Queen City Park Road/Austin Drive Bicycle and Pedestrian Connections Scoping Study
Advisory Committee – November 18, 2021

Attendees:
Bob Britt – South Burlington Bicycle & Pedestrian Committee
Chris Damiani – Green Mountain Transit
Doug Goodman – Queen City Park Resident
Gillian Bell – Burlington South End
Eleni Churchill, Christine Forde - CCRPC
Lucy Gibson, Julie Shapiro – Toole Design
Marla Keene – Development Review Planner, City of South Burlington
Nicole Losch – Transportation Planner, Burlington Public Works
Peter Keating – Burlington Walk/Bike Council
Tim Barrett – South Burlington City Council

Progress to date

- Created and posted a storymap online that shows existing conditions.
- Collected public feedback from the interactive map and survey. Received over 400 comments on issues throughout the corridor. Most common areas of concern – Shelburne Road crossing, area around Pine Street, one lane bridge, Home Avenue intersection with Queen City Park Road, Redstone Condos, Oakledge entrance.
- Survey respondents – 43% South Burlington, 57% Burlington. 48% female, 1% non-binary, 51% male. Few non-English speakers and majority white.

Project goals

- Safe movement for people walking, biking, and taking transit, and filling the gap in the regional bicycle network.

Types of bicycle facility types that will be considered in this study

- Shared use path – separate facility on a separate alignment
- Separated bike lanes – can be one-way or two-way and have some type of separation from traffic. Not just paint. One-way safest at intersections because travels in the direction of traffic. Two-way allow side by side riding and are typically wider so some people prefer them
- Conventional bike lanes – includes space for bikes but no physical separation
- Advisory lanes – mark bike lanes where there isn't really room. Bicycles share space with traffic

Alternatives considered

- No Build

1. Shared use path whole length. Completely separated path.
2. Shared use path along most of the length but uses existing Champlain Parkway Path between Pine Street and Home Avenue. Sidewalk on QCPR between Pine Street and Home Ave/Austin Drive
3. Continuous sidewalks and bike lanes

Study area divided into 5 segments for easier discussion. The three alternatives can be mixed and matched segment by segment.

1) Shelburne Road Crossing to Hannaford entrance.
    - There is a current VTrans project to upgrade the traffic signal. The project will move the crosswalk to south side of the intersection.
    - Ideal design – widen crosswalk, widen sidewalk along Shelburne Road. Not part of VTrans project but maybe longer term consideration. Also upgrade path from US7 to condo driveway – widen, repave.

2) Condo driveway/Hannaford entrance/QCPR
    - Option 1 – shared use path extending from Shelburne Road – widen existing sidewalk to 10 feet and add crosswalk to Hannaford Drive. Widen sidewalk west of Hannaford driveway. Buffer strip 2-4 feet.
    - Option 2 – Separated bike lanes – one-way or two-way. The existing sidewalk on Queen City Park Road stays where it is. This option would require widening QCPR by about 5 feet. Adds cost and impervious pavements. The two-way separated bike lane could be constructed on the north side where there are no driveways or curb cuts. The two-way lane would connect to the Champlain Parkway path. But sidewalk no buffer.
    - With either option the road would narrow from 30 feet to 24 feet.

Comment – one advantage of a south side path is that the rider wouldn't have to cross Queen City Park Road to go to red rocks, but they would have to cross for Champlain Parkway Path.

Pine Street Crossing
- Existing curb cut on south side. Add crosswalk. Rectangular Rapid Flashing Beacon (RRFB) is unlikely to be necessary, as lower traffic volumes are expected with the Champlain Parkway.

3) Pine Street to the bridge
    - Road width is narrower in this section. Adding separated bike lanes would require the road to be widened 5-10 feet.
    - For shared use path the buffer would be narrowed.

Central Avenue
- The bridge has been studied separately so not proposing bridge alternatives.
- There is an existing path on the south side from the bridge to Red Rocks. Could follow this path and build a spur to a Central Avenue Queen City Park Road crosswalk.

4) Central to Austin Drive/Home Avenue
    - No sidewalk or bike lanes in this section except a small bit of sidewalk by the Green Mountain Transit facility. The road is not wide enough for bike lanes. There are drainage swales on either side that would have to be modified.
    - The road is striped for Advisory Bike Lanes – good but hard to see in the winter.
    - There was a previous study of a sidewalk on Queen City Park Road. The study concluded that the east/north side would be a better location for a sidewalk because of utility poles on west side.
    - Would require either moving the drainage ditch or place the sidewalk outside of drainage ditch. This would be outside of the right of way. One landowner – Burton.
    - Why east side? Not clear why previous study chose that side.

Home Avenue / Austin Drive / Queen City Park Road Intersection-

- A new path is to be constructed along Home Avenue east of Queen City Park Road as part of Champlain Parkway project.
- What to do west of QCPR? Widen sidewalk south side for shared use path. Less stress option.
- Bike lanes – how to cross for westbound? Traffic does not stop.

Redrocks Drive –

- Wide open paved area. City working on narrowing the neck of the intersection to improve safety.

Austin Drive –

- 60 foot right of way. Widening the sidewalk to 10 feet would be pretty easy and would fit within the existing right of way.
- The roadway is generally 30 feet wide except for the curve at Redrocks Drive – wider. Wide enough for bike lanes but not spared bike lanes.

Burlington Bike Path --

- Not a lot of comments in this location.
- Due to on street parking the bike lanes end – not enough room.
- Consider curb extension into parking lane for traffic calming and to increase visibility of bike lane and visibility for walkers and cyclists.
- Could not have parking and bike lane.
- Shared use path option – no bike lanes.

How the three alternatives achieve the purpose and need for the project

- All alternatives provide sidewalks so similar benefit
- Continuous shared use path would benefit the most people – low stress environment for beginner/more cautions cyclists.
- Bike lanes -- some people prefer bike lanes but generally not preferred by more cautious cyclists. l

Preliminary construction cost estimate – A -- $2.6 million. B -- $2.9 million. C -- $1.4 million. No ROW or utility.

Comment – Recommend shared use path from the bridge to Red Rocks.
Comment – Where would funding come from? Answer – uncertain at this time. Considering VTrans Bicycle and Pedestrian grant program and Transportation Enhancement grant program, but will evaluate other options if they become available.

Next steps

- Continue to refine the alternatives.
- Email slide deck.
- Public meeting early January. Likely to be virtual.