



## Burlington Bike Path Task Force

### Summary of Online Survey Feedback

We had an online survey that was open from December 3 to December 31, 2010 to solicit input from the general public on the Burlington Bike Path. Here is a summary of the 340 responses.

#### Residence of Respondents:

Burlington: 71%  
Other Vermont: 27%  
Outside Vermont: 2%

#### Overall:

Comments show a strong appreciation of the Burlington Bike Path. 56% of respondents think the path is in overall good shape, and yet over 80% think that maintenance and/or improvements are urgent or somewhat urgent.

#### Top Priorities: (based on percent of respondents who agreed or strongly agreed)

1. Unpaved shoulders for walking/running (80%)
2. Regional trail connections (79%)
3. Widen path (55%)
4. Repave path (53%)

#### Topic of Other Comments

We had a field that asked people for other comments. Here were the most common words and how many times that they were mentioned:

Connections 24	Walkers 6
Etiquette 20	Commute 4
Maintenance 18	Education 4
Tourism 15	Recreation 4
Signage 11	Access 3
Love 9	Bridge 3
Bathrooms 8	Dogs 3
Widen 8	Funding 3
No Tax Increase 7	NoTax 3
Pavement 7	Resource 3
Plow 7	Safety 3
Paving 6	Wider 3
Transportation 6	Width 3

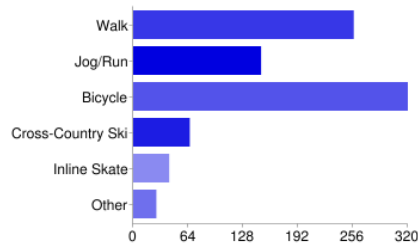
# 340 [responses](#)

## Summary [See complete responses](#)

My zip code is

5408 5401 5401 5401 5401 5405 5403 5408 5401 5401 6062 5446 5452 5401 5405 5403 5454 5403 5403 5401 5401 5408 5405

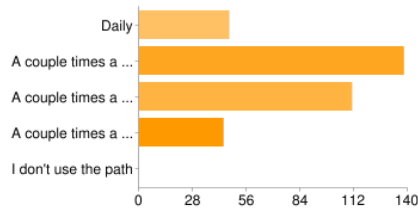
### I do all the following things on the path



Walk	257	76%
Jog/Run	149	44%
Bicycle	320	94%
Cross-Country Ski	66	19%
Inline Skate	42	12%
Other	27	8%

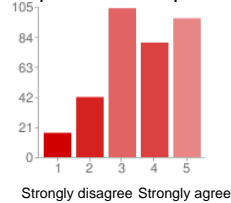
People may select more than one checkbox, so percentages may add up to more than 100%.

### On average, I use the path



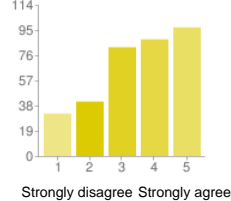
Daily	47	14%
A couple times a week	138	41%
A couple times a month	111	33%
A couple times a year	44	13%
I don't use the path	0	0%

### The path needs to be repaved



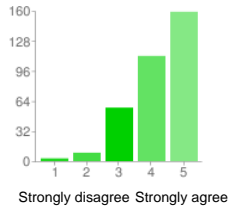
1 - Strongly disagree	17	5%
2	42	12%
3	104	31%
4	80	24%
5 - Strongly agree	97	29%

### The path should be widened



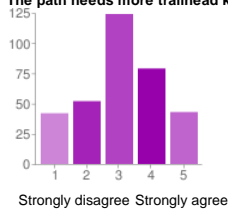
1 - Strongly disagree	32	9%
2	41	12%
3	82	24%
4	88	26%
5 - Strongly agree	97	29%

### The path should have unpaved shoulders for running, walking



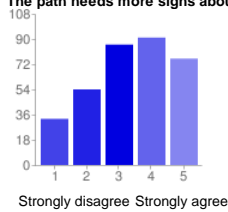
1 - Strongly disagree	3	1%
2	9	3%
3	57	17%
4	112	33%
5 - Strongly agree	159	47%

**The path needs more trailhead kiosks, directional signs**



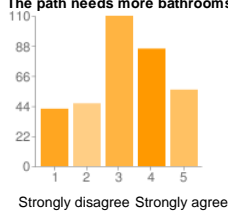
1 - Strongly disagree	42	12%
2	52	15%
3	124	36%
4	79	23%
5 - Strongly agree	43	13%

**The path needs more signs about proper trail use & etiquette**



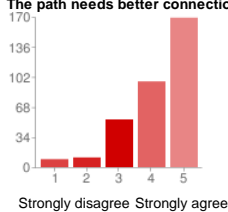
1 - Strongly disagree	33	10%
2	54	16%
3	86	25%
4	91	27%
5 - Strongly agree	76	22%

**The path needs more bathrooms, water fountains or other amenities**



1 - Strongly disagree	42	12%
2	46	14%
3	110	32%
4	86	25%
5 - Strongly agree	56	16%

**The path needs better connections to other communities, other trails**

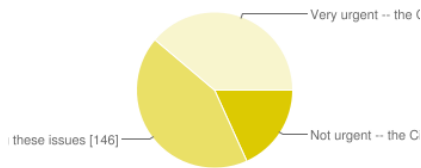


1 - Strongly disagree	9	3%
2	11	3%
3	54	16%
4	97	29%
5 - Strongly agree	169	50%

**Are there any specific locations along the path that have problems to be addressed?**

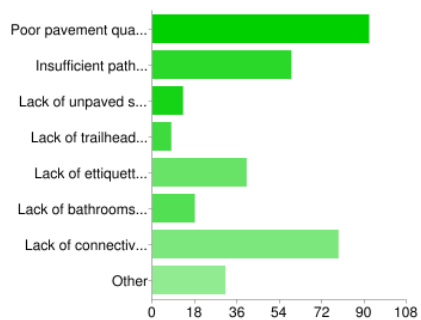
Waterfront Park - several crossings could be re-marked, improved in sign and direction; street crossing signs so that we know what streets we are crossing; waterfront park between Lake Street and the hill beyond dog park needs repaving and swept and low spots addressed and better definition between roadway; end of path on south end should have safe street crossing and be marked to enable user to connect with S. Burlington path instead of being trial and error; When you enter into Colchester, the path becomes very unclear to an unseasoned biker. I consistently end up lost on the neighborhood ...

**How urgent are the issues in the above questions?**



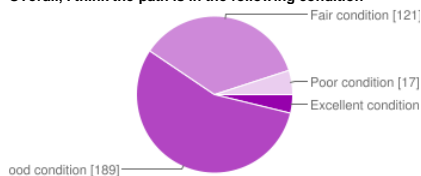
Not urgent -- the City should address these issues incrementally as money is available	62
Somewhat urgent -- the City should make some effort to prioritize addressing these issues	146
Very urgent -- the City should prioritize addressing these issues in the next 1-2 years	132

**What is the #1 problem along the path?**



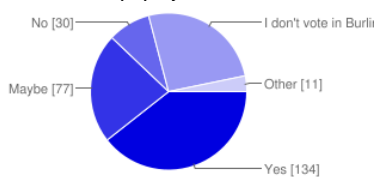
Poor pavement quality	92	27%
Insufficient path width	59	17%
Lack of unpaved shoulders	13	4%
Lack of trailhead kiosks, directional signs	8	2%
Lack of etiquette among users	40	12%
Lack of bathrooms, waterfountains, amenities	18	5%
Lack of connectivity to neighborhoods, other trails	79	23%
Other	31	9%

**Overall, I think the path is in the following condition**



Excellent condition	13	4%
Good condition	189	56%
Fair condition	121	36%
Poor condition	17	5%

**If the City is not successful in getting Federal or State funds to improve the path, would you support an increase in property taxes if it was dedicated to this project?**



Yes	134	39%
Maybe	77	23%
No	30	9%
I don't vote in Burlington	88	26%
Other	11	3%

**Other Comments**

Some of the path areas should use existing infrastructure and be lighted - there are extensive sections that simply dark; the paving should be of higher quality to begin with to support the heavy equipment and vehicles that travel along it; diligent effort should be given to maintaining the right of way or easement so that residents stop encroaching on the path property; I believe that user etiquette is the number one issue, but an infrastructure improvement that could reasonably be made and would make a difference is the kiosk/signage. More single chicks on the bikepath! (not needed to be s ...

**Your Name (Optional)**

Thorne McGourn Kass Geoff Roger Bombardier Jr. Keith Epstein Mike Beganyi pete salomone Matt Dall Alex Corredera Daniel Hale ellie reddington Jim S David J Ben Ware Alex Reutter Tanner Haskins Chris Gillman Rachel De ...

**Your Email**

Recfun1co@gmail.com macmillc@gmail.com jayapura1701@yahoo.com jwehrwein@gmail.com ggordon@uvm.edu bombvt@gmail.com keithepstein@gmail.com

## Other Comments (All)

Some of the path areas should use existing infrastructure and be lighted - there are extensive sections that simply dark; the paving should be of higher quality to begin with to support the heavy equipment and vehicles that travel along it; diligent effort should be given to maintaining the right of way or easement so that residents stop encroaching on the path property; I believe that user etiquette is the number one issue, but an infrastructure improvement that could reasonably be made and would make a difference is the kiosk/signage.

Mainly, I feel that there should be a designated area for walkers, groups of people enjoy to converse when walking, to do so they must walk abreast, not single file. In this way, they take up the majority of the space on the bike path, providing an obstruction for every other party on the path. Not to mention the fact that while talking and walking along they are not paying attention to the world around them. Walkers should have their own path.

Thanks for your efforts. The path is currently under valued and a bit out dated, but luckily for us. It is not too late.

Thanks. I'm very grateful for the bike path! I wish there were more non-automotive paths.

Etiquette among users is a close second issue. I think your question about problems along the path would be more useful if it allowed them to be ranked 1 through 8 rather than selecting only one.

my bike club is planning on holding our Labor Day Weekend in VT in Burlington in 2011. Good bike paths will encourage us to come in 2011 and subsequent years.

Having dogs leashed should also be a focus of enforcement on the bike path, as well as to reinforcing etiquette through patrols i.e. don't run 3 or 4 wide, don't pass when somebody is approaching, watch your kids, etc.

A bridge or greater frequency of the bike ferry to connect to the islands would be appreciated.

The bike path is not great for cyclists who ride fairly fast. There are too many people to get around and a lot of stop signs. As long as people realize this and are patient when they ride on the bike path, problems can be avoided. Linking and extending the bike path is a good place to start.

Avoid clutter of path side signage.

Although I don't live in Burlington, a tax increase will have effects in the entire region.

The paved part of the path does not need to be widened, but the whole path should be widened to better accommodate peds.

The majority of my path use is cycling between Leddy Park and Waterfront Park. Parts of the path are in good-fair condition, and the most recently paved parts are excellent (under the bridge to Rock Point School). However, the part from Lake Street to the dog park (by the Moran Plant) is so atrociously bad, and from North Beach to Waterfront Park is so generally poorly paved, that I find it more pleasant to bike on North Avenue than the bike path. That's a serious problem.

I'm not sure if the issue is still on the table, but I'm against Segway use on the very narrow parts of the path; farther north where there's less traffic and more room would be fine.

The bike path is important for our community and for tourism. For my own personal use, as a cyclist, I'd like there is be a division for bikers and runners/walkers. It can be tough to bike with folks meandering about, particularly if they got their headphones on. I would love to see more signs about path etiquette.

1. A traffic stripe down the middle, so people don't walk/ride three and four abreast, or in the middle.

2. Any chance of extending along railroad tracks to Shelburne? Riding on Shelburne Road (Rte. 7) from the traffic circle (by the Catholic School) to IDX (where the bike lane begins) is horrible - no shoulders, high traffic, and more pothole than pavement. I love the Burlington Bike Path-great for commuting, night time runs-course of the Vermont City Marathon. I am for anything that increase access to non-motorized traffic. I would like to see an extension hooking up with Williston road-that would somehow connect to the Catamount Outdoor Center.

I think the bike path is an important resource in our community. It should be part of a multimodal transportation system, so connect to other paths and transport options. I DON'T want it to be a suburbanized, over-fancy recreation path. That said, trail etiquette needs to be clearly stated and runners/walkers should know where they should be.

Thanks for your work

The Paths are great, something that my family and friends feel lucky to enjoy regularly.

I think it's important for the city and state to prioritize funding to maintain the paths.

