



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY &
UTILITIES COMMITTEE

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Councilor Jack Hanson, Chair, *East District*
Councilor Jane Stromberg, *Ward 8*
Councilor Mark Barlow, *North District*

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Transportation, Energy and Utilities Committee of the City Council

–DRAFT MINUTES–

Call to order at 5:02

1. Agenda

Councilor Stromberg moved to approve agenda as amended. Seconded by Councilor Barlow. All in favor passed unanimously.

2. Public Forum

Chair Jack Hanson- to frame the conversation:

What should the City do to improve pedestrian safety?

What's working what isn't?

What's working elsewhere that we should try here?

What would make Burlington more pedestrian safe for you or your business?

Director Chapin Spencer, DPW: Tonight is a chance for staff to hear comments from the public. We are excited to focus on pedestrian safety especially over the past few years with various pedestrian specific projects. Every project developed now has an aspect of ped safety consideration. Burlington has large percentage of ped mode of travel and DPW wants to provide that mode safely and effectively.

Wade Labrecque, BPD – Public safety includes ped safety. BPD does this through education rather than enforcement. Here to listen and hear people's observations and thoughts.

Director David White, Planning and Zoning– Here to listen and see where we can help.

Faith Ingulrsrud, Walk Bike Council – Perception that Walk Bike Council is more oriented to biking but we are recommitting to focusing on walkability. We need to keep a strong focus on making it easy and pleasant to walk everywhere. Helps equity. The Walk Bike Council is a City subcommittee that functions with the support of DPW staff. Conducts meeting under open meeting law. Formed to help further recommendations of Plan BTV Walk Bike. Strictly advisory. There is a member from each ward currently. Anyone can be a member. Conversations to restructure to have liaisons follow each City Dept. to be a voice for walking and biking in decision making. Open to being most effective and in process of restructuring. Focus on helping with implementing priority recommendations of walk bike plan for ped improvements. Recommendations come from a core group of people who walk long distances daily. Can share this.

Jonathon Weber, Local Motion – Complete Streets Program Manager, Burlington based, Local Motion, a statewide advocate for complete streets, walking and biking. Jeff Spec, nationally recognized city planner and advocate for walkability, visited 2 years ago. Can provide a link for his presentation. Author of

Walkable City Rule. See Supporting Doc – Walk Recommendations for TEUC – for recommendations on walkability.

Nathan Greenstein and Zoe Kennedy, UVM Students – See presentation.

NG – In WY college town opposite results were observed for type of stops seen.

JH – opens to public comment.

RJ Lalumiere – question for Zoe and Nathan - was this a speed or stop bar compliance study?

NG – Stop bar compliance. Speed was only distinction between no stop or rolling stop, i.e. yield vs stop condition. Obscuring crosswalk counted as no stop.

RJL – Surprised 0mph stop was so high.

RJL – Recommendations: Maintenance of sidewalk. Promoting SCF. Sidewalk grinding. Plow bus stops. Put ramps at each of them to the actual bus from the sidewalk (over green belt). No right on red. Fix drainage. Implement Walk Bike Plan. Get rid of ped buttons – have signal give ped light no matter what. 20mph residential speed. Benches, water fountains, toilets to make walking long distances more comfortable.

Tony Redington – 20 mph in City in residential and mixed use areas. In Quebec standard speed is even lower. Pedestrian ordinances do not give peds priority except where there is a marked crosswalk. All way stops and roundabouts are safer than signals for peds. Drivers tend to use stop signs as yield signs. 20 intersections in Burlington are high crash locations. All of these are signalized except for N Union and North Street that is all way stop. At these 20 locations, 2 fatal injuries at marked crosswalks occurred. 9,000 roundabouts in US and Canada with very few deaths. [In Burlington about one pedestrian or bicyclist injury occurs weekly as well as two car occupant injuries. There has yet to be a pedestrian killed at a marked crosswalk on one of the 9,000 United States and Canada modern roundabouts.](#) Ped attention is important, also supports ramps at buses.

Lea Terhune – Great chance for input. Hard to get cars to not be prioritized as they have been. Southern Connector will negatively impact Maple/King area. Burlington will create signalized intersection and increase traffic and speed here. Not enough attention paid to peds and cyclists. Pine St Coalition has looked at other alternatives. TEUC should hold a forum like this for Champlain Parkway; environmental racism and justice is issue with the project.

JH – Communication from Ward 1 ped advocate, Jared Wood: Convert red brick crosswalks to standard painted crosswalks. Moving stop bars at crosswalks further back from crosswalk. Having a standing committee for ped stakeholders to work on these issues. Separate Walk Bike Council to talk about issues individually.

RJL – Vermont law states you must yield for someone who has physically entered the roadway vs yielding for someone who looks like they will enter crosswalk. VT law does not work for peds as it should since they are vulnerable and slowest mode.

TR – Car and ped injuries are happening constantly. All way stops allow all users to be alert and aware.

Zoe Kennedy – Ped safety can be achieved by slower cars and less cars. Speed enforcement could help. Speed bumps, raised crosswalks, etc.

JW – There are > 25 mph speed limits in the City that can be easily reduced to 25 mph.

RJL – Design speed match legal speed limit. Automated photo enforcements, could be state issues with implementing this. Lowering remaining >25 mph zones.

TR – Roadway design speed is important. North ave has vehicles speeding.

Councilor Jane Stromberg – feels impacts of unsafe ped conditions. Thankful for insight and comments shared today.

Councilor Mark Barlow – Thankful for comments. NNE resident. Received notes about traffic calming from constituents and would like to hear more about how that is planned. North Ave speed radar sign was up recently, what is reasoning and data behind impacts they have on speed?

CS – Nicole can speak to traffic calming. Some of the work is proactive but we do have a customer driven program.

Nicole Losch, Senior Transportation Planner – Traffic Calming was recently updated for the first time since development in late 90s. Changes to note are – streamlined program, easier to initiate request, open platform for anyone who contacts DPW to get in queue for initial evaluation, more data driven by speed, truck volume, and crash reports. At this point it is request driven. These projects are relatively expensive and we can only do so many so we are trying to prioritize streets with greatest safety issues. Info is online at <https://www.burlingtonvt.gov/dpw/TrafficCalming>. The City can also initiate traffic calming as needed through things like Great Streets, ONE greenway, etc.

CS – Two radar speed signs placed at citizen request. Used frequently on streets in the queue for traffic calming that have yet to get treatments.

NL – Limited info that we can get from speed data collected. Anecdotal data shows speeds reduced.

JH – Traffic calming is based on request and then prioritized on data?

CS – Correct, previously first-in first-out but now need based

JW – How are speed signs programed for when they flash based on speeding, what are thresholds for speed to cause flashing vs solid number display?

CS- Will follow up on that.

JH – Not academic but a matter of public safety and the climate crisis. We don't want to wait until there is a fatality but prevent it before it happens with meetings like this to lead to policy changes from staff or committee members. Email DPWCommunications@burlingtonvt.gov to get on warned meeting group. Open to ideas for special meeting topics, reach out to committee member.

3. Pedestrian Safety

- 60 Minute Duration
- Information

4. Adjourn

Councilor Stromberg moved to adjourn the meeting. Seconded by Councilor Barlow. All in favor passed unanimously.

Adjourned at 6:32 PM.