



Burlington
Walk | Bike
Council

AGENDA - Burlington Walk / Bike Council

March 9, 2022, Wednesday 6:30 – 7:30 pm

(rescheduled from March 2)

MEETING OPTIONS:

1. There will not be an In-person option for this meeting

2. Virtually - using Zoom:

<https://us02web.zoom.us/j/86119384766?pwd=MGRmRWJ6NzRtcTA3U21GU2ZjZUUT09>

Passcode: 071912 (See other remote access options below)

AGENDA:

1. Introductions, Announcements, Updates and Public Comments (20 min)

2. Proposal for a North Street Safety Plan (30 min)

Tony Redington will present background and reasons to conduct a plan to reduce crashes and improve safety on North Street.

3. Next Steps (10 min)

Previous Meeting – At [the meeting on February 2](#) participants heard about and discussed the Great Streets Project for Main Street..

Next Month: BWBC Meets Wednesday, April 6, 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: +13126266799,,86119384766#,,,,*071912# or +19292056099,,86119384766#,,,,*071912# Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 Webinar ID: 861 1938 4766 Passcode: 071912 International numbers available: <https://us02web.zoom.us/j/86119384766>

Burlington Walk Bike Council (BWBC)

March 9, 2022 Meeting Notes

The Monthly Meeting took place 6:30- 7:30 pm via Zoom and at DPW Office. The normally scheduled meeting on 3-2-22 was postponed one week due to meeting notice issues.

Attendees: Elizabeth Ross (DPW), Jason Stuffle (Ward 1), Mary Manghis, Erik Brown Brotz (chair - Ward 5), Tony Redington, Jason Segelman, Serrill Flash, Jon Copans (Old Spokes Home), Karen Sentoff (Ward 4), Nicole Losch (DPW), Jonathan Weber (Local Motion), Faith Ingulrsrud (Ward 6)

1. Introductions, Announcements and Public Comments

Jon Copans introduced himself as the new executive director of Old Spokes Home. He previously spent 6 years on Local Motion Board, lives in Montpelier, and uses the bus with bike to commute. He can be reached at: jon@oldspokeshome.com.

Serrill Flash expressed his excitement about the East Ave traffic calming proposal, a chicane type proposal to slow down traffic.

2. Proposal for a North Street Safety Plan

Tony Redington who lives in Ward 3 gave a presentation promoting a study to make North St. intersections safer. The presentation accompanies the minutes here and included the following points:

- Studies to date haven't given enough attention to safety.
- 5 of the six intersections on the west end of North St. are High Crash according to Vtrans data
- Many minor crashes are not on the list because they are under the \$3000 limit.
- Burlington and VT are trailing in safety
- City speed limit is 25 mph but most streets are unsafe – need to enforce speed limits
- Total for the 5 intersections per decade is 180 crashes and 32 injuries, with an economic cost of \$4.3 million.
- At downtown roundabouts in VT the injury rate is 1/decade.
- Can only fit mini-roundabouts at North St. intersections, but just as safe as regular, slowing traffic and with 50% greater capacity than signals

Propose for a North St. Safety Plan study, similar to other corridor studies funded by CCPRC.

Meeting Participants posed the following comments/questions:

What about a “roundabout” at North St/Mansfield Ave/McAuley Square intersection? Tony: this was never a roundabout except for paint that is gone; it's a 3 way stop sign.

Walk Bike issues noted on North St Corridor:

- There's a difference between eastern and western North St. There are speed bumps between Prospect and Mansfield. There is no stop sign at Drew and at Blodgett. Add them now!
- Should we first pilot a roundabout at an intersection that will have the most impact, rather than looking at all 5 or 6? One would be easier to sell.
- When biking the North St. Corridor, can make good time riding east of N. Willard to Prospect heading uphill. But heading west, there are still some issues with high speed passes and door zone danger.
- North and Park has the red brick, non standard white line crosswalks, likely in other places - at Front Street, Pitkin, which are not effective.
- North Street/North Union has missing curb cut and crosswalk marking. All can be seen in the google map version from 2019 - need to verify in person issues still exist.