I do NOT think that adding any amenities which will increase maintenance costs is a good idea.

Please keep improving the paths, but please aim to not excessively increase the overhead maintenance costs (eg. public restrooms). We need to make sure the paths are sustainable even in economic situations worse than our current recession.

The largest detracting factor now is that most people still need to drive to get to the path to enjoy car-free recreation. Expanding the network of local bike/ped routes that link to the Path will help make it a valued resource to more people. When more people value the resource, it becomes even more valuable...the definition of a good investment.

While it would be great to resurface the whole path, limited funds could be used to work on sections of the path that are in more dire need of repair and repaving.

I like the idea of having unpaved shoulders that can be accessed when needed, rather than widening the whole path.

Regarding the funding question, can you explore private or business partners who can "adopt" a section of path and allow tasteful signs such as "this 1/2 mile sponsored by ACME Garage". I know that Vermonters seem repulsed by billboards, but if this is the only way to get private funding...look into it. Similar to how churches/buildings/schools might have an "Adopt a Brick" fundraiser and private individuals can have their name permanently etched in a brick if they make a nominal donation.

While I feel that etiquette/lack of knowledge is a problem, I don't feel signage is the answer. More people (advocates) empowered to reach out to and educate users would be a more effective solution, especially when it comes to children and pets. Please note that while I do not get to use the path as often as I'd like, we always bring out-of-town guests there.

I take my disabled child and her trike on the path. It is a great resource for her. But trying to find free parking near it (Oakledge charges, Burlington waterfront charges) can be a challenge some times of the year. There are some parking places, but they can be further away and it is good to have a variety of access points. And of course bathrooms are sorely needed -- more so by some people than others I suppose.

I think a dotted line down the center of the path would go a long way in education and etiquette for all ages of trail users. I'm forever telling my kids to stay on the right side of the path, but it is not clear to them what the "right" side really means. This would also educate and help the older users and the ones that insist on riding two abreast.

Overall, the bike path path is really not in too bad a shape.

It's very difficult and not fair to ask for a property tax increase in this economic time. My own family is making less income this year and we are continually dealing with school tax increases as it is...

What about enlisting some volunteer help to do projects that don't require paying a city worker, especially regarding the bike path?

I bike on the path from Oakledge Park to Airport Park. The biggest problem I have encountered is the rudeness, or lack of etiquette exhibited by some of the users. On numerous occasions, I have had to ride off the side of the paved path to avoid groups of walkers coming toward me; the group has spanned the width of the path and individuals will not move out of the way so that I can pass on my bike without running into someone.

The Burlington Bike path is wonderful... it needs to be conceptualized at a Burlington Bike path SYSTEM to get broader usage and to acquaint users with other wonderful areas to visit by foot, bike, wheel chair, etc.

I love the bike path! We live on Crowley Street in the Old North End, and part of our decision to move there was the proximity to the bike path and Waterfront. We are young parents with a two year-old and a baby on the way, and we love taking family walks and runs on the bike path -- I believe it's one of Burlington's greatest resources.

Love the bike path! Such a wonderful place to get exercise, and get into town.

I really appreciate the effort that went into repaving what was in my mind the worst part of the bike path - near the barge canal. With that section repaved, I don't notice too many problems with the bike path, with the exception of the huge puddle in the north 30.

While the path certainly can be crowded at times I'm not sure it makes sense to widen it given the trouble simply finding funds to

maintain it as it currently is.

Insufficient path width is a close second to pavement quality, in certain areas (like the causeway north of Blodgett park.

It is a "no-brainer" to repair at the least and improve if possible the bike path. It is such a benefit to the citizens of Burlington and surrounding communities and such a draw for those visiting our area. It provides an alternative avenue for alternative commuter transportation much of the year and green access to our waterfront beaches.

Having been a participant in almost every VCM in the past 20 years either as a marathoner or relay member, I have become increasingly stressed over the past several years the month or so before the marathon thinking about the ever eroding quality of the path surface. I think if I were a participant from out of state and had run VCM a few years and saw the path quality slowly degrading, I would think twice about returning another year.

I might support areas of investment where regular maintenance cannot solve problem. To overhaul it or make major capital improvements in this economic climate is not necessary. Wait until you find grants and keep maintain it in meantime. Also, just as an aside, until Bob Kiss is removed, resigns, or is replaced, I am not going to support any city initiative that requires a tax increase or city investment, such as the recent BED proposal on the ballot. This is the only way I can protest the disgust I feel. Would love a clearly delineated dirt option on the side of the path; as a middle aged runner, I'm constantly seeking a more gentle option than pavement,

Signage leaving the bike path would be helpful- I run a long way on it and into Colchester, but I don't know where the little pathways off it go. Bathrooms or more portapotties open all year, simple is fine, maybe compostable -- but if I'm out on a 2 1/2 hour run along the pathway system, I'm going to need to go.

This is the gem of Burlington's way of life, we need to maintain it, and learn from other cities on how to manage and increase it's usage -- for commuting, recreation, athletics, family time, tourism - it's an alternate main street and fairly hums the hour before dark and on weekends.

I'd like to see it connect to pathways in other communities in such a way you can diversify long journeys, not just out and back -- but a network of bike and run and walk safe pathways... kind of a greenway.. that could cut through and connect-- say walking bridge over traffic and down to the Intervale pathways -- again walking bridge to make it easier for families with children to connect to South Burlington network- more signage there -- think about the circulator network around Washington, DC -- is it 100 miles worth of pathway and trail? We can do that. And, it's Burlington, we should.

FYI, I use the path more like 3-4 times a week.

The bike path is a huge resource for Burlington, both for local folks and for tourists. Each year it seems to be more heavily utilized. That's a good thing, but I think it needs to be widened to accommodate the level of use. Don't "superhighway" the bike path!

Teaching people to stay to the right would be useful, so that there is room to pass.

I think it would help to have more trash receptacles along the path. Many animal owners have good etiquette. They keep their dogs leashed and away from others and they carry out their waste. A subset, though, routinely do things like leave waste in bags along the path. There is also a small graffiti problem in the new north end. A good example problem area is the intersection of Staniford Road.

I would like to see the bike path stay open year round. Would it be possible to plow it, and salt the icy spots.

I do not think that I would like to see it wider. You want to maintain an intimate natural feel to the path. I worry that making it wider would destroy that feel, and make it feel like a road along the lake.

Other improvements of interest: 1) more signs to sites of interest along the path. 2) connections to walking and running trails along the bike path, 3) greater connectivity to other communities and trails, 4) water fountains would be nice 5) and would there be an interest in lighting along the path for night running and walking?

Other than very short spans of the Bike Path that need paving/repaving, I do not see a need to spend money on this, especially when the "bike lanes" in town are so dangerous/inconsistent. There are intersections with very inefficiently timed traffic signals too. I love the bike path the way it is; don't change it!

I love the bike path and my dog and I use it almost daily. It's one of the best things about living in Burlington. I also really appreciate the recent upgrades on Manhattan Avenue. However that area in the hollow down just off Manhattan Avenue, just before the path goes up to run along route 127, is a real safety concern. Not the homeless camp - I am actually glad those guys are there because they are a human presence - but what if some weirdo is hanging around down there? No one would ever see someone being attacked there. I thought of this quite a lot when the police recently sent out a text broadcast about how a sex predator had been released and was living homeless in Burlington. Even on a bike, you're heading uphill and so you're vulnerable in that spot because you can't go fast. I am sure many more people would use the path if this specific spot were made safer with call boxes - it is a barrier both to getting to the Intervale loop and to getting from the ONE up to the lake path. (Yes, I know there's a call box near the bench along 127, but if you're attacked down in the hollow, you have to run several hundred yards up a hill to use the call box. Not really feasible if someone bigger than you is pursuing you.)

I'd like lighting and safety phones on the path.

THANK YOU for doing this! The bike path makes Burlington special. I'm not sure I'd live here without it. It's that important! My most frequent path problem when I am on a bicycle is off leash dogs or dogs on very long retractable leashes whose owners don't pay attention.

I don't support a dedicated increase in the property tax for specific short term infrastructure improvements - we have a dedicated parks tax which should include this type of work. I would support an increase in the dedicated parks tax as we have many needs for improvements in Burlington recreation facilities, not just the bike path.

Thanks a lot to the commission members for putting together this initiative. It's something I've hoped would happen for a while. Thanks as well to all the people at LocalMotion, you're a great organization and make this city a better one to call home. There is a lot of value to the bike path - tourism and commuting value. I commute from the South End to UVM every day and ride my bike on the bike path every day that I can. Even in the wintertime, there are many bikers on that section of the bike path. I have a "winter" bike that I use and I notice others with "winter" bikes. To me, the #1 issue is keeping that section plowed in the winter.

It would be nice if the signage is better when the path goes into a neighborhood. And it would be great if the lake bike path and the bike path along 127 could connect.

DO NOT turn the Burlington Bike Path into a New York City sidewalk. Please remember that it is a "path"...in Vermont...along Lake Champlain over much of its length. It is not -- and need not become -- a super highway for bikers or pedestrians.

Perhaps more separated "walk/ride" areas could ease congestion in places where walkers stop to view the lake, etc. and bike commuters just want to get to where they are going. Or, maybe even encouraging walkers to "walk to the right" could help avoid human "roadblocks."

But again, please do not make the mistake that is so often made when things become popular, i.e. enlarge to accommodate the "rush hour" and destroy the friendly character that has made a place popular in the first place. (Our society tends to take this approach in many things --highways, restaurants, etc, etc.-- but hopefully the bike rider/walker/human-powered alternative lifestyle can resist this temptation.) Thanks!

I spend 2 months each summer in Burlington and I was really pleased with the paving that was done on the path between the summers of 2009 & 2010 :)

Look to other funding mechanism - federal transportation/infrastructure \$\$

Then look at other taxes/user fees than property tax - how can regional area help fund since everyone enjoys path? i.e. regional gas tax? Rooms and Meals?

It is a great asset and needs to be treated as such. Signage is old. A lengthening of the trail to the south is needed. Explore having the trail next to the Vermont Railway line, separated by fence.

I like the bike path just like it is. It offers a great exercise route and experience. The beginning of the path could use a little work in terms of the area surrounding it. When you enter the path near the skate park the right side is a little unkept. The overall path is bumpy and not well kept up but I kind of like it like that.



I love the bike path and I think it is a vital part of what makes Burlington a wonderful place to live.

It would be nice to have bike lanes and walking lanes. This would help the relationship between bikers and walkers because bikers could ride at their own pace and would not startle people who are passed. Perhaps this means widening the path, but simple lanes painted on the pavement might help as well.

The bike path is rough if you are on a road bike. I prefer to ride on roads that parallel the bike path at the moment in certain sections because it is smoother.

Could a bridge be constructed where the ferry currently operates so you can get to the islands at any time throughout the year? I love the bike path! But it would be AWESOME if you also focused on bike lanes in the city. I think that's more important right now!

#1 path problem: should have read all of the above!

Would like to see a bridge over Champlain to connect to the islands. The bike ferry is not adequate.

The path desperately needs a shoulder that is unpaved and wide enough for two people. Rather than having a narrow gravel shoulder on each side, the path should be shifted, widened, and have two distinct sections - a wide paved section, and a neighboring unpaved section wide enough for two people.

In the winter, it would be great if the sidewalk snowblowers could clean half the path for walking/running. This would keep walkers off the ski trails, and also leave runners a safe place to run in the winter. In the ideal world, someone would also roll/track set half the path for skiing.

Rather than raising taxes, Burlington should seek sponsors and donors to fund the improvement project. Let's get the community involved in the project. Plaques could be laid along the trail acknowledging sponsors.

In Boston, New Balance pays the city to plow the trail along the esplanade in the winter. It's good PR for New Balance, and it saves the city the expense of plowing. Perhaps Burlington could seek a similar sponsorship? Or, maybe give Green Mountain Coffee or Ben and Jerry's free rent on a kiosk by the waterfront in exchange for plowing and/or track setting the trail. I think the path is wonderful. Runners, bicycles, etc. should be reminded by signs to always pass on the left and say loudly when getting ready to pass "On Your Left."

As a resident of Burlington, I find it difficult to have this be funded by an increase in MY property taxes. The path is an attraction to the community from other communities and for tourists.- brining into our community people who will spend money here while using the bike path. It may be funded slightly by my taxes as I can use it more easily than others because I live here. But the businesses and the local government or state government should be held accountable as well. to repeat my "Votes" above, I have been appalled the last few years as the bike path has been allowed to deteriorate to the poorly maintained and unsafe condition it is now in. It is truly one of the best things about Burlington, for residents and visitors, and maintaining and promoting it should be among the Parks' Dept's highest priorities. In the current climate of green thinking and getting people more active, it's hard to believe there is not federal funding for projects like the bike path.

