



Burlington
Walk | Bike
Council

AGENDA - Burlington Walk / Bike Council

January 4, 2023, Wednesday 6:00 – 7:30 pm

MEETING OPTIONS:

1. In-person - DPW conference room at 645 Pine Street, Burlington
2. Virtually - using Zoom:

<https://us02web.zoom.us/j/88225473951?pwd=YzFFQ1Q3Y3J4bzcwR2VNYWRFWnhtUT09>

Passcode: 091788 (See other remote access options below)

AGENDA:

1. Introductions, Announcements, Updates and Public Comments (15 min)

2. Great Streets Update (45 min)

DPW staff will provide an update on the Main Street Great Streets project, including the results of their study comparing signalized and roundabout intersections and an overview of next steps. A copy of the intersection study can be found in the [PWC agenda packet](#) from December.

3. Candidate Survey (30 min)

BWBC and Local Motion have in the past collaborated on candidate surveys for City Council and Mayoral elections. We will consider whether we want to create one for this year's City Council election, and if so whether we want to change any of the questions. A copy of the survey questions and results from 2022 can be found [here](#).

Previous Meeting – At [the meeting on December 7](#) we discussed the concept of formalizing the BWBC, including forms it might take, advantages, and disadvantages. We decided not to have any formal followup at this time. But over the next year, as we focus on policy, providing input on current projects, and identifying and prioritizing new projects, we will also consider whether and how any changes to our structure would help us to maximize our impact.

Next Month: BWBC Meets Wednesday, February 1, 2023, 6:00 – 7:30 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

