

**CITY OF ESSEX JUNCTION  
BIKE WALK ADVISORY COMMITTEE  
REGULAR MEETING AGENDA  
**AMENDED****

Online &  
6 Lincoln St. (Kolvoord Room)  
Essex Junction, VT 05452  
**Thursday, June 12<sup>th</sup>  
2025, 7:00 PM**

E-mail: [mgiguere@essexjunction.org](mailto:mgiguere@essexjunction.org)

[www.essexjunction.org](http://www.essexjunction.org)

Phone: 802-878-6944, ext. 1625

This meeting will be held in-person at 6 Lincoln Street in the Kolvoord Room at Brownell Library and available remotely. Options to join the meeting remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING:** (toll free audio only): (888) 788-0099 | Meeting ID: 958-5750-2850; Passcode: 790174

1. **CALL TO ORDER** [7:00 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **MINUTES FOR APPROVAL**
  - a. May 8<sup>th</sup>, 2025
4. **PUBLIC TO BE HEARD**
5. **BUSINESS ITEMS**
  - a. Bicycle Friendly Community (BFC) application review\*
  - b. Town of Essex Route 15/Main Street shared use path\* - **AMENDED ADDITION**
  - c. Printed bike map draft review\*
  - d. CCRPC Regional Safety Action Plan discussion
  - e. Regional advocates meet up planning
  - f. Memorial Way traffic count updates
6. **MEMBERS UPDATES**
7. **STAFF UPDATES**
  - a. Bike locker updates
  - b. Bike parking updates
8. **READING FILE**
9. **ADJOURN**

\*attachments in packet

*This agenda is available in alternative formats upon request. Meetings of the Bike/Walk Advisory Committee, like all programs and activities of the City of Essex Junction, are accessible to people with disabilities. For information on accessibility or this agenda, call the City Manager's office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.*



**CITY OF ESSEX JUNCTION  
BIKE WALK ADVISORY COMMITTEE  
MEETING MINUTES - DRAFT**

Online &  
6 Lincoln St. (Kolvoord Room)  
Essex Junction, VT 05452  
**Thursday, May 8<sup>th</sup>  
2025, 7:00 PM**

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1. **CALL TO ORDER**

John called the meeting to order at 7:01pm. In attendance: David Achee, Eric Bowker, Philip Bieber, Russ Miller-Johnson, John O'Brien, Lauren Philbrook, EJ City Planner Michael Giguere and Local Motion representative Jack Evans. [7:00 PM]

2. **AGENDA ADDITIONS/CHANGES**

Michael added 3 items to the Staff Updates portion of the meeting: Traffic Calming Policy, Connect the Junction master plan draft, and UVM engineering student Park Street reconfiguration.

3. **MINUTES FOR APPROVAL**

- a. April 10<sup>th</sup>, 2025 – Motion made by Phil, seconded by David to approve April minutes. Motion passed unanimously (6-0).

4. **PUBLIC TO BE HEARD**

Jack from local motion updated us on a few items working their way through the Vermont legislature including a stop = yield bill, as well as a bill that would allow bikes to follow pedestrian signals at intersections. Jack says that both of these are generally the behaviors that cyclists do anyway and will merely bring the laws up to date. A third bill will clarify the usage of stoplights that are intended specifically for bikes but that will only pertain to limited municipalities excluding Essex Junction. It was recommended that members of the committee contact a local representative that has been reluctant to support this bill thus far in order to see them passed during this legislative session. Jack will email the group additional information for them to consider this action.

5. **BUSINESS ITEMS**

- a. Bicycle Friendly Community (BFC) application review

The deadline for the application to renew our status as a Bike Friendly Community is June 25th, so between this and the next meeting it must be completed. David provided an update that there remains a number of details, primarily municipal information and data, that need to be tracked down to meet this timeline. Given this update Michael asked the task force if the city staff would be better suited to take on the remainder of the application, and the committee agreed. Michael then provided an update on other illuminating data that has come to light through the application process so far. He then provided guidance on how we will proceed between these next 2 meetings, including a request for any of the remaining areas that the committee might be interested in looking into during the next meeting. John expressed interest in looking at the data on Equity and Accessibility and David expressed interest in reviewing the Encouragement section, which will be reviewed during June's meeting.

- b. Wayfinding signage project

Michael provided an update on discussions that have occurred in the city offices regarding this project with several hopeful indicators that the city is enthusiastic to proceed. It was decided that we will focus on producing a simple handout map that will give us the guideline for sign placement in the future as a first step; the committee will also consider a name for this route that can apply to the first area of focus (Northwest quadrant) as well as the city as a whole. Lauren proposed a simple name of "Junction Bikeway" - the committee agreed to consider this and other

ideas before deciding.