This is a fantastic asset to the City of Burlington! Think of the money this brings in for all of our benefit. Think of all the enjoyment it brings to so many of us. I love it!! We must continue to support this jewel of Burlington in any way possible!

Overall I think the path is in good shape and condition and well designed. My main concern is that many people walk on the paved portion of the path which can make it dangerous for them and for bicyclists that are traveling at high speed. Also a like between the bike path at Airport park and the path in Colchester that heads out towards the islands would be nice.

Twenty five years is a long time to not address something like the bike path which is used so frequently by so many people. 'Band-aids' have been applied, but I think the wound is too deep and wide to continue this method with any success and a waste of money. The bike path IS Burlington in a sense. If it were in better condition, maybe there would be more commuters on it. Please, please do something that allows those of us the use it to enjoy it more and feel more comfortable on it. And those of us who do not, to hopefully see the advantage (and fun) of having such an asset in our backyards. Thanks. The Burlington Bike path is great, but other safe routes are needed to connect to Colchester, Winooski, and South Burlington. Its still not safe to commute on most other routes.

The Burlington Bike path and regional network is one of the reasons I moved to this area (From NJ).

Suggest you have a 'friends of the Burlington Bikepath' website and kiosk with info about the history of the bikepath, history of the area, and a way to donate to the bikepath. For example, I would love to donate \$\$ and have a small engraved granite cobble to

honor our family and the countless joyous hours spent traversing the path;

Have a bike path use fee for all events held in Burlington that are along the bike path. The fee could be on a sliding scale - based on event. e.g. Key Bank Marathon - MAJOR fee since the path gets a lot of wear and tear; fundraising walks - smaller fee; etc.

Prefer not to see Burlington taxes raised to support the bikepath; as a resident - I'm hoping I can afford to live in Burlington well into retirement -- I have concerns about how I will be able to do that if taxes continue to rise to support city resources that OTHERS use a lot & degrade.

Another approach to funding the bike path is to have advertising kiosks (tastefully done) -- (electronic kiosks - users can engage for information)... rather than signs or posters. Co-locate the kiosks every 1/2 mile or so (solar power them) -- Sell advertising to area restaurants, hotels, b&b's, bike shops, and others. Maybe 7 Days would be a kiosk sponsor -- or Fletcher Allen (as part of their wellness initiatives -- could have info about the fahc ED and services & health promotion)

Another fundraising approach is to partner with UVM -- and have an interactive 'electronic' wall - where part of the UVM student fee (\$1 maybe? goes to fund the bikepath. UVM students/families can post a message or well wishes to the Burlington Bikepath wall - it can live forever virtually. It can then be incorporated into the annual alumni programming - update your message on the Bikepath.)

Other funding ideas...

Search for funding from unlikely sources -

historic preservation, etc... allocate sections of the bikepath for dedications to special purposes ....sailing, skiing, skating, running, dogs

The trailbed needs to be redone; do not just settle for "repaving" or money will be wasted. Insist on following best practices that other communities (outside of Vermont) have applied.

See below reports for info you may find helpful in your arguments:

[http://www.carrs.msu.edu/trails/Reports/PM\\_TRAIL\\_USE\\_REPORT2.pdf](http://www.carrs.msu.edu/trails/Reports/PM_TRAIL_USE_REPORT2.pdf)

[http://www.mpo-swfl.org/content/PR/Conserve\\_By\\_Bicycle\\_Program\\_Study.pdf](http://www.mpo-swfl.org/content/PR/Conserve_By_Bicycle_Program_Study.pdf)

Thank you for all the hard work you are doing on this project!!!!

Love the trail!!

Love the trail!!

The area between the park and the water treatment south of the city needs some work especially when one enters into the neighborhood. I've seen people skid and fall trying to negotiate the turn in the sandy dirt.

Construct a straight "express" route on the west side of RR tracks between College and King Street.

Address drainage issues along with widening of path in section near Moran Plant.

Widening of path is especially important in downtown area north to North Beach and south to Perkins Pier, etc.

Curve to left just north of water treatment plant is dangerous due to lack of visibility.

Section just south of Barge Canal bridge is impassible in some weather conditions (high Lake level + strong wind from west).

STOP CALLING IT THE BIKEPATH !!!!! Island line trail is nice or just Burlington Recreation Path. On a warm summer Saturday its almost impossible to ride a bike on it (way too crowded with wanderers and loungers). Yet people who never go near the thing think its some kind of special amenity being provided to the Bicycle riding population.

And by the way, props to Lauren Ober of Seven Days for exposing the arrogant fraud that is Burlington policy around bike issues.

The rec path is an amazing resource for the City of Burlington. There needs to be a long-term plan for improvement and maintenance.

the bike path is an invaluable resource to the area. Many tourists use the path. I would be willing to pay a little bit more in taxes for improvements, but I also think other revenue sources should be explored. Parking fees maybe? or charging a few dollars for a map. Other ideas could be brainstormed at a meeting. thank you Local Motion for soliciting input on this.

My top recommendation is to connect the bike path to other paths and communities in Burlington. Is there any way to have a bike path that continues south beyond Oakledge Park? How about connecting to the bike path along Ethan Allen Homestead

somehow (maybe these two paths could connect in Colchester, if only the 127 bikepath went that far!)? Also, what about working with CCTA so that the bike path connected directly to some bus stops. As it is, to get to the College St shuttle it's a block away from the bike path. What if this bus went all the way down College and intersected the bike path directly? Just a thought...

There are restroom facilities along the path--Oakledge, near ferry, at parking lot near waterfront, North Beach, Leddy Park arena, Airport Park; however, if you don't live near here, you may not know about them. Signage would help along the path and on the map handouts.

Also, there are places to eat, such as North Beach, Leddy Park arena and the North Avenue shopping center off the Leddy Park entrance, but there is no signage to indicate such places.

I suggest widening the path and marking it for separation of activities. For example, have a lane for biking, a lane for rollerblading and walking, etc.

Start an endowment fund for maintenance of this wonderful resource.

No non-human powered vehicles; this includes segways and electric bicycles. Possible exception is electric wheel chairs for disabled people.

Put full-sized stop signs (for cyclists) at street crossings (rather than the present toy-sized ones) and enforce them (issue tickets).

Investigate (again!) winter plowing.

Continue path through Intervale / hill section for Circle the City path

Please add some beautification efforts, since this is a major tourist draw--plantings, places to sit and enjoy the lake, trimming the bushes that have grown up along the lake, etc., would only add to the draw. Try the Stowe bike path for some ideas on how to make the Burlington path more attractive.

Even though I'm not a resident in Burlington, so I wouldn't be hit with an increase in property taxes. But, if I lived in Burlington, even though I'm a user of the bike path, I would NOT support an increase in property taxes at this time to make improvements to the bike path.

Thank-you for your time and energy! My family really values the bike path.

I only use the path seasonally. If it were more accessible during winter months, I may be able to use it year-round. I never use the path in the early morning or early evening due to safety concerns. If it were more populated and better lit, I'd feel safer.

The path is touted as world-class, but without sufficient funding and resources it can't truly function at the world-class level. Improvements would draw more use from residents and visitors alike. Improved connections to other (current and future) recreation and transportation trails/paths would also encourage more use.

The whole path does not require widening as some areas are less used than others, North Beach south to Oak ledge needs the most attention.

Wayfinding signage (rather than 'directional' signage per se) is what is most lacking, and notice of the basic etiquette rules. We need some more 'you are here' maps like the one recently installed at Manhattan Drive and St. Louis Street, and cross-street signs that can't be so easily broken off. And what's up with Shore Road, too many Witness Protection people resettled there? It needs a cross-street sign just like everyone else.

Sorry I can't attend tomorrow's meeting.

The bike path is one of my favorite parts of Burlington. I absolutely love it, and used it daily this past summer. I would actually oppose "kiosks", bathrooms, or water fountains, as I feel they would commercialize the path. My only hope for burlington bike path planning is that it would work towards building a more extensive network of bike paths, either lengthening them, or branching the existing path out into other natural areas in burlington. Thanks for all your good work!

I think launching a bike path capital campaign could achieve the goal of raising necessary funds without involving a tax increase.

the path should be longer!

Unpaved shoulders should not have gravel dumped on them every three years or at all. It pollutes the sands. It soils the paved intersections. It eats up the soles. It abrades the skin and paws. It does not last as it soon sinks into the sand making it an expensive poor solution to nature's age-old sand clay plant mix. Also, the city can put up stop signs all over the city to protect pedestrians and children but when it comes to bike path intersections the path users get the stop sign and now the flow of neighborhood road traffic is the priority. If we can't favor the kids then make it a four way stop. The city also mandates these.

Burlington is way behind other cities and countries that make outdoor recreation a priority and part of the service to their citizens. New York's water promenade is beautiful, many other cities have outdoor paths and recreational facilities, why is Burlington (and other communities) so far behind?

Unfortunately the real answer to the "#1 problem" question is: all of the above!

While I do not pay taxes in Burlington, I might give a small amount of money but at least as large as our Local Motion membership if I believed doing so was certain to result in sanitary bathrooms along the path and a safe running surface in the next year or two (my daughter will evacuate Vermont as soon as she can go to college).

The width and surface condition of the path are top priorities. The heavy usage necessitates both widening and resurfacing. The path is and, if improved, will continue to be a major factor state tourism and boost to the economy. It is not just a benefit to the city, it's a benefit to the northern and central portion of the state. Perhaps one day the trail will connect with the MVRT and LVRT making the state a premier level destination for vacationers seeking to ride bike paths and a highly usable alternative means of transportation for residents of the region..

These questions are hard to answer. Without the granularity of location, realistically many should just be 3's because you cannot wholly agree or disagree.

There are areas where the pavement could be improved and/or widened but other areas where the condition is much better. For example, New North End neighborhoods have stretches that are oldest and narrowest and stretches that are much newer and wider. I cannot say that the path needs to be universally repaved.

There are areas where the relative narrowness of the path is not so important (far New North End) as other areas (North Beach to south of Waterfront Park). I cannot say that the path needs to be widened.

And while I use the path routinely, as a tax payer in Burlington I cannot accept paying for whatever path users want if federal money is not available. As a general consumer, I can only buy what I can afford. For the path, I cannot afford the everything that some respondents may want.

Cyclist's need to respect pedestrians.

The other thing that needs to happen is plowing in the winter. Now don't get me wrong, I'm a XC Skier but skiing sucks big time with all the walkers that use the path in the winter. In fact, walkers outnumber skiers 10 to 1, if not more. The people on foot, walk in the tracks, making holes in the track that create a very uneven surface. Eventually it all turns to one lumpy icy mess. It just doesn't work. The two are not compatible. And what about the people that bike to work, how about an alternative to No. Ave. Now you think biking in the summer on No. Ave. sucks, just try the winter. ...I'm getting going again, so I hope you get the point.

Trail needs more signage about where to find restrooms, water, etc. A wider more appropriate route that would accommodate pedestrians and cyclists should be created for the stretch between the waterfront and North Beach.

This is our chance to improve this community asset. Keeping all or a part of the bike path clean in winter.

Beginner or timid cyclists do not feel comfortable leaving the bike path to bike into Burlington. We need some separated bike routes in Burlington.

The brand new bathrooms just built at the waterfront are wonderful, but they are less useful if they are not OPEN for extended hours and extended season.

Etiquette is the most important thing. Riding two across and not respecting the others coming at you, and riding at an incredible breakneck speed is not acceptable.

for "other amenities" it would be nice to have more dog waste bag dispensers and a places to dispose of them. We have a dispenser in Colchester, but there is no place to dispose of it when it is full.

-- There are some loose nails on the Winooski River bridge that should be checked out. It's like a backyard deck that needs a checkup a few times a year to keep it in good shape as long as possible.

--As sections of the path are repaired and modernized, making it wider would be good, but I don't think widening just for widening's sake makes sense.

--Directional signs help tourists and so would be nice, but big kiosks never seem to look as nice a year or two after they've been installed (this is my impression based on some other trails that I've ridden.)

--I know that when I'm riding on the path, I notice problems, but unfortunately I can't remember where they are now. Some of the path south of downtown is pretty narrow and chewed up in places. The repairs that were made last year near the "tunnel" between the downtown dogpark and Leddy park (If I am correctly remembering where it is along the path) were nicely done!