Are pilots planned for mini roundabouts at North Winooski Ave/North St, Union/N. Winooski/Decatur? Nicole: DPW hasn't finalized the project plan for this year because the bond just passed last week, but the pilot roundabouts are definitely in consideration.

Tony: Want to do study for analysis, not just make quick fixes; just bringing up to standards doesn't cut it. There should be a mini-roundabout on-the-ground example in June/July this year. Should be able to do a demo in 2 weeks as was done in Montpelier in 1994. Need to figure out issues at each intersection. Don't need to wait for the demonstration to do the study which will take a couple years - pilot can be part of study. Can take a long time to implement so start now.

Jonathan: Just do one or two demos first before trying to sell so many. Let the two this summer happen for first hand experience. People are not always swayed by data but more by emotion and experience, which is why pilots are important.

Tony response: Can do pilots this summer and study will take 2-3 yrs. Community acceptance of change is always difficult

What might a mini-roundabout pilot look like? Tony: can use central island humps or raised markings. DPW can come up with a plan quickly – doesn't require curb changes. Needs little engineering but does need experience – there's an art of making it work. In Montpelier, used cones.

Nicole – The pilot will start with an RFP to make sure materials etc. work and to do data collection. The pilot will go beyond just using paint or cones.

Tony: in Montpelier – used cones on a Sunday to do a demonstration, and worked fine except big trucks which need to drive over center.

In the presentation it was stated that mini roundabouts are about the same as all way stops in terms of safety - is that correct? Tony: yes, but stop signs have lower capacity so move less traffic.

From a pedestrian perspective, where there is a large traffic volume, a roundabout may be the best solution but when the volume is less, stop signs can work better for walking. Tony: focus on changes where there is a problem.

Tony will bring this request for study on North St. to city council and to DPW next.

3. Next Steps

Erik would like to follow up by promoting a change in state Statute to allow lower speed limits to 20mph. Lower speed limits don't do much without designing roads for lower speed, but would be good to have the option of lower speed limits. Jonathan rescinded that it is not likely to get traction in the current VT Senate based on Local Motion's experience in recent discussions with the Senate transportation committee.

Erik thanked Tony and closed the meeting.

LET'S DO A "NORTH STREET SAFETY PLAN" STUDY

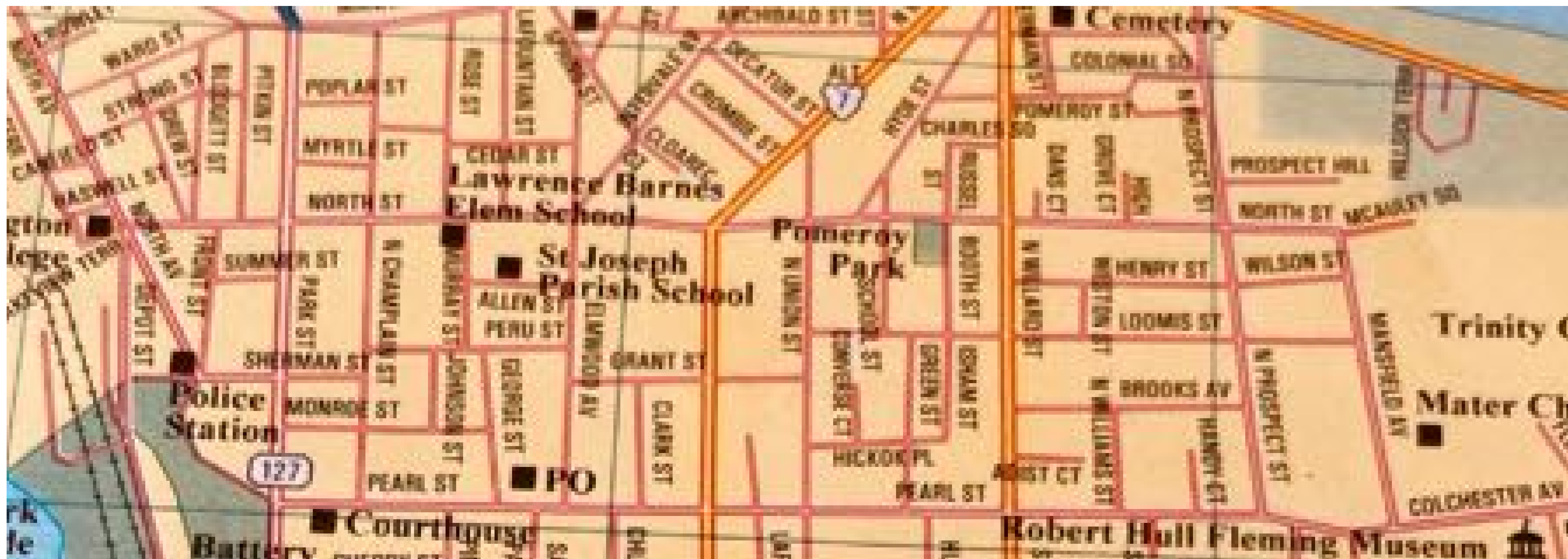
A transport "overburdened" neighborhood, victim of systemic transport racism/low income injustice—the historic Old North End's "Main Street." Safety first! 32 Injuries alone per decade at 5 of 6 west end VT high crash intersections with estimated cost of \$4.3 million. Each high crash intersection 0.6 injury per year.