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/88225473951>

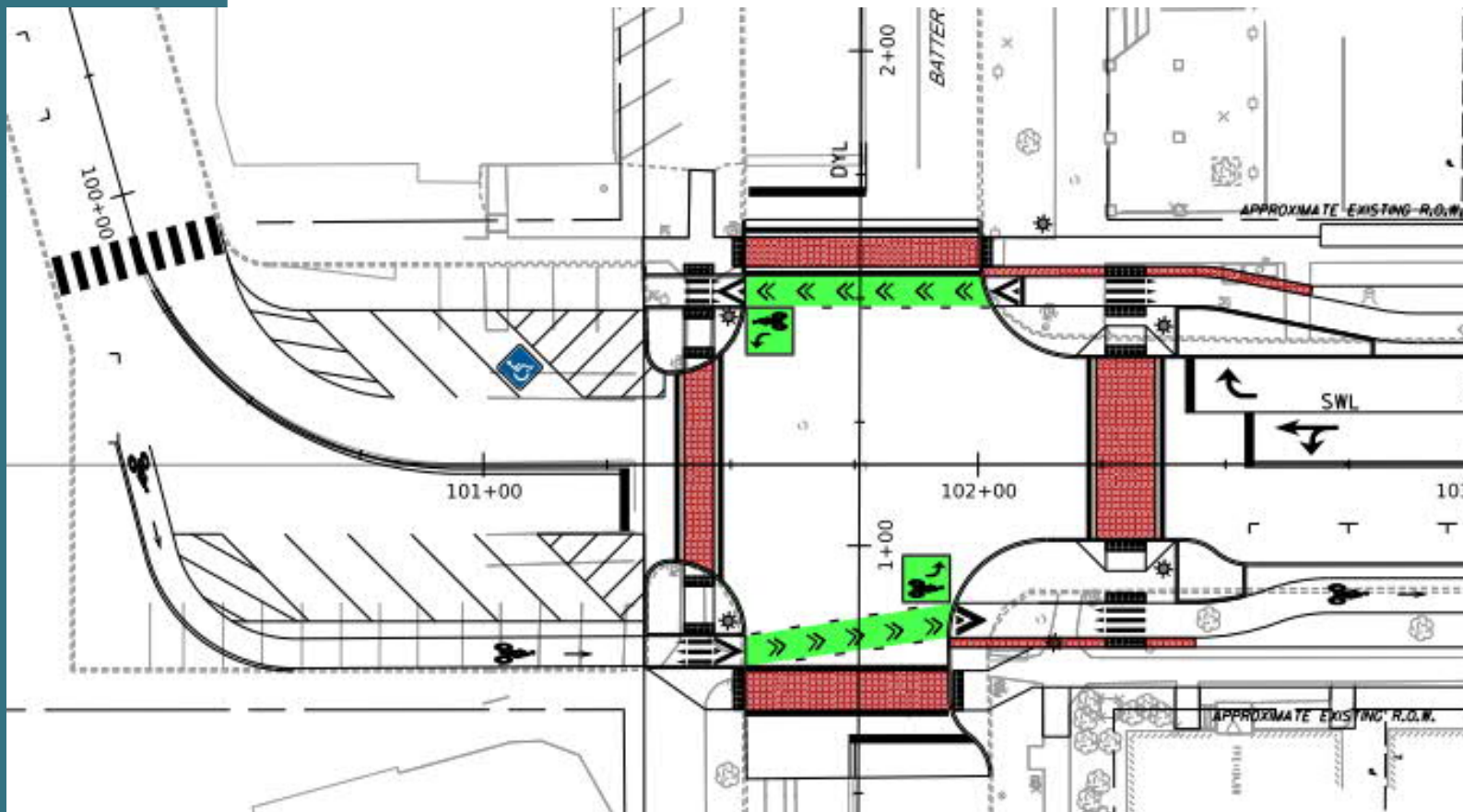


MAIN STREET Project Update & Intersection Review

BURLINGTON, VT
JANUARY 4, 2023