Thanks for working on the Task Force!

I would say that in order to conserve money, the whole path doesn't need to be repaved. Only the poor sections that are extremely bumpy and the place down by the skate park that gets flooded every time it rains. I think that secondary to that, the most important thing is to have more trails. Although I'd love upgrades on that trail, I think the more trails that we have, the more people that can alternatively commute (or recreate safely). I come from Winooski to the South End of Burlington daily for work and it is often very dangerous on the roads and I've more than once almost been killed. I can't bike during the winter because the roads are just too unsafe. If we had a trail network more people could recreate and commute from more places and for a longer part of the year. Please put \$\$ into alternative transportation; it's one of the most important investments that are community can and should make!

please consider plowing 1/2 width of bike path to allow bikes/runners/inline skaters in the winter and still enable skiers to have snow to ski on. I even offered to plow it for free when i used to own a 4 wheeler with a plow. There seems like there should be a way to enable citizens to help out for free. The path gets very unusable when footprints get frozen in the snow. Having 1/2 width cleared would keep the remaining snow in good condition for skiers.

As a resident of Burlington my priority project for the bikepath is unpaved shoulders. However, if the city wants to focus on tourism, features (such as signage and trailhead kiosks) would make the trail much more accessible to out-of-towners. I remember being a bit mystified about the bike path for several months after moving to town due to the lack of maps and signage. We love the bike path. I use it regularly for work transportation to meetings in the spring, summer, fall. My family uses often on weekends for exercise and for outings to farmers market and downtown and we consider this an important piece of our extended transportation network offering a safe choice to on-road travel with young children.

On the whole the Rec Path is decent. The only really bad part is just north of Waterfront Park.

The random behavior of some path users will not change with widening or improvements; it is just human nature.

Why can't the city run a bullet plough along the path after a snow storm? That would allow the sun and warmth to clear a path for running without the huge holes formed by feet sinking in.

As our society unravels amenities of any kind that encourage peanut butter / alternative powered transport will grow more attractive. Payback will be better if we lead the national trend rather than follow it.

Along with keeping the Burlington Bike Path regularly swept, keeping the bike lanes in the City swept and clear of debris would increase the safety of bikers. In a perfect world, our City's roads would actually be designed with bike lanes in mind.

Considering the present financial state of government we should try not to be Cadillac in our thoughts. A lot of things can be done at less expence if we set our mines to it. We can no longer depend on the government doing everything. Most times there are add n required by the Feds that cost more than the project. For example the cut project in Colchester.

The bike path is a huge asset to the entire region. We love it, and wish we could have more connectivity throughout the county. Thanks for the work you do!

The unpaved sections past Airport park need to be paved, it's a mess when it rains or after. At the bottom of the hill when you leave the park heading toward the ferry always has loose gravel and you have to turn right on a blind curve. it's the first unpaved part of the path and people are not ready for this. At least widen the curve so it's not to sharp and then pave this small section. I have seen many folks go down here,

I think the bike path is a tremendous selling point for our community, and should be prioitized as such. I don't know that we would have gotten all those "best of" awards without it.

The best thing would be a continuation of the bike path south into Red Rocks Park.

I am impressed by the number of people who use the path every time I go on it even though it is in poor condition in several places. Creating a safe and easy to use place for people to engage in recreation builds healthier people and healthier, more

productive communities. Compared to the last community that I lived in (Western Massachusetts), there is a serious lack of bike paths in this whole area. Please keep this one in good shape because it is much needed. Thanks!

The Bike Path is essential for tourism and an improved bike path highlighting North Beach, businesses, and access to lake and surrounding communities like Colchester and linking to South Hero (and its wine country!) are key!

I STRONGLY OPPOSE widening the Bike Path!!!!!!!!!!!!!! It makes me really angry. Then it will turn into a HIGHWAY!!!!!!!!!!!!!! Leave it the way it is and repave it if necessary. Work on connecting it to other neighborhoods so that there is more of it. If people are complaining of bad etiquette on the bike path, more signs are certainly NOT going to help. More signs will be an EYESORE. NO to bathrooms and waterfountains!!!!!!!!!!!!!!

I think the path needs to be widened, but as part of that process there needs to be a clear demarcation for bike lanes with a separate lane for walkers and runners.

Would love to see the bike path connect to the 127 Bike Path so we can link to Ethan Allen Park/Intervale!

The path provides a low cost way for people to be active. In these times where obesity rates are skyrocketing while people are still trying to cut back, an activity path is a responsible, economical decision. Almost anyone can walk for exercise and it's important to provide a safe place for people to work towards improved health and fitness.

Please do not allow motorized/electrical implements on the bike path!

I think the Burlington Bike path is a great opportunity. Check out the Sacramento, California American River Bike Path. That is an amazing resource and I think Burlington could mimic some of their path management ideas.

The bike path really needs trash cans to throw away dog waste.

Lack of bathrooms and lack of connectivity are equal issues that need to be addressed sooner rather than later.

With the amount of money the bike path brings to Burlington with the Tourism industry, it should be a top priority to maintain and repair this valuable Burlington asset.

A special thanks to everyone who has put so much TLC into our beloved bike path!

Question 4-10 are too broadly worded. For example, #4 asks if the path needs to be repaved. Certain sections this is a no brainer (North 40). Other sections there is no need for repaving at this time (miles 1-1.5 was redone spring 2010).

Question #6 regarding unpaved shoulders..."only if maintained".

Question #15...Additional city property taxes to support bikepath improvements are not appropriate. #1 we already have the "penny for parks" which does not generate insignificant revenue, and this could be applied to these projects. #2 there are a lot of path users who do not live in Burlington-these people should fund improvements, not just city residents. #3 this resource is more than a minor tourism draw which benefits the entire region (SB hotels for example).

The path really needs to be plowed in winter, like any other road. Fix the pavement and plowing ought to be a no-brainer.

Thanks for all the good work that this task force does!

Regarding trail etiquette--I cannot stress enough how strongly I feel that this needs to be addressed. Specifically, people need to realize that they:

- 1)cannot just step out into the path without looking
- 2)need to signal in some way when passing
- 3)need to keep to the right side of the path including when walking with others

Also, DOGS OFF LEASH have become an increasing problem on the path--this is very dangerous (for people and dogs)and yet it's quite common. I crashed badly a couple of years ago and injured my shoulder (enough to need PT for months) because a dog darted out from the weeds in front of me. I am sorry I did not come forward to discuss this issue at the time. Even dogs on leash are sometimes too far out from the human holding the leash but this isn't usually a problem. I use the path often but feel it has

become increasingly dangerous due to all of the above and I think these are more pressing issues than the physical condition of the path.

Hi, Thanks for all your work - it is so such a wonderful asset for Burlington. A bathroom that is open year-round would be terrific, even if it is a porta-potty. This is a great piece of infrastructure. Let's keep it.

The vision of the BBP should be expanded to include a safe, well-signed and viable connection to the 127 Rec Path as well as the South Burlington path

The path is potentially a really excellent way for student to get to the high school or for downtown employees to get to work for a lot of the year. A barrier to the high school connection path is that the Camp grounds lock one of the fences (there is a different path that accesses it, though!)

Directional signs in more of the languages spoken in Burlington would be a cool way to help more of the community feel welcome, and inform other community members about our growing population of English Language Learners.

FYI -- I bike on the bike path at least 3x a week in the summer, not at all in the winter.

Improving the overall quality of the Burlington Bike Path will easily pay for itself in increased usage by tourists and locals generating income for all the businesses in Burlington.

Most bicyclists do not warn pedestrians that they are zooming past them. I'm afraid to walk on the right side as I can't see who is coming up behind me But I've been scolded by strangers when I've faced traffic (as one should do on highways).

There should be enough width to allow for a line down the middle. Dog poop bags should be available. All bikes should be required to sound a bell or horn . All bikes should be equiped with lights if they ride after dark. it's hard to justify tax increases for this at present but would definitely support this in a few years when , hopefully, the economy has rebounded some what

I would like to have the path to be less segmented, and would like to see effort and funding focused towards allowing the path to be smoothly experienced as a whole.

#1: I really feel the bike path needs to be plowed in the winter. There are alot of walkers & runners who would use the bike path year round if it was plowed

#2: It would great have some emergency phones along the bike path. As a women running alone, it would be nice to know I have a way to get in touch with someone in case of an emergency.

#3: It would be nice if the bike path was swept throughout the summer/fall. Branches & leaves can be dangerous for bikers & rollerbladers.

Love love love the bike path. It really is one of the gems of Burlington, and we should treat it like a resource both for those of us who live here and for those who visit. It's a huge draw for a lot of folks.

You have to include an educational campaign geared to those who are too short sighted to see what an asset the bike path is to BVT and surrounding areas. Most people, when shown the evidence, will see that it is an investment in the economy and quality of life.

More connecting points to our neighborhoods would be great. From 5-sisters, we have to travel north or south almost a mile to get on the bike path.

I think that the System of the Bike Path is great for commuting and I think it would be a shame to make it highly tourist oriented as it is already hard enough to dodge people on the way into work.

Appreciate your time and efforts for this great facility!

The existing path is spectacular -- it functions well and my only suggestions/complaints with the path are above. Sure, there are minor improvements here or there that would improve the trail, but it is generally in very good shape and in need of little more than regular maintenance repairs.

Bigger picture, I as well as many, would love to see the path expanded into a citywide network of inter-connected paths. The biggest deficiency and most difficult to overcome from a planning and fiscal perspective in my mind is an east-west connection that would connect with S. Burlington's paths. Just thinking about securing right-of-ways and funding for this is daunting, but it would be a fantastic addition to the city.

Unfortunately the bike path is no longer just a bicycle path, it is a recreational path, used by casual walkers, fitness walkers, runners, dog walkers in addition to bicyclists and steps need to be taken to accommodate all and to minimize accidents. I also would like to see better connections to bicycle/recreational paths in other areas of Burlington and neighboring communities. For example, on the northern side of the path there is a good connection to the Colchester Causeway path but not to the Colchester Path that begins at Bayside Park and ended near Creek Farm Road. On the southern side I find it very difficult to connect to the South Burlington bike paths and Spear and Dorset Streets that I use when I do a 25-mile or 35-mile evening ride. The bicycle path is a very nice path to ride, but due to the congestions I found back in 2001, when training to do the Alaska Aids Vaccine Ride between Fairbanks and Anchorage, that I could use it in one direction when doing my nightly training rides and used city streets for the other direction. Currently I no longer use the path on a Sunday due to the number of people out enjoying the path.

Federal or State funding....interesting.... I wonder whether the standards that these require aren't overbuilding. For example the new stretch along Holy Cross Road is wide enough for huge trucks. (It is also along the quietest portion of the road.....leaving Bayside and the rest of HCR which are very busy if not dangerous.

Colchester Avenue in Burlington, and the whole Winooski crossing area seem to be very dangerous. Also Route 15 going out of Winooski toward Suzy Wilson Road.

As for etiquette..... it would help if there was a stripe in the middle, and people encouraged to walk on the right and pass on the left.

Also, as a cyclist, I give pedestrians the right-of-way.... there are times (and days), especially in the city where progress just isn't going to be as fast as you would expect on a bike; we need to slow down!

We should also encourage the use of bike bells to warn pedestrians.

I don't recommend the use of a lot of signs telling people what to do... it is depressing. (See signs at Porters Point Beach....the have about 20 items that begin with "No" or "It is forbidden",

I hope the Task Force will consider how the bike path can be accessed between Depot St and Leddy Park. There is no connection between the 127 Bike Path and the Waterfront Bike Path and that makes it really difficult to enjoy both of these awesome resources.

Also, PLEASE consider how to make the path more friendly to walkers/bikers with dogs.

I was at the meeting on Dec. 7th and a lot of great idea's and suggestions were brought up. We need to find a way to get creative financing with the Burlington Telecom issues.

I will help in any way to make this Bike Path the envy of this country.

Stowe bike path has many more benches and bathroom facilities. In the winter, there is nowhere to use a bathroom.

It's a hugely popular and important resource to the City and makes all the difference on the waterfront.

Connections to the wonderful S Burlington bikepaths would be really useful. I'm not sure how many people can easily find their way from Oakledge/Red Rocks to VT Gas Co and onto the path that goes up to Spear Street. Signage to those paths, as well as signs indicating where they go would bring new users to them.

