

**Queen City Park Road/Austin Drive Bicycle and Pedestrian Connections Scoping Study  
Advisory Committee – May 19, 2022**

**Attendees:**

Chris Damiani – Green Mountain Transit  
Doug Goodman – Queen City Park Resident  
Gillian Bell – Burlington South End  
Christine Forde – Chittenden County Regional Planning Commission  
Lucy Gibson – Toole Design  
Elizabeth Ross – Transportation Planner, Burlington Public Works  
Peter Keating – Burlington Walk/Bike Council  
Tim Barrett – South Burlington City Council

Christine provided an introduction to the meeting and stated that this is the final advisory committee meeting for this project. Upcoming meetings include a presentation at Burlington's Transportation, Energy, and Utilities Committee next week and a second presentation to the South Burlington Bicycle & Pedestrian Committee in July. If this committee wants to endorse the preferred alternative that information will be provided to the TEUC and the South Burlington Bicycle & Pedestrian Committee and it will be noted in the final report.

This evening we will provide a quick review of the preferred alternative and discuss the report. Comments can be made tonight or over the next couple of weeks.

Lucy Gibson reviewed the draft report, which was provided to the committee previously. The project considered two basic concepts for alternatives – widening the sidewalk along the corridor to a shared use path or widen the road to add an on-road separated facility. The recommended preferred alternative was a shared use path for the entire route. This alternative provides consistency and a more comfortable facility appropriate for the average rider. The overall cost is slightly less than the on-road separated facility.

Lucy reviewed a section of the report on possible project phasing. While a specific phasing plan was not provided the report provided the following considerations on phasing:

- Segments 1 and 2 (Shelburne Road to Champlain Parkway Path/Pine Street) should be implemented at the same time since they provide a connection to the Champlain Parkway Path.
- Segment 3 (Champlain Parkway Path to Central Avenue) recognizes the need for upgrades to the one-lane bridge over the railroad. Upgrades to the bridge will be a separate project but this path project could move ahead before the bridge happens with the bridge section being completed at a later date.
- Segment 4 (Central Avenue to Home Avenue/Austin Drive) is likely a higher priority segment due to the narrowness of the road and lack of sidewalks through most of the segment.
- Segment 5 (Austin Drive) is perhaps a lower priority because it has less traffic, existing sidewalk is available, and there are bike lanes for part of the segment.

The committee discussed whether they should make a recommendation for phasing and concluded that not making a phasing recommendation provides added flexibility to Burlington and South Burlington regarding funding opportunities that may become available.

Peter Keating noted that interregional projects are looked at favorably in VTrans's Bicycle and Pedestrian grant program.

Lucy then discussed short term recommendations discussed in the report as follows:

- › Hannaford/Queen City Park Road Area -- tighten excess pavement to clarify how people should move through the intersection.
- › Queen City Park Road to Pine Street -- could add striped bike lanes.
- › Pine Street/Queen City Park Road -- could be appropriate for an all-way stop.
- › Bridge over the Railroad – consider repaving the sidewalk, which is currently an open grate, to allow for snow plowing and to make it dog-friendly.
- › Queen City Park Road/Central Avenue – consider an all-way stop. Currently two legs of this intersection have stop signs -- Queen City Park Road from the industrial area and Central Avenue. Queen City Park Road towards the industrial area does not stop.
- › Queen City Park Road/Home Avenue/Austin Drive – consider an all-way stop. Currently, only Queen City Park Road has a stop sign.
- › Austin Drive at Red Rocks Condos – this intersection has been marked with paint to narrow the width of the Red Rocks Condos approach but adding planters or other quick-build material could further channel the traffic.
- › Austin Drive – consider traffic calming.

The report also has concept plans based on aerial photos.

The group made some minor corrections to the report.

There was a consensus agreement from the committee to accept the preferred alternative and for that recommendation to be presented to the TEUC and the South Burlington Bicycle & Pedestrian Committee.