**Burlington Walk Bike Council Meeting, March 9, 2022
Tony Redington, Walk Safety Advocate**

To understand cities you have to get out
and walk.

Jane Jacobs

Author of “Life and Death of
Great American Cities”



NORTH STREET RUNS BETWEEN NORTH AVE AND MANSFIELD AVE

Burlington Transportation Preface

From Unsafety to Safe System Approach, Safe System Intersections

We must accept our national, VT and BTV urban streets badly trailing in safety for travel by vehicle and on foot. US yearly excess road deaths, 21,000; ped deaths up 46% since 2010 with two from Burlington. Vermont yearly excess deaths, about 30.

BTV streets mostly with 25 mph speed limit, the notable exception the Marketplace, remain relatively unsafe for travel by vehicle and on foot. Further, little has changed on our streets in the last decade.

It is more than the estimated one bicycle or pedestrian injury here weekly, or the two car occupants injuries weekly. It means preventing a fatality on our mostly 25 mph streets system every five years as well as serious injuries.

It means our altering our central area neighborhoods—King Maple, Downtown and Old North End—which remain overburdened by high speed traffic and congestion, 11 high crash intersections, poisonous vehicle emissions levels, user delay, and blatant transport systemic racism and low income injustice. SAFETY FIRST!!



North Street/North Champlain St—A VT high crash intersection (#23 of 111)

BTV BASE YEARLY INJURY INVENTORY

Winooski Corridor Study Collected Citywide crash data for 5 years

- Injuries per year 150—3 per week, 1,500 per decade
- Pedestrian and bicyclist injuries about 50 per year, about one per week (bike and ped injuries about equal)
- Car occupant injuries about 100 per year, about two per week

Summary of Five High Crash Intersection Data 2011-2016

VTrans High Crash Location Report

- NORTH STREET/NORTH CHAMPLAIN STREET CRASH DATA—VTRANS
- BTV: 20, 18% of the 111, VT High Crash Intersections (all but one signaled)
- North Street west end—five of six cross intersections are “high crash”
- 1. N./N. Champlain: #23 highest crash VT intersection (Main/S. Winooski #1)
- 2. N./N. Champlain: 1.0 injuries/year, 4 crashes/yr., 3.4 Property Damage Only (PDO) Minimum for police reporting—\$3,000 total property damage or injury
- 3. Total all five intersections per decade: 180 crashes, 32 injuries, economic costs: \$4.3 million
- 11 of 20 high crash intersections in ONE/Downtown/King Maple

VT DOWNTOWN INTERSECTION SAFETY STANDARD SET BY FIVE MODERN ROUNDABOUTS: 1 INJURY PER DECADE

- BTV's 20 high crash intersections average 1.4 injuries/year, 14 per/decade—downtown Vermont roundabouts 0.1 injuries/year, 1.0/ decade
- By chance Vermont is one of the first to have a half century of data on five downtown roundabouts, Montpelier, Middlebury and Manchester Center (3 including one mini-roundabout)
- Per year Vermont downtown roundabouts recorded 0.08 car occupant injuries, 0.02 pedestrian injury and 0.0 bicycle injury.