Signs along the bike path to facilities nearby would be a boost to business - like a sign to services on North Avenue from some of the streets the Bike Path crosses. Could be as simple as highway-type signs (fork & knife for food, the usual restroom symbols, etc).

I LOVE the B'ton Bike Path, but don't use it enough to be really aware of its condition. It's clearly a huge amenity to Burlington and the surrounding area, and I think a money-maker for the city in terms of a tourist draw, rentals for bikes, etc. I wish it served more as a commuter trail than a recreational trail.

i don't think the entire thing needs to be re-paved, but perhaps some spots need a touch-up.

what about a "donations for use box" similar to state parks hiking trails? hard to keep it from getting ripped off i imagine.

my biggest worry is safety in remote areas (as a female who uses the bike path several times a week, usually north of North Beach).

the bike path is an amazing resource!



top of my wish list. Hoping for three lanes. Two fast lanes on the east side, for roller bladers, bikes and skateboarders. And on the west, a paved lane for walkers, strollers, leashed dogs, joggers. Ideally with a gravel path to the west of that that is wide enough for two abreast.

The yellow posts that are waist high should come up higher with some sort of marker. I saw a group of bikes coming by and one rider hit the post because he couldn't see it with the bikes in front of him.

Views should be increased, lose the sumacs along the south end of North Beach.

The path is an important tourist draw for Burlington and since BTV seems determined to make itself tourist oriented this should be a top priority!

Funding Alternatives:

Have companies sponsor a section of the path in exchange for signage?

Donation drop box near parking areas along the path?

The bike path is one of the city's best amenities. We should be maintaining it better and making more of an effort to connect it to other trails. We should also be improving our streets to be more welcoming to bicycles.

Between Maple Street and Lake Side there is no bike access. Judging by the way that the rail yard was deemed "a historic asset", it would be great to see a trail that winds down along the rail yard east of the tracks and meets up with the path somewhere along the water. This would allow for access to the path for many residents that live along the southern corridor of Pine Street.

I'm fairly new to Burlington, however I do work at a site directly on the bike path. Connectivity to other paths in the surrounding area would enable to commute more easily by bicycle.

I also wonder if there are more opportunities for collaborative events/activities amongst bike path area organizations/businesses and user groups. Group tours of bike path sites? Lunch break walking groups?

I would be willing to support donations as well as taxes.

The bike path is an absolute jewel in several communities, not just Burlington. It would be great to have more regional cooperation so there could be safe ways to bike for recreation and to commute to every town in Chittenden County.

It is hard to really say the #1 problem - any improvements to the path would be welcome!

The dedicated bike path is not the problem. The bike lanes around the city need much improvement. They dead-end, don't connect, are missing, and are incoherent. The city needs an overall bike lane plan that makes sense, and allows bikers to get anywhere in the city in a bike lane.

Why NOT?

The penny plan that went toward the parks seems to work well. Significant increase in taxes would be a burden however min. increase per person would continue to benefit the whole community.

Please begin with pavement improvement before 2 years. Add signage and amenities later.

Please encourage city officials to use more "complete street" configurations in any paving and painting of lines - a real opportunity was missed on North Avenue when it was resurfaced - it is now a racetrack with a passing lane for automobiles and life-threatening space limitations and uneven drainage grates for cyclists.

Thank you for thoughtful time and effort on this important life-quality issue for Burlington (and beyond) residents

## Are there any specific locations along the path that have problems to be addressed?

Waterfront Park - several crossings could be re-marked, improved in sign and direction; street crossing signs so that we know what streets we are crossing; waterfront park between Lake Street and the hill beyond dog park needs repaving and swept and low spots addressed and better definition between roadway; end of path on south end should have safe street crossing and be marked to enable user to connect with S. Burlington path instead of being trial and error;

When you enter into Colchester, the path becomes very unclear to an unseasoned biker. I consistently end up lost on the neighborhood streets.

Also, most of the bike path is smooth, I notice an uneven riding ground only near Oakledge Park.

Basically the path just needs to be longer and wider. The different uses of the path are currently in conflict because of how successful it is. The volume of traffic during 'on' times makes it hazardous and impractical for commuters and fitness seekers. These two groups also can terrify slower moving sightseers and walkers.

For the path to make a meaningful impact on carbon footprints it needs to extend beyond its current reach. Reaching other densely populated satellite locations is important to promoting commuting. I would say that connecting Williston to 1 Main street should be a goal for the future.

Rough pavement near Leddy Park. Also, there are some road crossings where you have to ride down embankments to the road, then over. The transition from the embankment to the road surface has to be curved more, it is quite jarring. This gem, needs to be polished up, and treated like the true asset that it is for the city of Burlington. It is a big draw for us, let us treat it as such.

The intersections with most roads could use improvement. Drivers either hesitate and wave you through or blast through. Drivers who stop and wave pedestrians and bikes through, while being nice to trail users - set a bad precedent. We either need a stop sign for cars @ every trail intersection, or we need summer months to have the yellow 'Yield to Pedestrians' in the crosswalks, or we need better education / expectations.

The intersection with Staniford Rd. is particularly troublesome (I live off Staniford and use this daily). Drivers coming from Appletree Point show little deference to path users, and often take the blind corner @ the path @ speed. There have been numerous accidents this summer - it won't be long before someone gets seriously injured. I think we need a stop sign @ Appletree Point / Staniford as you head to North Ave. - the angle of the road intersection, the proximity of the path, and the landscaping make this very dangerous.

We also need some attention paid to the Waterfront area @ ECHO and the hot dog / ice cream / train ride stand. Since the reworking of the waterfront / college street this is a nightmare - and worsens on days we have festivals downtown.

Going N cyclists are all over the dirt road avoiding potholes. The reconfigured area in front of Echo was not done well for using the path it narrows down and also having the ice cream stand there also severely limits the ability to use the path in that area.

The area in front of the Moran plant has significant standing water.

Waterfront/downtown has far too many people wondering about not paying attention for runners or cyclists to get through. Maybe lane markings would help, with yellow diagonal lines as a border in the busiest areas.

The food cart near ECHO is ridiculous and should not have been allowed to expand toward the path. The service needs to be rotated so people in line are not in the path. College St there gets less traffic than the path and it would be logical and effective to point the structure that way.

These issues, along with the fact that the path does not connect well to many destinations make it a recreational path and rather limited as a transportation link.

Dog walkers with long leashes or dogs off leash entirely. Getting connected to the South Burlington Rec Path system in several places: Home Ave, Queen City Park Road, Flynn Ave.

I know that the path will be upgraded near the Moran Plant. The sections around there are puddled and unacceptable although they are near Waterfront Park and are well-used. There is a newly paved stretch between North beach and Colchester, and right near it, there is still a bad stretch where the usable pavement is very narrow. Just north of the water front, the path is in really bad shape and is often under water. pavement repair should include provisions for better drainage

Too many street crossings, but that can't really be helped...

The sharp kink directly north of Lakeside Ave is a HUGE safety hazard. This needs to be straightened out. Whether on a bike, running or walking, you can't see who's coming and how fast. And the path isn't wide enough there to safely stay on the right and

hope for the best.

The railroad crossing to get from where the bike path hits Harrison Ave over to Sears lane is really bad too. Super bumpy and almost un-rideable.

The whole bike path needs a center line to separate different directions of traffic.

Walkers also need to be separated from cyclists, especially in the high traffic zones (like Harrison Ave through downtown and to North Beach).

1) The railing along the lake on the section of the path that runs between the wooden bridge over Lakeside Ave. and Rotary Park definitely needs help; it's always broken, I'm not certain it would catch me if I fell, and people tend to veer away from it (which causes congestion at times on the railroad side of the path).

2) Where the path crosses College Street, there could definitely be better signage letting drivers know that there's a bike path crossing there; especially for out-of-town drivers. People tend to roll right through without looking. Also, that Creemee stand by ECHO always has signage and patron lines that extend right into the path; working with them to manage that congestion would be great.

3) This might be a long shot, but lighting on the heaviest-used parts of the path would be wonderful and safe, especially for those who commute or ride bikes to waterfront events and find themselves on the path at night.

The causeway could use work, but the other sections are in good shape. It could be better, but I have never felt any obstacle or disinclination to using the path because of problems with the path or its amenities.

Just at the end of Oak Park exit on the South side, I remember as a visitor to the city that was a difficult spot to know if/where the path continued...I assumed it stopped my first through tenth time of riding the path, until I went with a friend and the path continued on...and there was more!!

The short stretch from the railroad office bridge to Blodgett - about 100 yds. between the tracks and the lake. Sinkholes - probably caused by wave erosion.

I have seen some nice repair jobs - I like to keep construction impact minimal - but I would like the trail system expanded. Consider bridging the cut at the causeway.

nothing specific, more a general note about quality: Keep it consistent.

If the whole path were rough gravel, no one would complain about potholes. If you pave 1/2 the path silky smooth, then the other half seems outrageously dangerous for having even a few little bumps.

If the quality of the surface/signage/paint/etc is consistent along the whole path, then fewer people will be caught off guard when the conditions change.

Define & publicize a standard -> keep everything at that standard. Don't get anyone's hopes up beyond that.

turn near Blodgett ovens

turn near water treatment facility

narrow section behind the Ice House and Indigo (too narrow with 2 sharp turns)

The area north of the Bishop Booth bridge that has not already been repaved needs the same treatment (drainage improvements and repaving). Also a few areas on the lake side of the path are washing out and need to be stabilized - all north of N Beach.

Lastly, the area along the dog park near Waterfront Park is often flooded/iced over, limiting access.

I marked "neutral" on repaving question because only some parts of the path need re-paving, not all. The worst section is the corridor between Coast Guard/Skateboard park and just north of the Waterfront dog park. Horrible drainage, always a pond of water to go around, and not wide enough. Bad on road-bike tires.

A better connection to the islands! I understand the problem to leave an exit for the boats in Mallets Bay but isn't there a more convenient solution than a boat on two weekends a year? Some kind of manually or electrically operated moving bridge? This would open up a vast new territory for bicyclists and the islands would certainly profit from it.

King Street, College Street, Moran plant, slippery bridge by Oakledge,  
Pine street canal

Path south of Oak Ledge needs better signage and perhaps markings on the roadway itself.

The area between the waterfront and North Beach has a lot of space between the bike path and the water that is un-used and much of it has old pavement -- I would love to see these areas re-claimed as green space, playgrounds, parks, etc.

Near skate park, that intersection is awful.  
Should lengthen the path south.

The area in front of Leddy is pretty bumpy.  
The intersection near the ferry terminal seems somewhat chaotic, and I often worry about people getting hit, especially with the awkward turn at that area.

Big-ass puddle just north of the Moran plant.

I don't think the whole path needs to be repaved - but there certainly are some sections that need work!

South from local motions headquarters, along the train tracks, the view is beautiful but the smell is awful! The area should be cleaned up and planted with LAVENDER!

Repaving priority should be given to area just north of North Beach beyond where improvements of resurfacing and widening have already been made. The area near Blodgett's also needs a lot of work.

Area just north of Waterfront Park where pavement and adjacent gravel road are uneven and pool a lot of water after storms is a big concern. Area serves multiple purposes with access needed by city and emergency vehicles at times, but area, in general is poorly defined and I would think would make visitors unfamiliar with the bike path wonder if they are in fact on the bike path and if it continues/resumes beyond this point. I have seen many times tourists/visitors begin to head north beyond the skate park only to check their map, scratch their heads and turn around and go back the way they came.

Pedestrian cross traffic at North and Leddy Beaches can be dangerous, but other than warning or reminder signs, maybe little more can be done here. Further out to the north, intersections with streets in the New North End can be difficult especially as most users of the bike path don't really want to yield to auto traffic even if they are supposed to.

Don't know if scope extends to end of bike path as it continues towards Airport Park, but the markings could be improved along those streets.

The intersection just south of the Union Station area - bottom of King St. is understandably busy with ferry traffic, but also confusing and awkward with the pressure treated barriers at right angles to the bike path. And just beyond this intersection to the south is narrow and not well delineated where it crosses the Perkin's Pier parking area.

The sharp curves just north of the sewage treatment plant, adjacent to the administrative building of the sewage treatment plant (Roundhouse park area), and just before going over the bridge over the Barge Canal would benefit from better markings/warning signs. As I am sure you are aware, the area of the path bordering Blogetts property is in serious need of smoothing and resurfacing.

