

**Queen City Park Road/Austin Drive Bicycle and Pedestrian Connections Study**  
**Advisory Committee**  
**February 22, 2022**

**Meeting Notes**

**Attendees:**

Peter Keating  
Lucy Gibson  
Eleni Churchill  
Nicole Losch  
Tim Barrett  
Bob Britt  
Doug Goodman

Christine reviewed the purpose of this meeting, which is to review the options developed for the corridor and prepare for the next public meeting scheduled for March 9. We would like to identify if there is consensus from this group as to recommendations for a preferred alternative. Another consideration is long-term and short-term options and potentially having some short-term options that could be done more quickly.

Lucy shared the draft PowerPoint that will be used for the public meeting.

Slides

- Agenda
- Project Goals
- Graphic of Low Stress Bicycling
- Map of Level of Traffic Stress in the project area
- Diagram showing the difference between shared use path, separate bike lanes, conventional bike lanes, advisory bike lanes.
- Winter Maintenance Considerations
- Segment Map
- Details of each segment
  - Segment 1 – Lindenwood Drive to Hannaford intersection
    - One alternative -- widen the sidewalk on Shelburne Road, widen the existing path from Shelburne Road to the Hannaford Intersection.
  - Segment 2 -- Hannaford Intersection to Champlain Parkway Path
    - Shared Use Path
    - Separated Bike Lanes – requires more right of way. North side is better because no curb cuts and no crossing required to get to Champlain Parkway path.
    - One lane directional bike lanes – requires about 5 feet more right of way.

- › Conventional bike lanes – could be done quickly but doesn't provide low stress facility – no physical separation. Could narrow lanes to 10 feet.
- › Marked crosswalk at Champlain Parkway path – could be done quickly.

#### Discussion

- › What is the direction the two cities want to go regarding two way vs on-road vs separate path?
- › Two-way north side is good for connection to Champlain Parkway Path but not so good for connectivity to Red Rocks Park or businesses on QCPR.
- › An unknown is the cost to upgrade drainage along Queen City Park Road. Maybe opportunities for green stormwater treatment? Pine Street to bridge – no drainage infrastructure.
- › Segment 3 – Champlain Parkway Path to Central Avenue
  - › Separate study evaluates the bridge. There is a sidewalk but narrow and dogs don't want to cross. Also, can't get to it in the winter because of snow.
  - › Could consider some signage or caution lights indicating pedestrians/bikes present.
  - › Bridged structural rating is satisfactory but it doesn't meet standards because of width or clearance (not enough for double stack).
  - › For this study propose to design the path on either side the way we want it to be and wait for the bridge.
  - › Include bridge map for the public meeting?
  - › Alternatives
    - › Shared use path option – cross Central Avenue and Queen City Park Road west of Central to north side of Queen City Park Road.
    - › Two-Way bike lanes and sidewalk – would have to cross Queen City Park Road to get to Red Rocks Park.
    - › Sidewalk and conventional bike lanes.
- › Segment 4 – Central Avenue to Home/Austin Drive
  - › No sidewalk except a small section near GMTA.
  - › Burton site plan does not include sidewalk around the perimeter. There is an internal sidewalk and the public won't be prohibited from using it.
  - › Advisory lanes experimental installation. Permit not issued by FHWA. Is it dangerous for Burlington because not OKed by FHWA if there is a crash? Also concerned about sight lines and treatment at intersections.
  - › Burlington is aware of this. Checked all guidance and decided that this is an OK location for this facility. Initially thought of them as temporary installation. Not enough width for bike lanes.
  - › Public concerns that the advisory lanes are not adequate.
  - › Advisory lanes may not work if higher vehicle volumes due to Higher Ground.
  - › There is room for a 10-foot path within right of way with 11-foot lanes and a 4-foot buffer strip. Could go down to 8 feet for the path if necessary.
  - › Alternatives

- › Separate bike facility plus sidewalk – could fit in the existing right of way, but would require road widening.
  - › Retain advisory lanes and construct sidewalk – maybe sufficient if low bike traffic.
  - › Northern end – should the sidewalk/path cross at GMTA garage? Why – wetland impacts. Unprotected midblock crosswalk. If want to get to Champlain Parkway Path would have to cross again. We don't think the wetlands are protected. Keep on east side? Yes.
  
- › Segment 5 – Austin/Home/Queen City Park Road to Waterfront Path
  - › Champlain Parkway will extent the shared use path to Queen City Park Road.
  - › Bike lanes on the south side is better because of possible queuing traffic for Champlain Parkway signal.
  - › Realign Red Rocks Drive to tighten intersection.
  - › Curb extension at crosswalk to Waterfront Path?
  - › Alternatives
    - › Shared Use Path
    - › Sidewalk and Separated bike lanes
    - › Sidewalk and conventional bike lanes – would have to eliminate parking
  - › Put bike lane on the between parking and the curb? Would require more widening. Would need door zone buffer.

#### Discussion

- › How to make the presentation simpler for the public. More photos and simpler visualizations?
- › Make a recommendation?
- › Do we want to be able to consider mix and match of alternatives for different sections? Does that make sense?
- › Comment -- we are trying to get from point A to point B but are these the right points to connect? Maybe the route we are considering is not the best way to get there. Consider building a shared use path on Flynn Avenue to City Market and connect to Champlain Parkway Path. We are missing the opportunity to take advantage of the advisory lanes on Flynn Avenue.  
Also traveling through the Proctor neighborhood in South Burlington and connect to the I-189 path. Austin Drive is not a good way to connect Burlington to South Burlington.