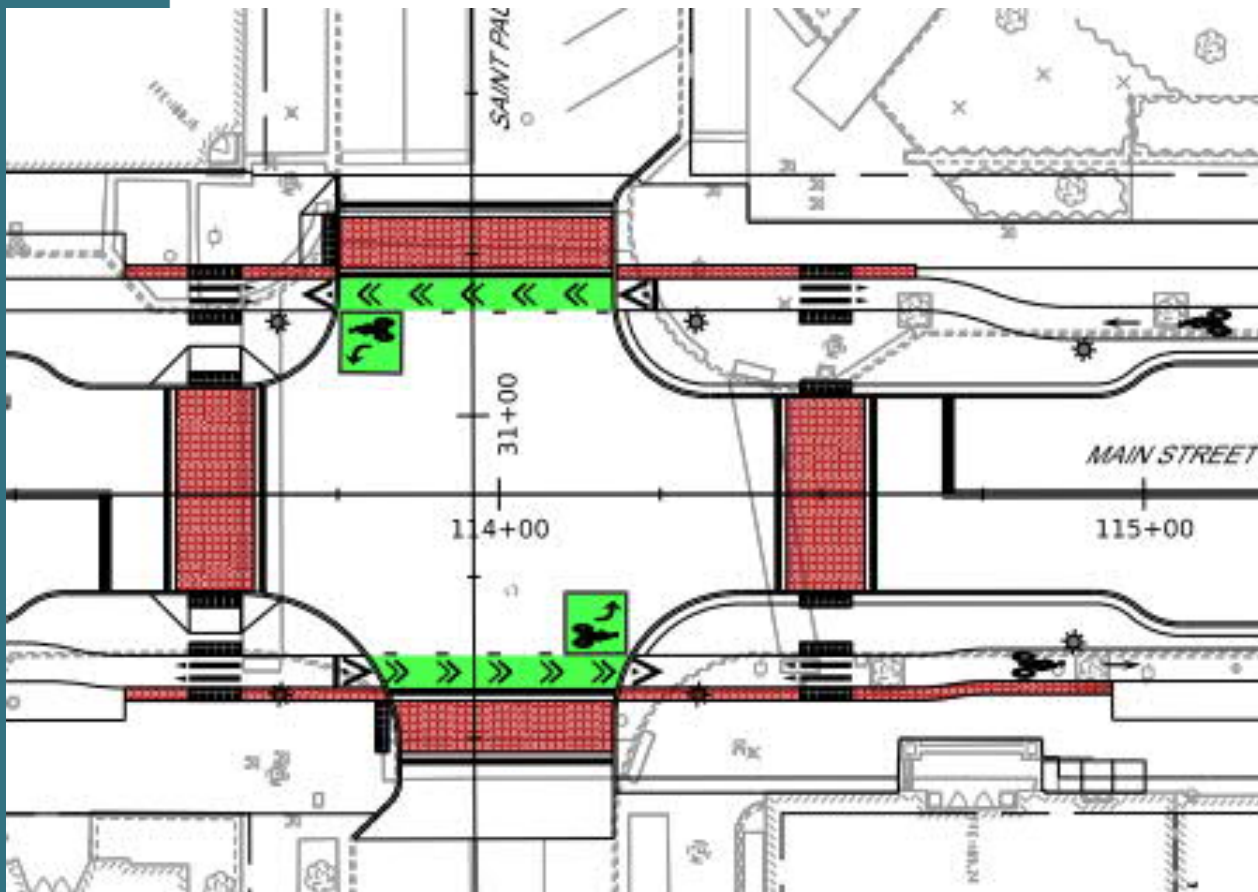


PRELIMINARY PLANS Main & Battery



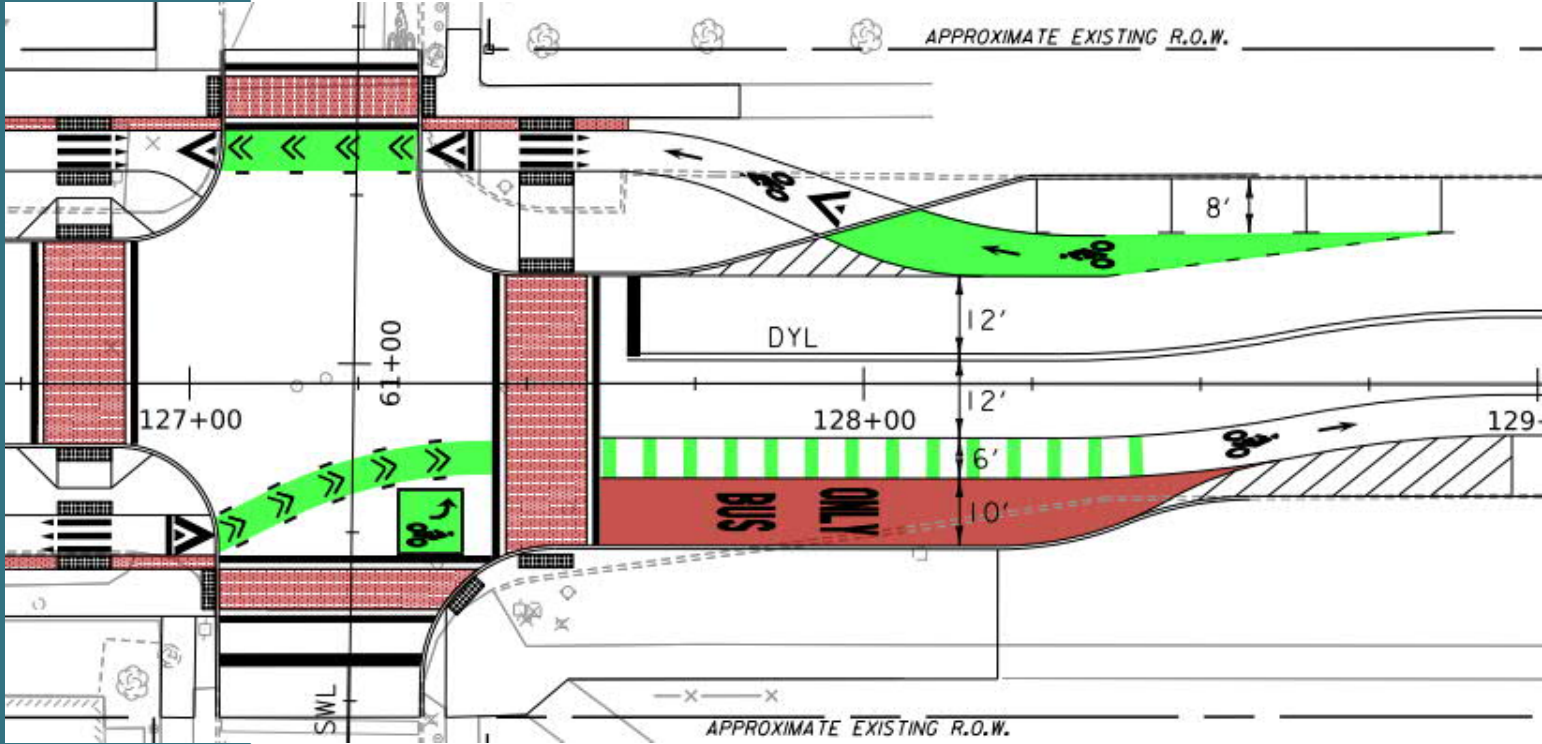
- Gateway to the project
- Reduced crossing widths
- Protected Bike Lanes