The area where the path passes through the Lakeside neighborhood needs something to make it safer. The tendency is to round the corner near the old GE (General Dynamics?) parking lot and just run, bike, whatever down the middle of the street. When you reach the entrance to Harbor Watch Condos, that corner to continue on the bikepath to the left is always uneven, pitted, gravelly and poorly defined. The curve and up and down hill combination surrounding the bridge before Oakledge is not ideal safety-wise, maybe widening and signs would help.

In Oakledge, if one chooses to stay on the path between the tennis courts and the lake, at the top of the hill there are only the two options of either taking a sharp left and entering the parking lot to rejoin the remaining path OR going down the very steep hill to the right leading towards the lake only to turn again sharply left and come up a very steep hill. A reworking of this area would be helpful to those not making Oakledge their final destination.

very bumpy pavement at the bridge area before North Beach when headed out from Burlington and going in from there towards Burlington right before the skatepark -- my kids on training wheels have a hard time navigating that spot. Hard to find your way at the turn through the neighborhood and on the streets by the park before reaching Oakledge- I've done it, and yet I still get lost sometimes- like when I'm trying to keep up with my kids on training wheels.

Maybe more intense signage when the path crosses roads, like where there are now little mini stop signs. Something more severe to really make sure cyclists stop.

Where cars cross the path just south of the skate park.

There is a low level of compliance with "City Beach - No Dogs Allowed" north of Starr Farm Road. The location of the bike path there means that in the summer, particularly when it's hot, a number of dog owners feel they can ignore the engraved signage in the steps. Attempts to remind them are often met with hostility. The water is very shallow there, and dogs on the beach and in the water means as a city resident I won't swim there. There needs to be both more visible signage and police auxiliary patrols. Please address this so we can have our beach back!

I think the area between North Beach and the Burlington Waterfront desperately needs to be repaved (near the dog park). It is often flooded there when there is a storm.

I believe there are some spots between North Beach and Leddy where a road or driveway crosses the bike path, and the road does not have a stop sign.

The section between Blodgett and the water treatment plant can get icy in winter. Directly behind Blodgett snow can accumulate in winter. The action that would help both those issues is plowing and salting the path in winter.

The flooding near and to the north the Moran plant and broken pavement are a major life safety hazard. Whatever happens, there are several hundred feet that need to be repaved ASAP before someone gets hurt and the city is liable.

There is some quite bad pavement just north of North Beach - very rough for cycling.

There needs to be a safe way to get from the section along 127 to the section along the waterfront! If nothing else, there should be directions indicated along the road to help out-of-towners get from one to the other. This would be an incredible improvement and make it much more usable.

I would like to see more call boxes along the 127 section - it's very remote and when I'm running alone I get nervous.

I would like to see a designated off-leash area for dogs somewhere along the path. A lot of people use the path to exercise their dogs and it would be nice to give the dogs a spot to really run. The area by the landfill and/or along 127 would be very good - it is fenced in, not heavily used, and would give the ONE a convenient dog park - something we lack. Also it would bring more people to that area and that would help with safety.

very bumpy near blanchard beach - but thank you for fixing the really rough part right near the bridge and for putting down skid paper on the bridge!

would love more access to Pine St along path

The area just past the Moran plant is a total mess. The pavement is uneven and dangerous. It's also constantly flooded. A great physical example of the ineptitude of Bob Kiss. I took a bad fall there this year. It's a lawsuit waiting to happen.

Yes - Most Important: the stretch between Oakledge Park and the Waterfront needs to be plowed in the wintertime. This is a major connection from one part of the city to another and a lot of people use this section for commuting (like me).

Secondary - yes, parts of the bike path need to be repaved. Some sections between North Beach and the bridge.

Shoulders for pedestrians and runners is a good idea as well.

Change stop signs at street intersections - cars should have to stop, not bikes. Also, the area along the north end of the waterfront gets pretty chaotic - it's congested and people often pay little attention to bike path etiquette. That might be a good place for more signs. Actually the most chaotic area is at the street crossing in front of ECHO - crazy!

It would be nice if the tunnel you go through heading north had some lighting in and before the tunnel.

South along waterfront ridges and broken pavement need repair.

Better signage to direct bikers and walkers onto the bike/walk path at Waterfront Park -- rather than using Lake Street for both purposes.

The section near north beach, headed towards downtown Burlington is awful to ride through when college students use it. It should be widened.

The stretch between Burlington and Austin Drive really needs work.

Need a better access point at Blodgett building - staircase doesn't work for bikes and no other access exists north until Maple. What about an access through Barge Canal? Also, funky turns at Blodgett on bikepath - were improved but still could use more fence removal.

Also, Oakledge bikepath just ends at southern shelter and connects through parking lot - would be easy to bring path around shelter to connect to bikepath avoiding parking lot (or connect right to Austin Dr)

Would be nice to improve path along Barge Canal with shade trees or less fencing

Bring urban reserve section along water's edge!

Yes, I used to use the bike path every day for four years and this year I noticed that there were people living in the woods at the beginning of the bike path and at a few places into it. This has made me feel really uncomfortable about going on the bike path alone especially around dusk when it is really the only time I can exercise. I have compassion for people who do not have a roof over their head but I feel like allowing them to set up a shelter on the route of the path is trouble waiting to happen. One of the men had a large dog and I was on the path alone and running towards him when he disappeared into the woods. I am a small woman and this just made me really uncomfortable.

North of north beach near the underpass for Rock Point School, by the dog park along the Moran plant ("no man's land")

The south end needs repair.

More signs telling people to keep to the right or perhaps a center line which would be a subtle way of telling people they are on the wrong side of "the road"! I had to ride down onto the shoulder once because two people walking TOWARDS me felt they were entitled to the WHOLE path. Sometimes I think the roads are a safer place to bike. Even with the limited number of times I use the path I have seen an ambulance there on two occasions in previous years.

Right past the skate park is a pretty precarious section. It's not paved very well, and the gravel is dangerous for bikers. Usually some pretty unavoidable puddles as well.

Between the waterfront and the dog park

That last hill coming into the entrance near the boys and girls club is extremely steep. But I don't have a suggestion to remedy that, so I shouldn't complain.

I feel strongly that the path needs to be wider and have lanes for wheeled users and leg users. (Where do walking baby strollers fall???)

If that is dirt for runners and walkers and paved for the other that would be fine but they need to be delineated and labeled so that people have enough space and safety to do what they are there to do.

The raised hump in the middle of the path, in the vicinity of the railroad bridge, going out to North Beach

The South End near Blodgett's is sometimes overgrown and unkept causing some scary safety issues when riders pass each other. The "jog" below Blodgett's when riding towards Burlington can also be problematic. Another area needing attention is by the McNeil Plant. Hopefully this is already planned for improvement. The fencing on the waterfront after Oakledge and before the treatment plant is in need of repair. Great paving job this past summer there though. What a difference!

Man hole covers painted yellow still aren't very visible and a hazard. Tree limbs sticking up. Width of path. Stop signs may need to be placed on both street and bike path to protect everyone.

Just north of waterfront, flooding, poor pavement.

Area in Burlington used by the Fire department. Too often, the trail is flooded and muddy.

Would like to see the trail swept from time to time. Hard to rollerblade.

need multi-lingual signs to alert Canadian visitors to proper etiquette

Need to factor in multi-generational use and how to designate special space for vulnerable populations - elders w/wheelchairs, walkers and canes & young families with novice/child cyclists. Have had many near mishaps from uncoordinated youngsters; have seen many near mishaps with elders being sideswiped from speeding bikers, skateboarders, skaters

Our Cambodian friends nearly escaped serious injury while taking a leisurly walk. All they heard was "on your LEFT" from a passing cyclist -- and they moved to the left thinking that was what the request was -- and nearly got pummeled.

PLEASE level out the boards on the boardwalk parallel to the boatwalk. They can be uneven, esp after a few days of rain - seem to absorb water unevenly & swell and rise up in sections. Have fallen twice on this section -losing ALL skin on elbows and knees.

Some pipe, which supports chain link fencing along the water front by the canal, has pulled loose and separated. If a biker hit one of those exposed ends, he/she could be seriously injured. It's better now than in past years, but those loose ends have to be fixed.

Some pipe, which supports chain link fencing along the water front by the canal, has pulled loose and separated. If a biker hit one of those exposed ends, he/she could be seriously injured. It's better now than in past years, but those loose ends have to be fixed.

I would still like to see some kind of permanent way to get over the cut instead of just a few times during the the summer by ferry.  
water pools north of Moran Plant  
downtown congestion -- twists and turns between College and Maple Streets  
safe cycling connection up to UVM

Between downtown and lakeside - trail next to chain link fence - ugly and dangerous.

There are a couple parts of the path, nearer to the North Beach side, that are extremely broken up and have many bumps: this causes problems for cyclists, rollerbladers, and skateboarders alike.

Only walkers who stand 4 across, blocking access from both directions.

The section just south of King St.

The section just north of the skate park.

Major improvements needed between the Waterfront and Leddy...Widening, repaving. The crossing across Penny Lane is particularly hazardous because one must make a zigzag rather than going straight across. It is challenging for car drivers to navigate through this.

Also, while Depot Street is not on the bike path, this street is a major access route to the path for Burlington residents. It is in need of repaving, and perhaps other improvements.

Near the skate park, right past the board walk, it's not well paved. That's the only area that should be repaved.

I feel strongly that the path needs a center line so people heading in each direction would be guided to stay to their respective sides of the path.

king street crossing is too circuitous. The section near the waterfront dog park is a disaster. Too much standing water, ice, potholes, and uneven pavement.

The area just north of Waterfront park, where the water pools together and forces most people off the path onto the gravel is a priority problem as far as I can tell.

While not a HUGE problem, I do find that there are several annoying lips where the bike path meets asphalt/sidewalk at a different height - this is most prevalent in a few spots along the bike path section at waterfront park.

I also don't enjoy the bottleneck along the bike path near the ice cream stand. There's got to be a better location for the ice cream stand than on a heavily trafficked rec path.

A safety concern for me is the intersections at the streets north on the bikepath in the NNE communities. Cars tend to travel fast on these roads (i.e. Staniford and others) and it's not always easy to see what's coming. As a fast-moving commuter cyclist I'd love if we could switch the stop signs so that cars have to stop and bikes do not. Or perhaps a yield sign for cars?

The path should have right of way over the cars at intersections of the 2. Pedestrians have right of way by law but the bike path has stop signs for the rec path users while the cars have right of way.

The bike path is also way too thin for the number of users. I find it is often unsafe because it is so crowded (plus people do not say when they are passing etc).

The section immediately north of the waterfront at College St. is really bad. In many instances, this is the first section of the path that visitors see. What a terrible impression that must generate. And, that section is a safety hazard. When it rains, large puddles form, forcing bikers and pedestrians to take a detour onto the loose gravel surface. I think this should be addressed as soon as weather permits, not after a lengthy study determines what should be done.

Another section I have a problem with is the intersection of the bike path and King St. It is not safe. Just spend some time watching bikers and pedestrians negotiate the tight turn that crosses the railroad tracks. It is very confusing to people. Again, this cannot create a favorable impression to visitors.

Please take care of these problems as soon as weather permits.

The new auto circle in front of ECHO, with the bike path crossing it and the railroad, is often times dangerous. Is there a reason the path can't be rerouted to the west side of the railroad? This would keep cars and pedestrians/bikers separate. If and when Moran gets redeveloped, the intersection into that parking lot will create a similar problem in the most highly used section of an otherwise safe path.

Narrow section from Oakledge Park to Burlington Ferry landing area.

People walking their dogs to the dog parks often don't control a strict leash and dogs tend to get in the way. Those areas call for special attention.

I find that users are mostly at fault in that they think they have the right of way. Posting signs may be helpful before the stop signs on the path letting users know that THEY have the responsibility when approaching an intersection with traffic flowing. I drive past these intersections many times each day and have seen innumerable "near misses" because bikes come flying off the path and across the road. I DO NOT want to hit someone and I am a careful driver but with the trees blocking the view for cars (and others trying to get on to the path) we are bound to experience some tragedies.

I also use the bike path frequently and am very frustrated with the behavior of many users- to the point where I wish it wasn't so popular. I am tired of being forced off by aggressive riders and skaters, my children have had minor accidents with people trying to pass because we aren't "going fast enough", and to try and use the path for walking is nearly impossible especially in the busy summer months. Although I realize it is a great resource for Burlington economically, I find that local folks are using it less because we are being chased off by people who are looking for a bicycle highway. It has gone from being a pleasant way to exercise and enjoy the natural beauty of Burlington to our own version of the Autobahn. THAT IS JUST PLAIN SAD for those of us who have supported it from the beginning with our hearts and our tax dollars.