The committee looked over the list of locations for the signs that we have been working on, with ideas on how they would be presented. The pros and cons of directing bikers between these destinations via Mansfield Ave or a route that includes Rivendell Drive was discussed considering hills and the number of turns was also considered. Other ways to encourage bikers on these future routes by using pavement markings were discussed, as designating the routes may serve as the first step towards greater adoption by bicyclists at large.

Eric added that it was important for the committee to keep in mind for the future the Hiawatha neighborhood as a good candidate for future routes and signage as there are few that exist at this time but will be needed as the elementary school consolidation occurs in the fall.

c. Regional advocates meet up planning

Jack provided information regarding an informal meetup between bike advocacy groups at Local Motion on August 2nd at 10am (rain date of the 3rd) for a casual ride / social hour with guided discussions about unified needs between our communities. Jack also mentioned that other committees in Chittenden County have been holding joint bike rides / meetings as a collaboration between neighboring towns as a means of connecting their communities and recommended that we consider doing the same. Jack recommended that we reach out to our colleagues in Williston as a great first step and the committee agreed - Michael will make contact and will also look into ensuring that these meetings are in compliance with public meetings laws before they are scheduled.

d. Volunteer opportunities

- Veterans Memorial Park traffic count
- Brownell Repair Café

Michael presented two opportunities for engagement including a traffic count for the small “sliplane” intersection next to Veteran’s Memorial Park between Main Street and Lincoln Street. Details that need to be collected will need to include the time that the surveying is done, the number of cars that use the lane, bikers that cross the intersection, and pedestrians that use the intersection. The committee was receptive to the idea and will be collecting and providing data to Michael over the next month.

The chance to participate with a Brownell Library repair cafe event in September was also brought up. The event will feature a variety of handy folks providing their services to members of the community and our committee members are invited to provide guidance on bike maintenance and repair as a part of this event. Michael will forward an email with details to the committee for them to consider their individual participation.

**6. MEMBERS UPDATES**

John reminded the committee that any members of the public can request a “Keep Kids Alive, Drive 25” sign from the city to place in front of their homes. These signs can be requested by calling the city manager at (802) 878-6944 and those who have them must follow criteria defined in the city’s traffic calming policy.

**7. STAFF UPDATES**

- a. Michael updated the group on the latest traffic calming policy that has been ongoing; the document will be finalized by Community Development and circulated to other departments for review soon.
- b. Connect the Junction Master Plan draft - the final report was presented May 1st at a collaborative meeting between City Council and Planning Commission, it was recommended that the committee revisit the recording of this meeting as many aspects of the plan will directly impact the city’s bike and pedestrian facilities on the Route 15 corridor between the fairgrounds and Five Corners.
- c. UVM Capstone presentation - Michael attended the presentation by the students for the Park street redesign project which featured their considerations for redesigning the traffic lanes in the strip between the Williston Bridge and the Crescent Connector on Park Street. Based on the timing of their project and when their data was collected (winter months), it was recommended that more data be gathered before the city considers moving on any changes to this strip of road, but the initial design is promising, meets the criteria and addresses the problems that we had voiced to the

students at the start of their project.

8. **READING FILE**

9. **ADJOURN**

Motion to adjourn made by David at 8:24pm, seconded by Phil. Motion passed unanimously (6-0).



Form: 27228

Essex Junction

Started at: 12/9/2024 03:09 PM - Finalized at: N/A

#### Page: Application Tips

- **A word version of this application is available for download, at <https://bit.ly/BFCapp2025> (<https://bit.ly/BFCapp2025>) (.docx) (last updated 7/26/24)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. **\*Applicants are STRONGLY encouraged to download the latest version of this document when each new round opens, as the updated document highlights all updates to questions and answer options!\*** We have also created this companion document that lists all updates to the 2025 application since the previous (2024) version (<https://docs.google.com/document/d/1h4VLWACLMxqDOeAOj57SAF9FZQ6eNyl04YP9kdlgbY/edit>).
- The League hosts quarterly Bicycle Friendly Community Networking calls for applicants and advocates from current and aspiring BFCs. If you would like to join the next quarterly call, please register via zoom here: <https://bit.ly/BFCNetworkingZoom> (<https://bit.ly/BFCNetworkingZoom>).
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email [bfa@bikeleague.org](mailto:bfa@bikeleague.org).
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

#### Page: Application Intro

##### Community Name:

Essex Junction

##### Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

##### What year was the community's most recent BFC application?

2019

##### What was the result of the community's most recent BFC application?

Bronze

*If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfa=>) and used to promote your community through League social media channels.*

**Community Website:**

<https://www.essexjunction.org/boards/bike-walk-advisory-committee/> (<https://www.essexjunction.org/boards/bike-walk-advisory-committee/>)

**Community's Twitter/X URL:****Community's Facebook URL:**

<https://www.facebook.com/essexjunctionvt/> (<https://www.facebook.com/essexjunctionvt/>)

