

## **“Penny for Paths” Ballot Initiative Frequently Asked Questions**

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**What is the Penny for Paths ballot initiative?** The South Burlington City Council has unanimously voted to place the “Penny for Paths” initiative on the August 14, 2018 ballot. This initiative strengthens the City’s bicycle and pedestrian system in order to enhance safety and the quality of life of residents -- and to better connect residents to schools, parks, businesses, City Center and other neighborhoods and towns.

**Why do we have gaps in our bicycle and pedestrian recreation paths, crosswalks, bike lanes and sidewalks?** The City has been blessed with many miles of mostly developer-financed recreation paths and sidewalks. However, gaps exist. The paths and sidewalks were built for specific neighborhoods and not necessarily to connect neighborhoods to one another and to schools, workplaces, retail stores and other common areas like parks. This is no one’s fault. It is just how development has evolved over the years.

**What are voters being asked to approve on the August 14 ballot?** In summary, the two articles are as follows:

Article I: Will assess one penny for every \$100 of valuation on a property owner's tax bill for 10 years. The annual cost on an average SB single family home with an assessed value of \$336,111 is \$33.61. The annual cost on an average condominium of \$241,356 is \$24.14.

Article II: If the first Article passes, will allow the City to use part of the revenues raised to fund bond(s) to allow work to be done sooner. The bond(s) will be paid for by the penny.

**What is the actual wording of the Penny for Paths articles that voters will see on the ballot?**

**ARTICLE I: APPROVAL OF TEN YEAR TAX FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS**

Starting in FY 2020 for a period of ten years, shall the City be authorized to levy an additional one penny on the annual city tax rate, the entirety of the proceeds of which are to be deposited into a reserve fund established by the City Council for the sole purpose of bicycle and pedestrian infrastructure improvements within the City? [ ] Yes [ ] No

**ARTICLE II: INCURRING BONDED DEBT FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS**

If Article I receives a vote in the affirmative, shall bonds of the City be issued in an amount not to exceed the anticipated proceeds of the ten year one penny tax levy on the annual city tax rate, of an anticipated total amount of \$2,968,537.25, for the sole purpose of funding bicycle and pedestrian infrastructure improvements within the City? [ ] Yes [ ] No

*Remember, the cost and debt service of the bond(s) is paid for by the Penny.*

**What will the funds raised by the “Penny for Paths” assessment be used for?**

This assessment (one cent per \$100) is intended to fund recreation paths, sidewalks, pedestrian trails, bike lanes, crosswalks, and roadway signals. Project costs may include design, right-of-way acquisition, construction, related grant costs and project management.

The assessment is to be used to fund new paths, crosswalks, etc and not for funding ongoing maintenance. It could also fund improvements such as the widening of an existing path or the re-routing of an existing path in order to separate it further from a busy road.

The City’s Bicycle and Pedestrian Committee has prioritized certain projects based on input from residents and other criteria, but it intends to be opportunistic and leverage the \$300,000 expected to be raised each year from the Penny for Paths initiative funds as it works to close the gaps in the recreation path system and other bicycling and pedestrian infrastructure. When a developer or employer is ready to share in the cost of

a gap closing project or when a grant becomes available for a project, that project may move up in priority.

**What are the priority recreation paths, sidewalks, crosswalks and bike lanes that the Penny for Paths is expected to help fund?** In 2016, the South Burlington Bicycle and Pedestrian Committee (SBBPC) completed a project whereby residents from the five City Quadrants were asked to recommend to the Committee their priority suggested projects that would help to close the gaps in the City’s bicycle and pedestrian infrastructure. Using this information, the SBBPC prioritized the more than 70 projects by weighting criteria including safety, connectivity to existing infrastructure, the number of people impacted and major commuting route, among others.

The priority bike lanes (white fog lines) are being painted by the Department of Public Works (DPW) using an extra \$20,000 in FY 2019 funding approved by the City Council through the efforts of the SBBPC combined with the its normal road paving and line striping budget. The DPW is using a South Burlington Fog Line & Bike Lane Assessment tool created by the SBBPC to prioritize which bike lanes are striped first with the available funds.

The priority new recreation (multi-use) paths are as follows:

Rank	City Quadrant	Rec Path (Unless Noted) Street	Start	End
1	SE	Dorset Street	Old Cross Road	Sadie Lane
2	SW	Allen Road	Baycrest Drive	Spear Street
3	SW	Allen Road (Rec Path or Sidewalk being scoped)	Shelburne Road	Farm Stand Apartments (Baycrest Path)
4	SW	Spear Street (east side)	Spear Street Rec Path at US Forest Service Building	Swift Street Rec Path at Spear and Swift
5	NW	Spear Street Jug Handle	UVM campus	East Terrace
6	NE	Kimball Ave	Kennedy Drive	Potash Brook Bridge

7	NW	Hinesburg Road	Williston Road	Kennedy Drive
8	SW	Queen City Park Road	Shelburne Road	Queen City Park Road
9	NE	Airport Parkway	Kirby Road	Lime Kiln Road

Note: Excludes City Center District multi-use paths that are being funded separately.

The priority new crosswalks are as follows:

Rank	City Quadrant	Street	Start	End
1	SW	Route 7 & Queen City Crossing	Lindenwood Drive	Queen City Parkway
2	SW	Swift Street and Spear Street Crossing	Swift Street	Spear Street
3	NW	Hinesburg Road	Village Green Rd	Ruth Street
4	NW	Hinesburg Road	Prouty Pkwy	West Side Sidewalk
5	NW	Hinesburg Road	Wright Court	West Side Sidewalk
6	NW	Williston Road	Elmson Parkway	Pillsbury Manor North (Gazebo Senior Living)
7	NW	Williston Road	Mills Avenue	Bus stop and restaurants on other side of Williston Rd.
8	NW	Hinesburg Road	Eldridge	Hayes
9	NW	Kennedy Drive	West Twin Oaks Terrace	North Side of Kennedy Drive
10	SE	Van Sicklen Rd & Hinesburg Rd Crossing	Van Sicklen Road	Hinesburg Road

**Why are new recreation paths and crosswalks not already paid for in the City budget?** The current city budget allows for maintaining the existing bicycle and pedestrian infrastructure, but not for expanding and improving it. Penny for Paths will make our city safer and will enhance the connections between our neighborhoods. The fiscal 2019 increase in the grand list was barely enough to fund required increases in staff health insurance, pension cost and compensation.

**How can I help support the Penny for Paths – Close the Gaps ballot initiative?** If you are interested in showing support for the initiative, please visit the South Burlington page of the Local Motion website at [www.localmotion.org/south\\_burlington](http://www.localmotion.org/south_burlington). By clicking on 'Support Penny for Paths' ([https://www.localmotion.org/penny\\_for\\_paths\\_endorse](https://www.localmotion.org/penny_for_paths_endorse)) you can add your name to list of supporters of the initiative, donate funds to pay for lawn signs, brochures, postcards, newspaper advertisements, etc. and join the *Friends for a Walkable-Bikeable South Burlington*. As a Friend, your help is needed to pass out brochures and cards to your neighbors and generally get the word out to encourage your neighbors to vote in favor of the initiative. Please email [friendssbpath@gmail.com](mailto:friendssbpath@gmail.com) with any questions and/or if you wish to help. Thank you.