Path needs to connect with UVM / hill section for safe passage -- street markings on North Street, for instance, for bikers

I need to drive across the bike path on either Shore or Staniford Roads on a daily basis. Although there are stop signs for cyclists heading north & south, that does not seem to be enough to get some cyclists to at least slow down. Perhaps speed calming SHOULD BE PUT IN FOR THE CYCLISTS. (This has already been done for vehicles on Shore and Staniford). Nothing radical but maybe something that would at least force a cyclist to slow down at those intersections. (By and large most motorists and cyclists do slow down at these intersections).

The section of the bikepath south of North Beach, near the dog park, to the skate park needs immediate attention and should be repaved.

\*signage at south end where path empties onto Austin Drive could be clearer

\*significant bump (change in pavement height) heading south along Waterfront Park a bit before ECHO

\*ice cream stand near ECHO should not sit right on bike path--it creates dangerous situation where people are standing in line on the bike path

\*area north of Moran Plant has major drainage/flooding issues

\*sailing center users and other vehicles should not be able to drive and park so close to the the bike path  
sharp turns near Blodgett Oven are difficult for bikers to negotiate.

1. It is a little hairy parallel to the McNeil plant.

2. The bridges, when wet, need larger signage or something. Granted, stupid speed is the issue, but the bridge exiting Oakledge has curves coming into it and out of it and it still can get pretty slick.

The area just north of the rock point bridge



The path isn't the problem. it's the residential areas between sections of the path that need better signage. maybe a clearly painted bike lane to join the paths.

Yes - I sent these along to Kath Montstream, but here are my concerns about access to the bike path:

Burlington High School - there is a gate that goes down in the off season between the bike path and BHS (at the start of North Beach). This is an obstacle for kids riding their bikes on the bike path to get to school, as they have to slide their bikes under the gate to get to and from school. It would be nice to have an opening that bikes can use that is too small for cars, so that there wouldn't be this obstacle.

There is a stretch of bike path, parallel with Pine Street, between Sears Lane and Maple Street, where there is no bike access. If you are coming from the east side of the street, there is no safe crossing to get to Sears Lane. This is mostly a concern when you are biking with young children. And Maple Street is not exactly a safe biking street to get to the bike path, as there is no shoulder, and there are cars parked on the right hand side, and traffic is fairly heavy on Maple, between Pine and the bike path.

And lastly, here are some general traffic comments. There is a section, I think it's at the bottom of either Maple, where the bike path really kinks. In a way, it's fine, because bikers need to slow down and stop anyway to watch for cars going to and from the ferry, but it's very narrow and the turns are very sharp. Maybe a wider paved area at this point would help.

Also, right where the bike path splits up near the waste tank, there needs to be some kind of a yield or stop sign, especially from the bike path turning left (going south), as I see near misses here sometimes.

Thanks so much!

Sections that are not adjacent to residential activity do not always feel safe. In particular, the section between the park and North Beach is isolated. Perhaps better lighting would help. Also, the section wedged between the industrial buildings and the train tracks does not feel safe when running alone.

between ledly and north beach there is an overpass area. In that section the path is crowned which makes it dangerous.

Belt line section - even though it is fenced, women will not run there alone for fear of being accosted by homeless people. I've never heard of it happening, so this is probably more of a perception that there is danger rather than there being a real threat. It seems that the highest traffic area along the path is from Oakledge Park north to North Beach, and especially from the ferry to North Beach. There simply is not enough width of trail for the number of users.

Having dedicated lanes for walkers and bicyclist, and signage that encourage users to use the proper lanes.

It would be nice to have added paths or bicycle routes from different parts of the city that connect to the main path. This would allow people from all parts of the city to access the path in a safe way, plus encourage bicycle use as a way to travel throughout and to different parts of the city.

The first bridge riding south from Local Motion is a true hazard. Huge bumps getting on and off, and huge potholes all around. This should be the priority.

There's one section of the bike path--when, past ledly beach, it turns up through the residential development and connects to the causeway--that I found difficult to navigate my first time. some more signage or painting on the road might help to indicate that the bike path indeed continues along that road.

king st transition not very clear

Generally I notice that just prior to the marathon, the city tackles a section to put it in better condition.

I would like to see the section from Oakledge Park to the Waterfront plowed in winter. Lots of people, including myself, commute by bike to work on this section. When the snow gets packed by walkers and skiers it is pretty much un-passable on bike (even one with snow tires) because of the ruts, etc. The alternative to the bike path in winter for me is Pine St, which is even more unsafe. (This is the most urgent for me)

Look at Pacific Beach CA recreation path for lots of different uses and respective signage, especially in congested areas. Widen in congested area only not entire length. connectivity and amenities especially restrooms and water are crucial.

Directional signage: Street intersections and mile markers are very helpful.

Safety: Path users need to understand that THEY ARE RESPONSIBLE FOR STOPPING at street crossings. Staniford Road is an especially dangerous intersection due to the limited line of sight for car/truck drivers.

1 Barge canal detour to Pine St. 2. A lane guiding riders up that brutal climb into the city to at least the Church St area should be dedicated.

We need to pay close attention to women's safety. I know at least one situation in which a woman was attacked while using the path, and sadly I'm sure there are more. What will we do to make sure it is safe and accessible to all -- and that users feel secure and safe from harm?

Need to clarify route through the Burlington Waterfront; A permanent route which does not change with Waterfront activities such as Jazz Festival. Such a permanent route could be better found by tourists in the downtown.

The safety hazard is the lack of porta potties along the route and no safe and effective surface for longer distance runners. Widening the pavement will not help. A wider running lane will. I bike with my daughter who runs. It would be safer for everyone if there was a wide enough, running lane along one or both sides of the path with a surface that was appropriate for running (not paved but no stones or twigs to trip runners or turn their ankles).

Waterfront Park is both a blessing and a curse. It is a great spot. And lots of people congregate there. But that makes it difficult for path users to get through.

The snack bar at the south end results in people blocking the path. And they are largely oblivious to path traffic. The parking lot towards battery street is tricky for bikes because of traffic. I don't believe the snack bar should be allowed there unless the service windows were on the parking lot side.

Events fill the path with people - some walking but many standing, playing, watching children and pets. It is hard, if not impossible, to get through on foot much less on a bike. The dirt road along the fence is often blocked off and, if not, heavily traveled by service vehicles. And to take the street around the waterfront is risky because of heavy traffic and parking that narrows it. Walking a bike in pedestrian traffic is not often welcomed by the pedestrians. There are no bike "detours" that I know of. In fact there are many times that you do not even know you cannot get through until you are well into the park. Bottom line: There are events that effectively make the bike path unusable to bikers and even walkers/runners. Couldn't a safe bike alternate route around the Waterfront be designated?

The path should become a Vt State Park, part of the park system

At No. Beach. Create a 24/7 access point. I've been turned away from the front gate at night because, "It's after hours, the campground is closed to anyone who isn't camping here". Look, I'm over 50, I've got gray hair, an expensive bike, lights and panniers, I'm coming home after work and the Park's & Rec. staff feel that I'm a hazard and won't let me through the gate. I try to explain, it's no use. Riding on No. Ave sucks! How about a complete street?! Can't they see the writing on the wall? and they just paved from Institute Rd to Saratoga. What do I pay taxes for, not this! Now I'm ranting, but you get the point... I hope. I just looked at the next question, "Very Urgent... in the next 2 years?? WTF! How long will I have to put up with those bozos at No Beach?"

Waterfront Park and Oakledge Park

More signage in the waterfront area that informs visiting pedestrians that they are walking on a heavily used bike path. Also the ice cream stand across from ECHO is a problem. Blind corner alongside the sewage treatment plant is also a problem.

The portion near the Blodgett Oven factory is the worst. And immediately north from there is really bad too.

The bike path is wonderful. It should have better connections easterly, in and around Burlington and towards Williston.

At least one side of the path should be set for walking or running, not both sides. The path is wide enough, just the etiquette of use would be best if policed by sensible people for suggestions to those who are disrespectful or endanger others. Then the need to remove those (or individual) sooner and with adequate enforcement power would be helpful.

The bike path brings people to Burlington and surrounding towns, it is a plus to the community, needing help for adequate parking to access the trail without getting hammered in parking fees.

We love to come bike, walk and then go out to eat in Burlington. Have always found it to be beautiful no matter how cold the walk, with strong winds or just hot. Incredible.

the street crossings in the ONE always feel a bit scary to me as bikers don't really stop at these intersections.

I don't like to go on roads... want to be on path the entire way. Want to go from Kmart all the way to the northern end on path.

Quick sharp jogs in the tight narrow section adjacent to the railroad north of Flynn ave is a little hazardous due to tight width and vision when path is full of people. Like the new pavement along trail in tight section near lake and between railroad.  
A couple of nasty tree root ridges near Shore Rd.

Water on the path just north of the Moran Plant.

Urgent:

Several man hole covers need to be set to grade and paved.

Important:

totally redesign and rebuild lakeside stretch north of Hobo Beach.

Will increase night time business & extend seasonal use:

incremental installation of solar powered lighting over 5 years.

Rock point bridge area needs better drainage.

If the City would only keep the Burlington bike path SWEPT it would improve safety especially in the following areas: Where the path crosses the road at the skate park; in the "wasteland" area North of the skate park to the small beach area (sand, rubble, flooding occur and the path is not well defined or maintained); 2-3 areas where sand spills onto the East side of the path from high traffic footpaths leading from North Avenue and Killarney Drive. Also, between Shore and Staniford Roads, two hazards exist: the curves in the path allow for raised manholes but those manholes and the path's definition are not very visible in the fall when covered by leaves, or in the winter when snow falls. And mature tree roots have raised the path in two spots creating large bumps not readily noticeable when one is running or moving along on a bike (I had notified your organization of these two raised areas prior to the last Marathon and was assured that some bright spray paint would be applied to call attention to the spots, but this was never done).

Near the dog park closest to Waterfront park (water issues) and frost heave issues on the stretch between Killarney and the Rock Point bridge.

The icy stretch south of the wastewater plant.

Yes very strong feelings. Do a better job of marking the path from Oakledge Park up to Spear steet. It would be fantastic to have all bike path but I know that would be impossible, would it. Especially up near RT 7 it sucks.

I would appreciate smaller stones in the gravel over the causeway.

PAth crossing at Starr Farm oad - North side has huge pothole, and you already know that along the waterfront by the Moran plant is a disaster, I'm sure.

In the most congested area (Maple st to Sailing Center), more width is needed. Also, we need connections to other trails which come off the bike path (College St).

Between the waterfront and Leady park the path is extremely rough in places so it is difficult to roller skate safely. There is often a large amount of rocks along the path near the waterfront and skate park, again making this a dangerous section.

Heading north from Burlington new north end, the part of the path near north beach underneath a road or railroad pass is quite bad and at least needs a new higher base and paving in this area. Also, the path close to the Burlington sailing center and closer to the waterfront needs a new base and paving.

I grew up and work in Burlington but live in Georgia,VT. I use the Burl Bike path with friends and family during the summer and fall and see it as a great asset to Burlington for residents and visitors alike.

Thanks very much for all your efforts!

The intersection of the path in front of the water treatment plant can be difficult to see heading south where someone may be continuing towards Perkins per instead of banking right on the main path north.

The potholed section between the skate park and the dog park is particularly bad.

There are some areas of the path, particularly right after the mile 4 marker that are just in terrible condition. I run at night and even with a headlamp and great familiarity with the trail, trip over buckles in the pavement and have to carefully look out for holes

and other hazards. I also think the widening of the gravel runners' paths will improve safety, along with more education. I see too many large groups of runners running 3 and 4 abreast, which causes traffic jams and crashes.

The section from waterfront park to the North Beach area is very busy and often hazardous due to bikers and walkers on the same path. Many walkers are not considerate of the bikes and take up the entire path, making it hard to pass safely and reasonably. I have even been the brunt of verbal abuse by pedestrians! I think well designated lanes for walkers and bikers that are separate would solve this.

paving problems just north of the 3 mile marker. The path is almost parabolic in shape.

More lights along the path for safety at night, emergency call boxes, water fountains

Near the waterfront south of the ECHO center, the path gets narrow and the turns make it so you can't see approaching bikers / bikers coming around the corner can't see pedestrians.

