

BURLINGTON BIKE PATH RESTORATION

Rehabilitation of the City's Shoreline Treasure

WHAT...

The City Council passed a Resolution on September 14th, 2010 creating the 12-member Bike Path Task Force and charged it to:

- Review the current bike path system and the capital needs focusing on the 7.5 miles and its connections to other paths in the network
- Review the 2002 Feasibility Study and 2005 Island Line Sign & Amenities Plan and make recommendations and revisions
- Review current maintenance budget and capital budget allocations
- Identify any financial gaps in the operation budget and future capital budgets
- Understand how the Bike path is a part of the Island Line Trail and explore opportunities for regional signs, funding and or maintenance
- Recommend a preferred funding mechanism to address maintenance and or capital funding gaps
- Create a concise written action plan to address funding gaps and Feasibility Study
- Present findings to the City Council, Parks and Recreation Commission, the Burlington Business Association (BBA), Local Motion, Burlington Rotary and other interested organizations

WHERE...

The Task Force was charged with assessing the 7.5 miles of bike path along the shoreline of Lake Champlain, beginning from Austin Drive and ending at the Winooski River Bridge.

WHY...

The bike path was built 25 years ago and was one of the first in New England. However, it was not built to today's standards and with heavy use and lakeshore impacts some sections are now unsafe and impassable. Yearly repair is no longer a sustainable option for the major restoration and rehabilitation issues. Because the Bike Path is so important to alternative transportation goals, to the health and wellness of our residents, and to the tourism industry in Burlington the City Council created the Task Force with the goals listed above.

WHO...

As directed by the City Council, the Parks & Recreation Commission appointed Task Force members: Bob McKearin, Jane Knodell, Jennifer Wallace-Brodeur, John Bossange, Katherine Monstream, Kurt Wright, Lisa Aultman-Hall, Patrick Standen, Peter Clavelle, Steve Allen, Zandy Wheeler, and Will Flender. Other agencies have supported the Task Force: Mari Steinbach, Deryk Roach & Jen Francis (Department of Parks & Recreation), Chapin Spencer (Local Motion), Larry Kupferman (CEDO), and Peter Keating (Chittenden County Regional Planning Commission – CCRPC).



PUBLIC FORUM:
*To learn more
about the
Bike Path
Feasibility Study,
please join us at
Contois
Auditorium
in City Hall
on Wednesday,
March 14th, 2012,
5:30 – 7:00 pm.*

HOW...

The full Task Force has met every other month along with sub-committee work between Task Force meetings. Initiatives and action steps were created to meet the criteria of the Resolution. Consulting engineers, Resource Systems Group was hired to write a feasibility study assessing and recommending necessary projects with accompanying estimates. Public input was received, reports were generated and decisions were made regarding the design, prioritization & restoration processes. The Task Force developed an improvement matrix to prioritize the 74 specific recommendations listed in feasibility study. The Path was divided into sixteen sections and the projects in each section were carefully assessed using the following criteria:

- **Does the project improve SAFETY?**
(personal security, traffic security, signs & markings)
- **Does the project upgrade the path to current DESIGN STANDARDS to ensure consistency & safety?**
(width & shoulders, surface type, storm water management)
- **Does the project enhance CONNECTIVITY?**
(local connections and enhanced access points, community destinations)
- **Does the project positively impact the ECONOMIC VITALITY?**
(visitor information, restrooms, drinking fountains, mile markers)
- **Does the project improve MAINTENANCE EFFICIENCY?**
(utilities, trees & shrubs, cleanliness)

The Task Force used the above criteria to rank each improvement project in each of the sixteen sections and created a spreadsheet prioritizing each project while summarizing costs. Improvements to the path were clustered into three improvement funding packages based on a graded rating system (A-D priorities):

1 - Rehabilitation (A's) = \$11,645,000

Defined as costs that would need to be expended to save the path (regardless of the feasibility study's approval and implementation)

2 - Functional (A's and B's) = \$13,875,000

Defined as recommendations that improve safety, add capacity, or improve conditions beyond the existing system

3 - Enhancement (A's B's, C's, D's) = \$16,873,000

Defined as enhancements to the path's character and aesthetics

The Task Force presented this information to the City Council December 19th, 2011, recommending the Rehabilitation Plan.

WHEN...

Outreach presentations are scheduled during March with the following service organizations: Burlington Business Association (BBA) and WAG, the Chamber of Commerce, and Burlington Rotary. The Task Force will return to the City Council in May to recommend a November, 2012 ballot initiative. For more information, visit the Dept. of Parks & Recreation website:

<http://www.enjoyburlington.com/Parks/BikePath1/BikePathTaskForce.cfm>

THANK YOU FOR YOUR SUPPORT IN THE RESTORATION OF OUR BIKE PATH!