Former” Dysfunction Junction” now Function Junction, Main/Depot Manchester Center from Northshire Books coffee lounge

2) Transportation in the Future

The Transportation Plan is directed at promoting three general themes:

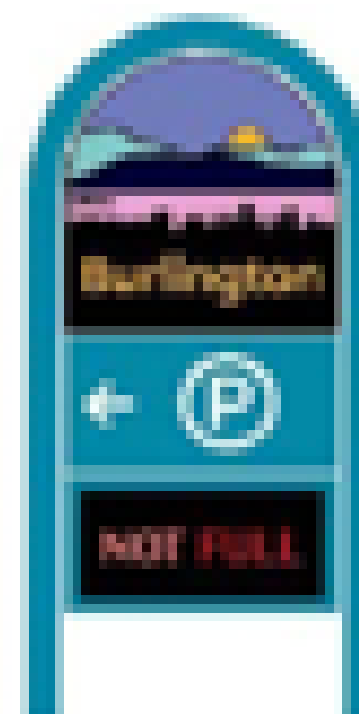
- A) Strong and Healthy City
- B) Transportation Choices
- C) Great Streets

2A) Strong and Healthy City

Transportation is a foundation of a vital Burlington. It serves residents, businesses, institutions, workers, shoppers, patrons, and visitors. Transportation infrastructure is a critical part of the urban form and a strong contributor to how the City is experienced in daily life.

Economic Health

The downtown/waterfront and Mill institutions areas are major job centers for the greater Burlington region. Other areas in the City may become more important job centers including the “enterprise zone” to the south of downtown along the Lakeshore and Pine Street, and the industrial area between Home and Flynn Avenues. These job centers depend on transportation for their workers, customers, and product delivery. As part of the Transportation Plan development, extensive interviews were conducted with business people in the downtown/waterfront area. Several concerns were frequently mentioned: parking availability, congestion, and wayfinding.



Physical Health

Studies have shown that regular physical activity improves health and quality of life. Adults can reduce the risk of chronic disease (i.e., heart disease, type II diabetes, obesity) with just 30 minutes of moderate exercise, such as brisk walking, five or more days per week. Many Americans report that they want to walk more but find barriers to walking. “Active living” for children can be promoted through “Safe Routes to School” and supporting children in walking and biking.

Choices for an Aging Population

The AARP recommends high-quality walking and transit options for older residents. Its *Growing Older in a Livable City* process surveyed 800 local residents aged 45 and up about concerns and obstacles to walking and using transit. The highest ranked walking concerns were: 1) conflicts with bikes and skateboards, 2) adequate places to sit and rest, 3) crossing islands available where needed. The top transit concerns were: 1) adequate shelter, 2) limited weekend and evening service, 3) and benches.

Safety

Safety is of critical importance, particularly where walkers and bikers intersect with cars and trucks.

Environmental Health

Tailpipe emissions represent the second greatest source of global warming gases in the United States. Encouraging alternative transportation modes is a key part of any effort to address global warming. The No Idling Campaign is another illustration of Burlington’s commitment to public health and the environment.

2) Transportation in the Future

The Transportation Plan is directed at promoting three general themes:

- A) Strong and Healthy City
- B) Transportation Choices
- C) Great Streets

2A) Strong and Healthy City...

Economic Health...

Physical Health...

