, etc. Lucy noted that 10' path was recommended throughout but noted the suggestion to widen where possible.

Has a roundabout been considered for the QCP Road/Austin Dr. intersection?

Lucy responded that the focus was on walk-bike facilities so intersection redesign wasn't considered and perhaps a mini roundabout could work in that location.

A 12' wide shared use path (10' where there are constraints) would be the best solution connecting the Burlington Greenway and South Burlington pathway system as it would give a consistent treatment. This will help users know what to expect, and be intuitive to navigate rather than each segment being a different type of facility.

The current walking and biking volumes also favor the shared use path, although the volume is likely to increase once the path is complete.

Is there an 8' section proposed? Lucy responded that QCP Road by Burton gets pinched a little bit and needs to be narrower than 10'.

How about building a second parallel bridge on QCP Road that only has to be strong enough for a pickup?

The proposed crosswalk on Shelburne Road would be a notable improvement to the current intersection but can the study recommend an island in the middle to make the crossing safer for pedestrians? Lucy said that at this time, the two gas stations on either side of Shelburne Street use the turning space that wouldn't leave room for an island but South Burlington is looking at this closely and will address it if either property comes in for permitting.

Would salt be used on the path as appropriate in winter? Nicole responded that yes, it would be maintained in general like a sidewalk.

On Austin Drive, people park on the street to avoid paying for parking at Oakledge. Have seen people park there and take bikes off cars to ride the Greenway. If on-street parking is left there, then it should be metered with fees equal to parking in the park.

Given the volume of walking/biking from the Greenway, separated facilities make more sense along Austin. Colchester Ave design separated all facilities. Make it as consistent as possible. 12' where possible, thinking of future ecargo delivery vehicles, etc.

The intersection to new Hannafords at QCP Road is especially hazardous with speeding cars from Route 7.

Main question now is how to prioritize the segments, and consider the pre- and post Champlain Parkway priorities.

Lucy summarized what she heard, and will incorporate comments into discussion with the Advisory Committee. They will then present recommendations to the two city councils and complete the project by the end of June.

Faith thanked the presenters and participants and closed the meeting at 7 PM..