The stop signs at road crossings - I think these should be stop signs for cars, not pedestrians. Please pave (or cover in fine gravel) the causeway so we can ride out there and take the bike ferry on road bikes! (I understand that's Colchester, but still)

surface on Barge Canal segment, railroad crossings (unsafe due to tight turns at approaches and angles of crossing), downtown sections need to be wider (possibly with traffic separation that improves bicycle/pedestrian safety), area between Coast Guard and Texaco Beach has very poor surface and inadequate drainage.

Improvements should reflect volume of traffic and use type on various sections of path - i.e. improvements should not be based on entire length of path as requiring same level of service.

Separate lanes (or shoulders) for pedestrians versus bikes is the biggest need. In congested areas, walking and bicycle lanes should be clearly identified.

The area of the bike path at the waterfront and up to the dog park is increasingly congested in the summertime. Also important is the other side of the waterfront, up to where the Water Treatment Facility is. It's very difficult to commute on bicycle through these areas, and the path is in great disrepair at the dog park location as well. It would be helpful to have it repaved, with specific line delineation specific for bikers in these locations. Since these are areas of the bike path that a lot of tourists explore, as well as areas that a lot of commuters use, the confusion over who passes where can be stressful for both visitors and residents.

North 40 pavement and drainage needs a major upgrade. Between Leddy and Staniford (maybe Starr Farm) roots under the surface are causing major heaving.

I would also recommend not painting the crosswalks (north end of Waterfront Park at Penny Lane for example) because the painted areas are slipperier when it rains.

The waterfront dog park area is a mess. Lack of drainage causes riders to leave the pavement and ride on a rough, stony surface and risk glass punctures. (I've gotten 2 there!)

It also squeezes all users into a little narrow strip of dry dirt.

low spots where water collects, e.g., north of the Moran plant before the rise up the hill above North Beach

The portion of the path running from the skate park to the dog park is a safety hazard. I road bike religiously on the bike path, but that portion of the path is nearly impossible to use with road bike tires.

Safety, generally, is also a concern. Emergency call boxes could be very useful.

Making the paved portion of the path longer should also be a priority. This could be a joint effort among the different towns.

The unleashed dogs have been somewhat of a hassle for me as a runner - I appreciate it so much when people don't let their dogs jump all over and chase me

Better signs posted on the Winooski River Bridge, indicating the hazards of jumping off of it. Perhaps a notice posted that people have died doing so.

the turn from the bike path into the Lakeside neighborhood should be improved - also the road in that neighborhood is in need of serious repaving

North of North Beach there is a bridge/overpass that always feels desolate. Not sure what can be done here, but I'm frequently nervous about running along that area.

The section in front of the railroad on the way to Oakledge can get a bit narrow and potholed

If a portion of the path continues to be used as a service/access road to Burlington Electric facilities this portion needs to be rebuilt to support TRUCK traffic, not bicycles. Merely repaving would be cosmetic, and a waste of money. Where reconstruction is done it should not be isolated causing damage by construction vehicles traveling along the path to reach the site.

Would love to see a smoother surface overall.

It would be great if the stretch between North Beach and Leddy Park could be repaved, as the ruts make biking -- and passing! -- very difficult.

Better etiquette signage near North Beach and near the Waterfront (particularly the area by the dog park) would be helpful.

A spur to connect the bike path to Pine Street would be awesome. There is good north-south flow for biking, but east-west is difficult. Something in the area of the Maltex Building would be ideal.

I would also like east-west connection through the New North End -- a better way to connect to the Intervale/Beltline path. Area near Echo Center at rail crossing is congested with people buying ice cream at kiosk. Path needs repaving beyond RR terminal to Red Rocks Park intersection with College St. is confusing, congested, and dangerous w/ RR track crossing

approach to bridge at Oak Ledge park and where path parallels long driveway needs to be clarified

crossings at Maple needs to be rerouted

The worst section of the Burlington Bike Path is north of the Skate Park with cracked pavement and low sections where rain water collects. This section definitely needs attention.

Under the bridge to Rock Point the pavement is hazardous.

leveling of causeway between Blodgett and the barge canal has been needed for years

I would like to see the path streamlined and more purposefully straightened to avoid jags in the Waterfront southern cross streets and in north and south neighborhood crossings. I would like the path to be more fully continuous and direct whenever possible to there is no lag or indirection over the course of its entirety.

There is a section of the bike path between Leddy Park and North Beach where the pavement is very uneven. They re-paved and widen a section of the path in that area but the worst part was kept as is. It definitely needs to be re-paved.

Colchester and the mystery bridge that goes nowhere near the Ethan Allen. The stretch along 127 seems to be in constant disarray.

More coherence in South Burlington

The section between the Skate Park and North Beach need to be lighted during summer nights and possibly with motion sensors (although I'm not sure if these exist for bikes) during the winter. This area is rather dangerous and needs to be better lighted.

About 20% of path is narrow, has poor pavement and little or no shoulder. Very dangerous with close call during Vermont City Marathon as well as during some family bike outings with kids. Like to see a priority on these pieces. Responses to survey are specific to these pieces. Some of the new sections are in great shape. Port-a-lets always nice!

Road crossings (all, except perhaps College St.): Currently the bike path users have a STOP sign. These are uniformly dismissed by all users and at best are treated as YIELD signs. Among the more aggressive or oblivious users of this trail, this can lead to dangerous near-misses with cars at trail intersections. No amount of education or enforcement will change this. A better solution would be to place the YIELD/STOP burden on road users when crossing the trail. Drivers are better conditioned to react and respond to YIELD/STOP signs than are recreational users. A side benefit for bikers/bladders on the trail is that there is now a reward of a clear, stop-free commute/journey to their destination on the trail.

Path between College St. and King St.: The one-block jog across train tracks is awkward at best, and the path would be better situated on the west side of the train tracks. Additionally, the snack stand at the corner of the path and College St. is located and oriented in such a way that customers block the path and often inadvertently move in front of trail users.

New North End (I think between Shore Rd. and Staniford Rd.): There is one section of path between two road crossings where there are three sidesteps around round utility access covers. The sidesteps aren't the problem, but at two of these areas there are sharp, root ridges, the worst of which is probably 4" high. I would love to see these fixed.

Steps need to be taken to repair and prevent future bumps in the path from tree roots pushing up from below the path surface. I think it would be nice to relocate the path south of North Beach and between the Old Moran Plant, bringing it out to run along the water. The surface condition of the path in this area is poor in part due to the adjacent road that is almost part of the path. There are also many walkers using the path in this area to access North Beach creating additional safety problems.

For safety issues there needs to be some serious discussion about the section of the path between Waterfront Park and the bridge over the Barge Canal. At this point the path is used by many users and not all for recreational (exercise) purposes. Many times I when I ride my bicycle use Lake Street between the Coast Guard Station and Maple Street to avoid this section of the path.

Colchester Mallet's Bay..... intersection of Porter's Point Road and Holy Cross Road.... I can't tell you how many time I've seen (and helped if I could) people who have gotten off the path and are trying to figure out how to get back to route 127, or in some cases even continue on to the causeway. Often these people are non-English speakers, (tourists) from other other countries. (not just Quebec..) So, some signage there would be helpful. Also, the Champlain Bike Path signs are completely confusing... they are not contiguous...and often can lead you in the wrong direction.... i.e. if the ferry not running you need to be routed to Route 7/Chimney corner, not to the causeway!

Section between Burlington ferry dock and Oakledge is very narrow and especially just after the sewer plant, not attractive.

Need a tunnel or bridge to cross Shelburne Road.

Need tunnel or bridge to cross the cut at the Causeway.

The opening from the bike path to North Beach is terrible and confusing. The amenities closest to Waterfront park should be better signed.

There are homeless encampments between Waterfront park and the dog park where there is old paving: a great part for off-pavement walking and running but doesn't really feel clean or safe.

The manhole covers, the potholes, the mini lakes by the Moran Plant, the sharp corners near Local Motion, the old train tracks. No one on the bike path obeys the stop signs at Staniford or Shore Road. Those of us who live here routinely stop on those roads and look both ways for bikers, but anyone who is unfamiliar with the area would not anticipate bikes flying across the road -this is an accident waiting to happen. How about Caution or slow down signs on the road?

Also, pending development on former Wick property is tentatively planning to open to traffic just below bike path-will intensify problem

Dark narrow area with rock cliffs on either side near BHS is a bit scary in late afternoon. Lights would be nice there.

The "new" intersection of the bike path and college street is very dangerous if a cyclist is turning on or off of college st from/to the south side of the bike path- it has a cyclist crossing and turning on tracks at non-right angles- hairy for experienced cyclists and treacherous for others!

section north of Moran plant needs repaving and regrading to prevent flooding after every rain.

near Maple Street, cars often block path as they wait to pay at the little booth.

I hope to see just North of Moran plant used for walkers, runners.

Near the waterfront (north side)... That's where the path is the worst... pot holes and the tracks are sketchy + the gravel that gets on the path is dangerous for skaters.

Better signage where the path comes out to airport park to get to the causeway, lots of people accidentally turn right and follow the nice sidewalk heading east here.

More connectivity! Expand it to places need to go so it can be used for more than just recreation for the majority of the population. Used to live in Burlington, now live in Seattle, and would love to see the path someday become as awesome as the Burke-Gilman! I would suggest making the road crossings in the New North End 4-way stops or even just stops for the cars rather than the bicycles; the cars are pausing anyway and no one is quite sure who should go.

The entire path needs repaving badly---there are terrible 'washboard' sections and potholes. Just north of the Moran plant, the path floods every time it rains. Also, there needs to be room for runners and people with strollers on the edges, so that cyclists can pass easily.

Bridge over canal, connection from perkins to waterfront park. Street crossings in North End, turn off for Charlies, Lakeview

The section near the Sailing Center is in terrible shape and needs immediate work.

The stretch between the Moran Plant and the hill right before the edge of North St. needs to be repaved.

It is extremely challenging to navigate the area in Burlington that shoulders the dog park (in-between the "waterfront" area and North Beach. That part has high traffic volume, it floods, the pavement is torn up, and is nearly impossible to bike using a road bike because of these reasons. I believe it is also difficult to ride through the "waterfront" section because there are so many pedestrians (even on the designated bike section). As a female bike path user, I feel that the section inbetween North Beach and Leddy can feel desolate and scary (especially early in the morning or at dusk). Emergency call boxes or video surveillance might make me feel safer there. I also feel nervous and avoid using the section that runs along 127 for the same reasons but more so because many homeless men "squat" behind the area near Manhattan Dr. and St. Mary (or St. Louis St).

Up until I moved to So. Burlington a year ago, I used the bike path 3-5 times weekly, including commuting to work downtown from the South End. On numerous occasions, I encountered some very seedy guys in the wooded area just past the Barge Canal who approached me or caused me concern. As a female, I consider this one of the two unsafest areas of the path - the other being the long, desolate stretch that passes near Rock Point. The density of the trees obscures them and they emerge suddenly, just where the path goes uphill to Round House Point. Perhaps some thinning of the trees would help.  
the area across King St should have a rightaway indication for users  
of the path to slow auto traffic coming to and off the ferry.

I am not happy about the Moran Plant development because it will cause even more congestion and car-traffic problems in that area. I hope there is a plan to reduce the too-congested-already section at the skate park, Coast Guard, Moran Plant areas of the path.

The area south of waterfront park is difficult to follow - between college, king and maple streets. Unclear where the trail picks up at each road crossing.

The area by the Moran Plant sticks out in my memory as a spot that is in need of repair.  
From Moran to the north end of the urban reserve, the path is in dire need of reconstruction.  
The sewer manhole covers just south of Stanaford road are very dangerous and they need either mounds built around them or for them to be leveled.

In front of the Moran plant, highly traveled (by tourists) it needs to be repaved and better trees, etc to improve landscape.

EXCELLENT improvement on Oakledge Bridge. Our property abuts this bridge and we often find out of towners/college students lost in the lakeside neighborhood trying to find their way back North.

bombed out warzone area between skatepark and dogpark is impassable on any wheels - please pave even if it is temporary  
-in any improvements alert the paving crew to consider narrow wheels - ie near ECHO in Waterfront park is a patch of cemennt as path surface. it is always a jolt from pavement to the cement.  
-width is mostly an issue in access areas with parking (waterfrnt, North Bch, Leddy, WinskiR bridge to Colchester.  
-crossing at Shore Rd is hairy - as a driver and path user there I am aware, but a seasonal -summer-stopsign for traffic might save a life.