



City of Burlington

Department of Public Works

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Memo

Date: February 23, 2017
To: Burlington Walk Bike Council
From: Nicole Losch, PTP, Senior Planner
Subject: planBTV Walk Bike Updates

Updates to planBTV Walk Bike

In response to feedback from the Public Works Commission, Planning Commission, and the community, the following changes have been made to the draft planBTV Walk Bike:

Corrections

- Base maps and sub-area maps were corrected for accuracy and references
- Outdated information was updated (CCTA to GMT, Palo Alto pilot case study, UVM's Active Transportation Plan reference, Community Demonstration Project Policy)
- Copy edits, fonts, and colors were corrected
- Table of Contents: includes all Appendices and adds Public Comment Summary to Appendices
- To improve flow within the plan:
 - The first Action Plan is titled "Engineering Action Plan"
 - The 2-5 year project lists were relocated to appear before the 5-year maps in each sub-area

Minor Revisions

(no effect on the function of the plan)

- **Priority Streets for Speed Control** (map) were adjusted to improve connectivity
 - North Street between North Champlain Street and Elmwood Avenue for the Sustainability Academy
 - Extended Pine Place
 - Extended Locust Street Slow Zone east to Shelburne Street
- **Citywide Walk Plan Priorities** (map) were adjusted to streamline categories and suggests Flynn Avenue as a Priority Corridor for safety and placemaking

- **Projects**, Sub-Area maps, and the corresponding project bank (Appendix) were revised
 - Leddy Park Road Advisory Lane markings have replaced Sharrows
 - Intersection upgrades were added to North Winooski Ave / Decatur Street, Kilburn Street / St. Paul Street
 - Sharrows are suggested for Summit Street
 - Depot Street Neighborhood Greenway replaced Sharrows
 - Willard Street / Bradley Street crosswalk was added
- **Neighborhood Greenways** were further described in both the Shore Road Neighborhood Greenway description and in the Field Guide, noting that Greenways should only apply to streets with less than 3,000 average annual daily traffic or less.
- Action regarding **Neighborhood Activity Centers** now clarifies that this plan does not make any recommendations related to the details of Burlington's land use or zoning regulations. It suggests that any future changes to zoning codes would be undertaken through a separate planning and public outreach process and should recognize the connection between land use and transportation. For example, keeping essential services like drug stores or grocery stores in neighborhoods allows people to have the option of walking or biking to meet their daily needs. And, it is essential that new development in Burlington not undermine the walkable environment that already exists in many NACs.
- **Bicycle Parking Ratios** and the process to change the ratios were clarified. Developing ratios is outside the scope of this plan, but recommendations direct the City to calibrate ratios for the city's present and future land use, urban form, density, and urban design, and mode share characteristics; and to review these at least every five years and update as necessary.
- **Definitions in the Illustrated Glossary** were clarified:
 - Colored Pavement and Intersection Crossing Marking definitions both recommend that green paint be prioritized at intersections/conflict points, for creating green-backed super sharrows along neighborhood greenways, and advises the use of solid green paint only be used when traction is not a safety concern.
 - Bicycle Priority Lanes (Super Sharrows) and Sharrows definitions recommend applying green-backed super sharrows to neighborhood greenways only, applying super sharrows without green where sharrows are recommended in a corridor context (e.g. North Street), and recommend sharrows for more limited connectivity.

New Additions and More Substantial Revisions

- **Phased implementation and project timelines** are acknowledged to be one potential scenario – flexibility is essential to capitalize on opportunities as they arise (mentioned in the Safe Streets Design Principles for Action, within each Sub-Area project list)
- **E-bikes** are recognized in a new paragraph on pg. 61, calling for consideration in bike share fleets and recognizing their general importance for people who may be otherwise discouraged to bicycle because of age, disability, limited physical fitness, or convenience.
- **The Downtown Alley Walk** Action Item (Engineering Action #9) was removed and merged with Engineering Action #8, "Create more walk priority or walk-exclusive spaces." The subsequent metric is to, "Support investments in additional storefronts and outdoor dining spaces in downtown alleyways," and the responsible parties also include local businesses, and private property owners.

- A new page has been added, to answer, “**What is a slow zone?**” and “What makes a street an appropriate location for speed control?” (Attached)
- **Crash reporting** has been recognized to need training regarding the use of updated protocols, including best practices for unbiased data collection and crash investigation.
- **Metrics have been finalized:**
 - Neighborhood Activity Centers, “Through appropriate existing processes, support zoning codes that encourage walking and biking at neighborhood scale and that advance the active transportation modeshare goals defined earlier in this plan.”
 - Transit and cycling integration, “All high-volume stops to have bike racks by 2021.” In addition, metrics related to 3-bike racks on buses have been removed at GMT’s suggestion.”
 - Transit and cycling pavement markings, “Conflict markings are installed at bus stops in all new bike facilities or as existing facilities are repaved” and “Conflict markings are installed at all high-volume bus stops by 2021”
 - Professional driver trainings, “DPW-sponsored driver trainings hosted by advocates bi-annually beginning 2018” and “100% of City employees trained by 2020”
 - Equity and Enforcement, “Continue to assess and control BPD parity of initial enforcement stops, versus demographics of searches during stops or issuance of tickets vs warnings; By 2018, explore differences between demographics of windshield surveys (not Census data) vs demographics of stops; Issue data quarterly to both BPD officers and the community.”
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Final Revisions Pending

- Project timelines may be adjusted as the City continues to consider how to capitalize on opportunities
- Transportation, Energy, and Utilities Committee of City Council – tentatively scheduled for March 8, 2017
- Final draft printing underway for distribution to City Council in advance of their meeting, likely in late March