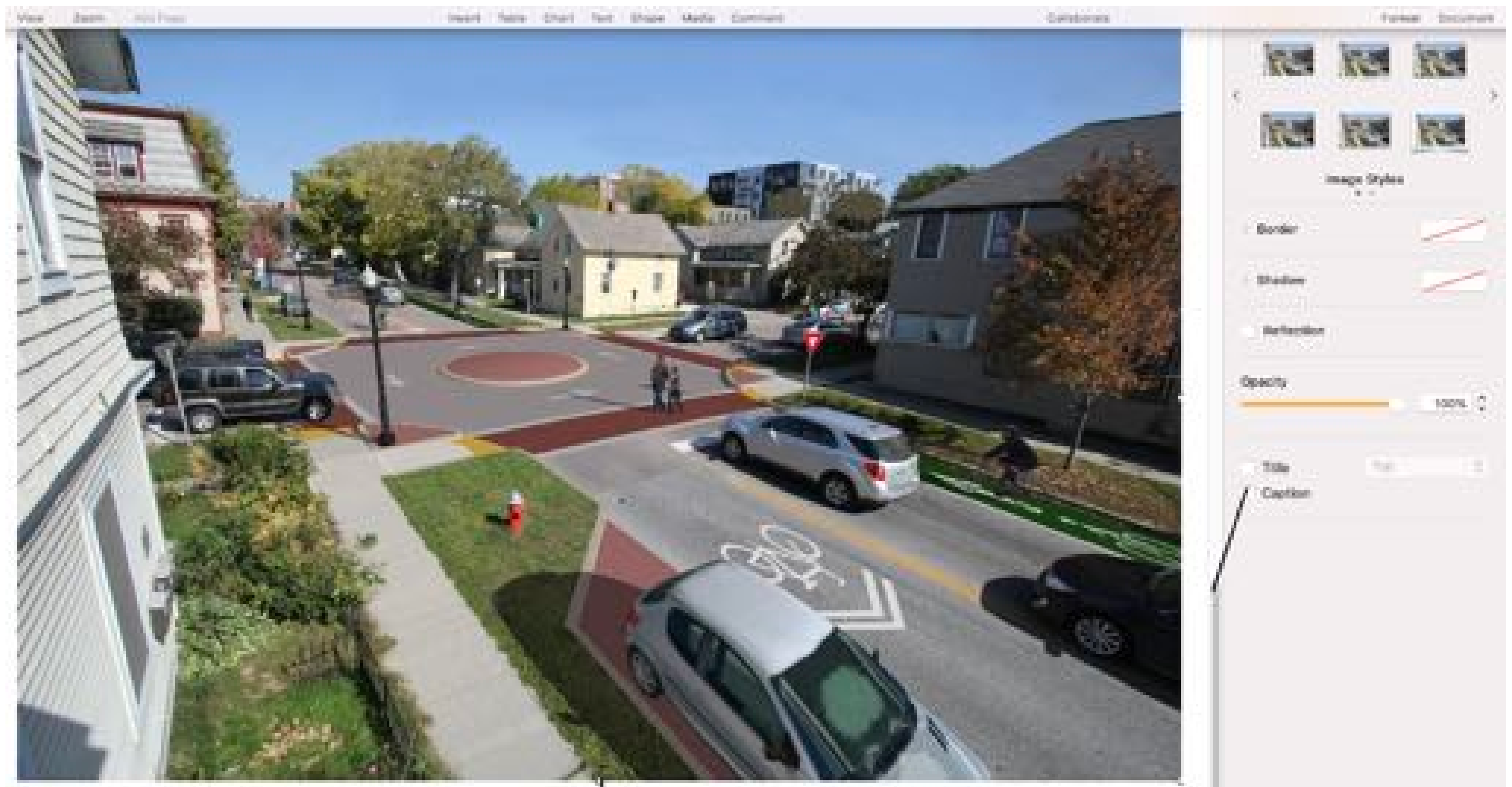
Choices for an Aging Population...

Safety

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Environmental Health...

2B) Transportation Choices...



AARP Pine Street Workshop Report, p 1 (2014) Mini roundabout Pine/Maple

THE NORTH STREET SAFETY PLAN STUDY

Key Elements include— 1:

- —full public engagement with an advisory committee, mid-study reporting—NPAs, public/non-profit/private groups, a representative of business/entity at/adjacent to each intersection, CCRPC representative**
- —possible separate study of west end (five of six high crash intersections) and east end of street**
- —all analytics detail crash/injury impacts (overall and serious/fatal reductions), equity for residents of color and low income, level of safety for pedestrians; property damage only crashes**
- —all analytics evaluate impacts on people of color/poor households (26% citywide)**
- —all analytics address quantity of climate change emissions reductions**



Manchester Center Man/Bonnet Streets mini-roundabout

THE NORTH STREET SAFETY PLAN STUDY

Key Elements include—2:

- **—all analytics evaluate shift of mode to/from walk, bike, transit, vehicle**
- **—all analytics evaluate delay per person and total persons affected**
- **—estimated prevailing average speeds between all cross intersections (first goal, 20 mph)**
- **—recommendations, if determined, for crossing across North at SA Barnes, Pomeroy Park**
- **—analytics of business activity impacts**
- **—study team to include expertise with extensive knowledge and experience with pedestrian safety and roundabout design**
- **—safety performance every five years after construction**

Mini Roundabouts Cost Near Traffic Calming Realm

Mini-roundabouts most likely treatment at North St intersections

- “Normal” roundabout vary widely from \$200,000 on up to those like Shelburne Street Roundabout where construction contract is \$7.77 million, mostly for sorting out of five miles of underground utilities
- Mini-roundabouts mostly fit in the traffic calming realm, often without any change to existing curb lines with pricing roughly \$50,000 to \$100,000
- A mini-roundabout safety for pedestrians and all-way-stops intersections statistically the same
- Mini roundabouts will also feature small width mid-street lane separation at pedestrian crossings



NORTH/NORTH WINOOSKI #46 VT HIGH CRASH INTERSECTION

New 2022 “National Roadway Safety Strategy”

<https://www.transportation.gov/NRSS>

- Transportation boss Secretary Pete Buttigieg from day one makes US “trailing” other nations (#1 in 1990, now 18th) his goal to reverse. Ped deaths up 46% since 2010 including two here in Burlington.
- Covid years even worse with travel decline and deaths up
- US excess dead per year 21,000—based on vehicle miles of travel versus top four nations, a roadway pandemic
- Federal Highway Administration charged with achieving safety (“preventable” serious injuries and deaths) while addressing racial/income equity and climate change
- Safety strategy a paradigm change which disrupts Federal Highway and most state departments of transportation and local public works practice

Two New Key Elements to Attain Safety Goals

- To reduce “preventable” deaths (about 30 in Vermont) and serious injuries discussions following announcement of the National Safety Strategy and critical for our build up areas of Burlington, the hallowed 25 mph minimum speed limit law in VT must be decreased to 20 mph for residential/mixed use streets like Winooski, Pine, inner Main and North Streets. We must change the VT speed limit!
- Second, at some point we must also adopt automated speed enforcement with tickets issued for drivers going more 2-3 mph over the posted limit. This will be considerable political task.

NEW NATIONAL SAFETY STRATEGY LANGUAGE

Burlington align but practice remains elusive

- National Safety Strategy uses overall “Safe System Approach” as our national version of a “Vision 0” road safety policy
- Intersections where a quarter of fatalities occur and where half of fatalities occur at or adjacent to intersections referenced now as “Safe System Intersections”
- The addition of “equity” and “climate change” to the National Safety Strategy matches Burlington City Council policies of, respectively, Racism as a Public Health Emergency and Climate Change as a Public Health Emergency

Vermont Roundabouts

- 16 roundabouts in Vermont, Shelburne Street Roundabout due this summer would likely be 17th, first built on a public street in Chittenden County
- The Maple Tree Place Roundabout was built about 2002 on shopping center land and became a Williston public street about 2015
- Keene Turn Roundabout (I-91/US 5/VT9) (1999) is the only 2-lane Vermont roundabout and is one of the first interstate interchange roundabout this side of the Mississippi
- Keene Turn Roundabout was built primarily to unlock development as signals could not handle traffic numbers and Act 250 blocked development
- Keene Turn five year safety record—as signal, 55 injuries including a fatal, as a roundabout one injury, a 98% reduction

Are roundabouts the measure of our safety performance?

- Roundabouts slow traffic, handle higher numbers of all users and erase the typical \$5,000 yearly cost of traffic signal maintenance
- In Burlington (75 traffic signals, 20+ high crash intersections), Chittenden County, Vermont—the safety progress indicator on roadway safety may will be the number of roundabouts per thousand population, per county
- **Burlington** roundabouts per 1,000 population: 0.0; **Chittenden County**, 1 per 156,000 population; **Vermont** 1 per 40,300 population; VTrans 1 per 92,000 population; **NHDOT** 1 per 80,000 population; my home town **Keene, NH** (City and NHDOT, 5) 1 per 5,400 population (to major roundabouts in development).



Montpelier Keck Circle (Main/Spring) 1995— 1st roundabout east of Vail, CO/north of Maryland, 19th in US