PRELIMINARY PLANS Main & St. Paul



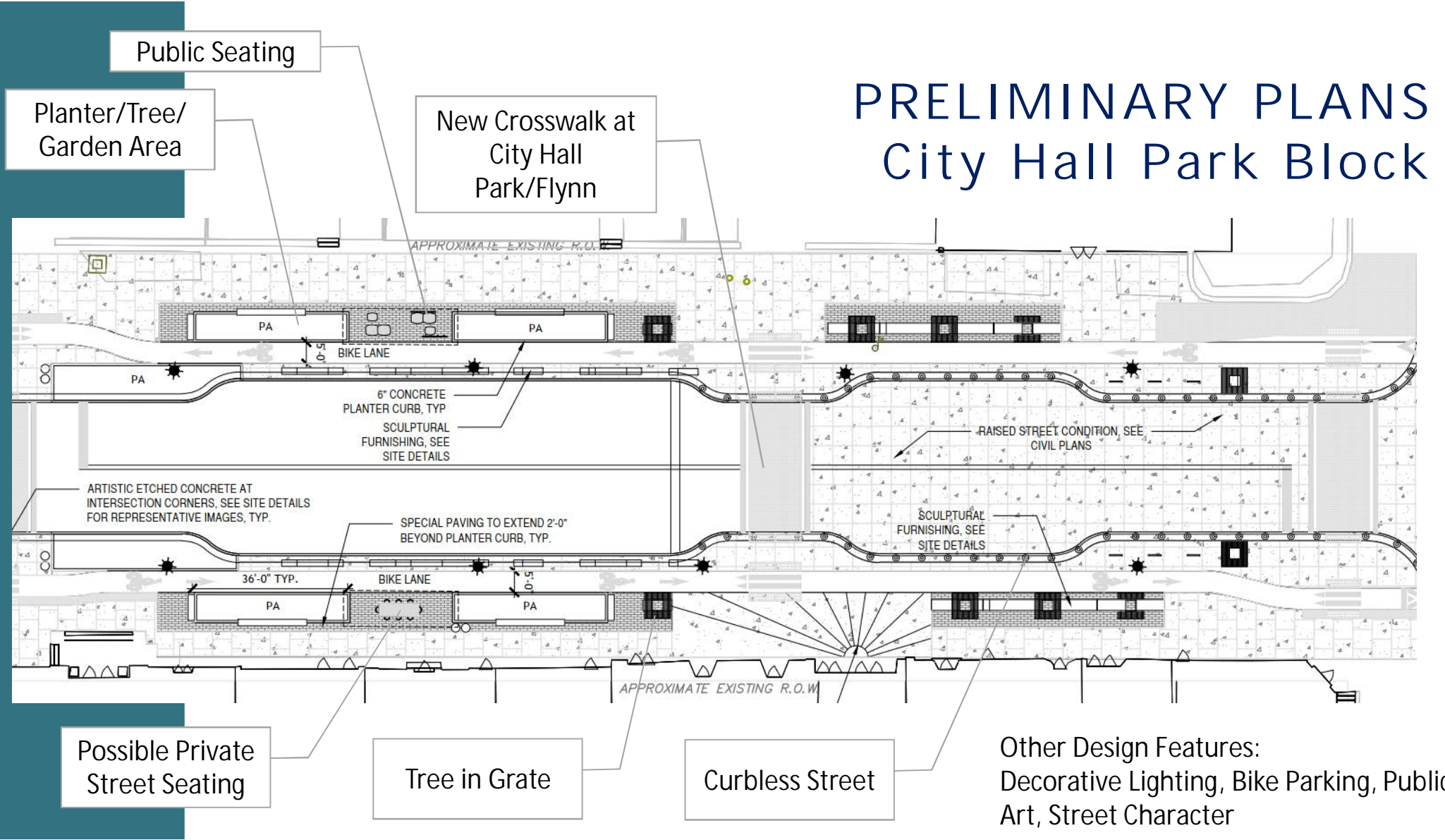
- This intersection is typical for middle of the corridor
 - Bike/Ped cross streets adjacent
 - Left turn bike box
- How the project addresses stairs/patios within the ROW

PRELIMINARY PLANS Main & So. Union

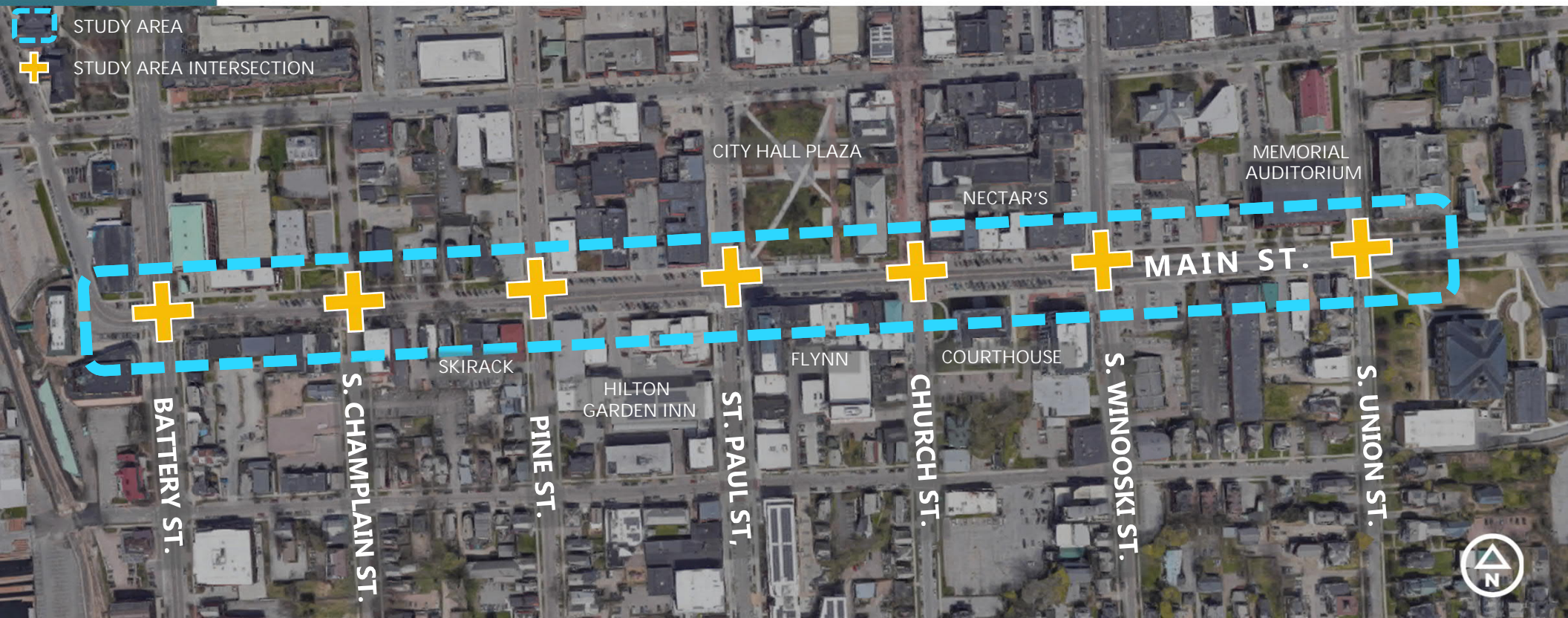


- Gateway to the project
- New uphill bike lane until Willard
- Corner improvements to support Edmunds

PRELIMINARY PLANS City Hall Park Block



INTERSECTION STUDY AREA



GOALS

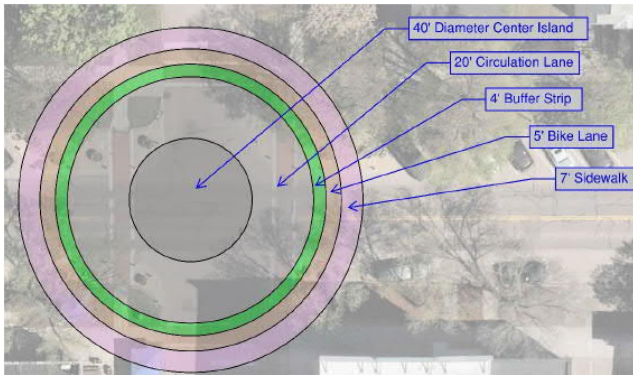
- Create streets that are walkable and bikeable, sustainable, vibrant, and functional
- Prioritize safety for all users
- Reduce traffic speeds to 20 miles per hour

EVALUATE

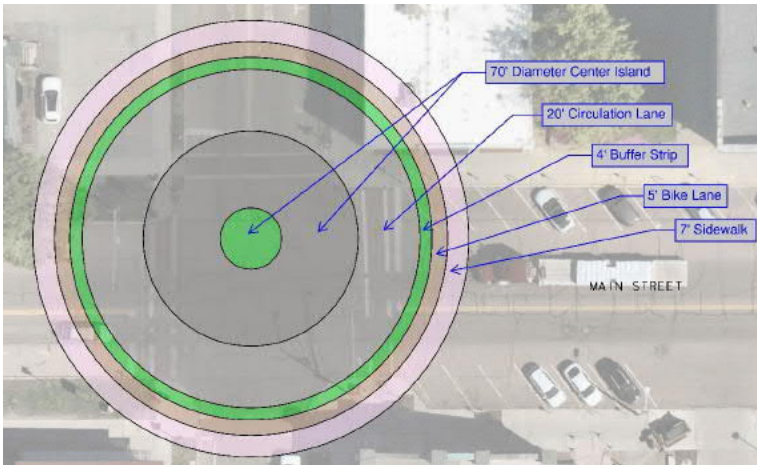
- Right of Way Impacts
- Building Structure Impacts
- Bike and Pedestrian Operations
- Activation Space Impacts
- Heat Island Impacts
- Safety Impacts
- Traffic Operations

DESIGN CRITERIA REDUCE TRAFFIC SPEEDS TO 20 MILES PER HOUR

MINI (80')



STANDARD (110')



ROUNDBABOUTS

- Mini-Roundabout 80-foot diameter circulation area
- Standard Roundabout 110-foot diameter circulation area
 - Accommodate truck traffic

SIGNALS

- Two-lane cross section with turn lanes at select locations
- Two-phase signal operations
- Concurrent Peds with leading indication
- Optimized westbound in AM, eastbound in PM

EVALUATION CRITERIA

RIGHT-OF-WAY & STRUCTURE IMPACTS



● ROUNDABOUTS

- Larger footprints
- Require additional right of way or have impacts on buildings – in some cases substantial

V.

SIGNALS




- Fit comfortably within existing right of way
- Provide opportunities for wider sidewalks and activations spaces
- Will not require additional right of way or have impacts on buildings.



 No impacts

 Minimal impacts

 Substantial impacts

EVALUATION CRITERIA

BIKE + PEDESTRIAN OPERATIONS



● ROUNDABOUTS

- Peds experience no delay but travel path is longer
- May require additional crossing guard at S. Union
- Cyclists may travel through roundabout as vehicle or use separated facility
- Potential Increase of bicycle-vehicle crashes


V.

SIGNALS




- Significantly shortens crossing distance for pedestrians
- Pedestrians provided 7 second lead time for increased visibility
- Cyclists may travel through intersection as vehicle or use separated facility



 No impacts

 Minimal impacts

 Substantial impacts

EVALUATION CRITERIA

ACTIVATION SPACE IMPACTS



● ROUNDABOUTS

- Loss in activation space due to large footprints
- Provides less opportunity for people to gather along Main Street

V.

SIGNALS



- More activation space dedicated for pedestrians
- Benefits for a vibrant street where people can gather



EVALUATION CRITERIA

HEAT ISLAND IMPACTS



● ROUNDABOUTS

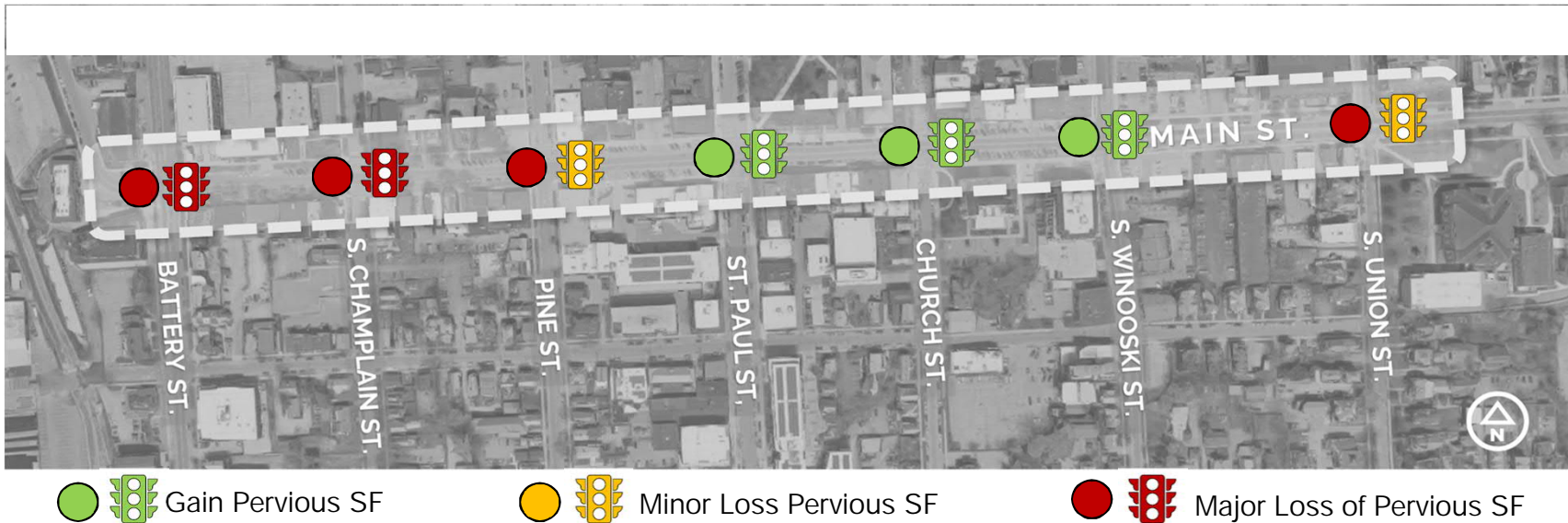
- Larger footprints than existing
- Increased impervious area (+ ~800 sf per intersection)

V.

SIGNALS



- Slightly increases impervious area (+ ~140 sf per location for the addition of the separated bicycle facility and new activation spaces)
- The traveled portion of the roadway's footprint, and its heat island effect decreases



EVALUATION CRITERIA

SAFETY IMPACTS



● ROUNDABOUTS

- Calms traffic speeds
- Reduce crossings to conflicts with single traffic directions
- May increase potential for bicyclists related crashes

V.

SIGNALS



- Calms traffic speeds
- Shortens pedestrian crossings and fully stops vehicle during advance crossing period
- Cyclists accommodated safely



EVALUATION CRITERIA

TRAFFIC OPERATIONS



● ROUNDABOUTS

- High pedestrian crossings reduces ability for constant flow
- Results in gridlock from spilled queues

V.

SIGNALS



- Provides timing for both pedestrians and vehicles
- Ability to progress vehicles through multiple intersections



- Reduction in Delay ● Increase Delay < 30 Seconds ● Increase Delay < 60 Seconds ● Increase Delay > 60 seconds

EVALUATION SUMMARY

● ROUNDBABOUTS



SIGNALS

| | | | |
|--|---------------------------------|---|---|
| | Right-of-Way & Building Impacts | ✗ | ✓ |
| | Bike & Pedestrian Operations | ✓ | ✓ |
| | Activation Space Impacts | ✗ | ✓ |
| | Heat Island Impacts | ✗ | ✓ |
| | Safety Impacts | ✓ | ✓ |
| | Traffic Operations | ✗ | ✓ |

QUESTIONS

WEBSITE:

WWW.GREATSTREETSBTV.COM

OLIVIA DARISSE

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Burlington Walk Bike Council (BWBC)

January 4, 2023 Meeting Notes

The monthly meeting took place 6:00- 7:30 pm via Zoom and at the DPW Office.

In-Person Attendees: Erik Brotz - Chair (Ward 5), Jeremy Fleming, Bob Leidy, Jonathon Weber (Local Motion), and Laura Wheelock, Dayton Crites, and Julia Ursaki from DPW.

Online Attendees: Ryan Thornton and Taylor Adams (from VTers for People Oriented Places), Jason Stuffle (Ward 1 liaison), Karen Sentoff (Ward 4 liaison), Serrill Flash (Ward 1, East Ave), Michael Arnold, Faith Ingulsrud and Peter Keating (Ward 6 Liaisons), and Olivia Darisse from DPW.

A recording of the meeting is [available here](#).

1. Introductions, Announcements and Public Comments

Erik Brotz opened the meeting and everyone gave short introductions. Laura introduced Dayton Crites, the new Senior Planner at DPW, who provided some background information.

Comments from participants:

- Discussed that the Shelburne Street roundabout is a success and improvement for all modes - walking, biking and driving.
 - Consider erecting a plaque honoring Tony Reddinton at the roundabout. Laura noted that there is still VTrans work going on in that location this spring and after that is complete the roundabout will transfer to DPW.
 - That could be a good time to consider adding a memorial/plaque and to give official recognition, including a press release to promote roundabouts in more locations.
 - Peter mentioned that VTrans is doing [a survey on the roundabout](#) where people can provide feedback.
- Karen is beginning to keep notes on City commissions/councils that are addressing Walk-Bike issues like the TEUC (Transportation Energy Utilities Committee of the City Council), where there have been updates on Bikeshare, Main Street Great Streets, and a new shared use path on Lake St linking Depot St and the bike path.
- Jonathon announced that on Monday Jan 9, the city council will vote on removal of requirements for minimum parking spaces in the zoning ordinance: See [proposed amendments](#) to the ordinance eliminating parking minimums and expanding TDM (Traffic Demand Management).
- Jason reported that the Rt.127 path fence was hit by cars that lost control during the recent ice storm. There are a dozen sections of broken fence, which Parks and Recs is responsible for repairing. Jason noted the road is raised up from the path so vehicles naturally end up down on the path. Laura said that DPW received police info on crashes in the area and vehicles ending up on the 127 path. Discussed whether guardrails could be added to better protect people who might be on the path as well as motorists. Jason added that the presence of memorials suggests that there have been deaths along this section of 127.

- An advisory committee representative is needed to serve on the CCRPC scoping study for the Battery Street project. It will start early February 2023 and involve 4 meetings. Erik asked that any volunteers contact him soon if they want to represent BWBC on the advisory committee.

2. Great Streets Update

Laura provided an update of the Main Street Project with a focus on what is being proposed for the intersections, using a presentation [provided here](#). Some of the main points of discussion were as follows:

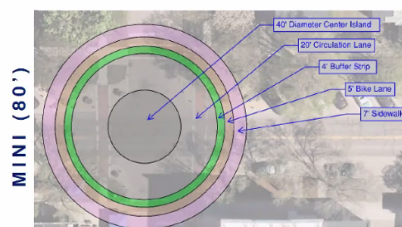
- The plans show 3 parking spots in the door zone on the downhill merge of the bike lane at Main and Union. In response to the question of whether it is possible to remove at least the furthest west parking spot if not all 3 spots at the merge, Laura indicated that it might be possible but city council had given assurances that 90 on-street parking spots would remain in the area so those three spots would need to be added someplace else.
- The plans show a new bike lane on-street for the uphill side from South Union to Willard.

Questions focussed primarily on intersection design options. The consultant for the project evaluated signalized intersections vs roundabouts and recommended signalized. They did not evaluate 4-way stop signs as an alternative.

Laura made the following points about the project:

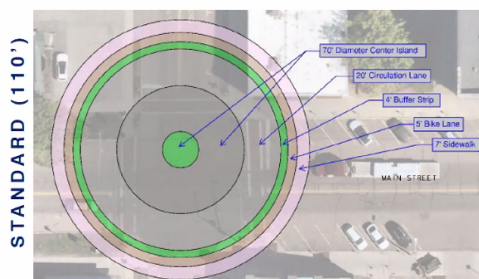
- Roundabouts require enough space for 80' for a mini and 110' diameter (where there's a truck route). These dimensions often require removal of buildings or portions of them.

DESIGN CRITERIA REDUCE TRAFFIC SPEEDS TO 20 MILES PER HOUR



ROUNDBABOUTS

- Mini-Roundabout 80-foot diameter circulation area
- Standard Roundabout 110-foot diameter circulation area
 - Accommodate truck traffic



SIGNALS

- Two-lane cross section with turn lanes at select locations
- Two-phase signal operations
- Concurrent Peds with leading indication
- Optimized westbound in AM, eastbound in PM

- A roundabout would create major impacts to buildings such North Star at Pine Street and Hotel VT at St Paul Street. There would be no impacts to buildings at South Winooski Ave but a roundabout would have costs associated with impacts on underground gas tanks.

- According to the models, roundabouts at the intersections perform worse for vehicle traffic, as high pedestrian use (the goal is to increase pedestrian traffic in the future) would gridlock the vehicle traffic in the downtown area within 15 minutes.
- Design speed for the corridor is 20 mph.
- A new mid-block crossing is proposed between the Flynn Theater and City Hall Park, with a curbless raised section between there and the intersection with Church St.
- Timeline - the plan is to start construction in Fall 2023 - funding is secured, and the length of construction will be approximately 3 years, as access and flow of traffic will be maintained through the area. First year will be mostly underground utility work.

Participants raised the following points:

- Consider making the lower block of Church Street pedestrian-only from Main to King - no need for traffic on that section except deliveries.
- A “curbless” street could be a good way to move towards a pedestrian-only street, extending the approach proposed for the Church St. crossing.
- In response to a question about what the plan is for pedestrian bike facilities at crosswalks and whether there will be raised areas at intersections, Laura said there could be a fire/emergency vehicle issue with too many raised intersections in a row on Main St., as well as drainage issues, but at the highest ped volume intersections the proposal includes the “tip up and curbless” features at the Church St. and Flynn Theater area.
- In response to a question about whether all stop crosswalk signals could have an exclusive pedestrian phase (where pedestrians can walk across diagonally), Laura said it was evaluated but would be challenging on Main Street because the longer wait times could encourage drivers to run lights.
- Discussed the need to keep these closely spaced intersections coordinated and not use different methods for crossings or it will be confusing for all involved.
- Laura said all signals would be wired together on Main Street for optimized usage.
- Off hour usage signals should be optimized by time of day, (not like Colchester Ave that can’t be reprogrammed and only flashes during off hours). Laura responded that the proposal is to have leading pedestrian intervals where half of the crosswalk time for pedestrians would be when vehicles have the red signal. This is safer as pedestrians can take the intersection before vehicles can turn left or right.

Jonathan praised the overall Main Street design but asked that the city consider stop signs instead of signals at the intersections. Stop signs cost much less and can be safer overall. Signals require more signals by creating fleets of vehicles that move together all at once that need to be managed more than individual vehicles stopping and starting on their own time.

Another advantage he offered included that modeling may not be accurate in showing how behavior changes in response to congested conditions. Drivers learn to avoid congested places. Having vehicles avoid a pedestrian-heavy Main Street can be a good thing.

Others asked if DPW could examine the issue further and possibly do a pilot to convert the intersections with signals to flashing lights. Laura indicated she would discuss these issues with consultants.

3. Candidate Survey

Erik asked the group if it would be worthwhile to do a survey of the candidates for the city council positions open for the election in March. There was general agreement on conducting the survey by just editing the survey used in past elections and aiming to obtain and publicize results before early voting opens. There will be no endorsements.

In response to a question about how the results are publicized, Jonathon said Local Motion sends to their member list. Other outlets include the BWBC listserv, and the Bikeable Burlington Now lists.

Erik closed the meeting shortly after 7:30 PM.