**Community's Instagram URL:****Community's other social media URL:****Community's Flickr or other public photo sharing URL:****Page: Contact Information****Applicant First Name**

Michael

**Applicant Last Name**

Giguere

**Job Title**

City Planner

**Department**

Community Development

**Employer**

City of Essex Junction

**Street Address (No PO Box, please)**

2 Lincoln St.

**City**

Essex Junction

**State**

Vermont

**Zip**

5452

**Phone #**

802-878-6944

**Applicant Email Address**

[mgiguere@essexjunction.org](mailto:mgiguere@essexjunction.org)

**Did you work with any other local government agencies, departments, or city staff on this application?**

Yes

**Please list up to 10 additional government agency contacts.**

Agency Contacts

Lauren Philbrook  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
LaurenLRichard@gmail.com

David Achee  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
david.achee@gmail.com

John O'Brien  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
anotherobrien@gmail.com

Philip Bieber  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
bieber.phil@gmail.com

Russ Miller-Johnson  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
rmillerjohnson@yahoo.com

Eric Bowker  
City of Essex Junction  
Bike/Walk Advisory Committee Member  
ericdbowker@gmail.com

Mark Brislin  
Essex Junction Recreation and Parks  
Assistant Director  
mbrislin@ejrp.org

Garry Scott  
Essex-Westford School District  
Director of Facilities and District Safety  
gscott@ewsd.org

Chris Yuen  
City of Essex Junction  
Community Development Director  
cyuen@essexjunction.org

**Did you work with any local advocacy organizations or citizen volunteers on this application?**

Yes

**Please list up to 10 additional local advocacy contacts.**

Advocacy Contacts

Jack Evans  
Local Motion  
Complete Streets Program Specialist  
jack@localmotion.org

**Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?**

No

*(For internal use only.)*

**Name:**

Regina Mahony

**Title:**

City Manager

**Email:**

rmahony@essexjunction.org

**Street Address**

2 Lincoln St.

**City**

Essex Junction

**State**

Vermont

**Zip**

05452

**Page: Community Profile pt. 1**

**Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

**A1. Name of Community:**

Essex Junction

**A2. Name of County/Borough/Parish:**

Chittenden

**A3. State:**

Vermont

**A4. Link to map of community boundaries:**

<https://www.google.com/maps/place/Essex+Junction,+Essex,+VT/@44.4897146,-73.130781,14z/data=!3m1!4b1!4m5!3m4!1s0x4cca7762809a49af:0x1e5ebb0408a9a0ea!8m2!3d44.4905433!4d-73.1112207>  
(<https://www.google.com/maps/place/Essex+Junction,+Essex,+VT/@44.4897146,-73.130781,14z/data=!3m1!4b1!4m5!3m4!1s0x4cca7762809a49af:0x1e5ebb0408a9a0ea!8m2!3d44.4905433!4d-73.1112207>)

**A5. Type of Jurisdiction**

Town/City/Municipality

**A6. Size of community**

4.6

**A7. Total Population:**

10817

**A8. Population Density:**

2351.52

For definitions, see FHWA Bikeway Selection Guide (page 20) ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)).

**A9a. Rural**

0%

**A9b. Rural Town**

1-24%

**A9c. Suburban**

76-100%

**A9d. Urban**

1-24%

**A9e. Urban Core**

0%

**A10. What is the street network density of the community?**

5.1-10.0

**A11. What is the average intersection density?**

Fewer than 60

**A12. Do any of the following significant physical barriers to cycling exist in your community?**

Extreme cold/heavy snow, Large body of water (e.g. river), Railroad corridors

**Page: Community Profile pt. 2**Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)**Click here for detailed instructions to find answers to each question below:****A13. Census Profile link:**[https://data.census.gov/profile/Essex\\_Junction\\_city\\_Vermont?g=160XX00US5024400](https://data.census.gov/profile/Essex_Junction_city_Vermont?g=160XX00US5024400) ([https://data.census.gov/profile/Essex\\_Junction\\_city\\_Vermont?g=160XX00US5024400](https://data.census.gov/profile/Essex_Junction_city_Vermont?g=160XX00US5024400))**A14a. Median Age in community:**

39.9

**A14b. Percent of Population that is Under 18 years of age:**

19.8

**A14c. Percent of Population that is 65 years and over:**

16.3

**A15. Percent of the Population that Speaks a Language Other Than English at Home:**

17.7

**A16. Median Household Income:**

92589

**A17. Poverty Rate:**

10.3

**Enter numbers only - answer must be in ##.## format.****A18a. Total Bicycle Commuters:**

0.6

**A18b. Male Bicycle Commuters:**

0.9

**A18c. Female Bicycle Commuters:**

0.3

**A19. Percent of Household with No Vehicles Available:**

6.9

**\*Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

**A20a. Total percent of "Disabled Population":**

12.5

**A20b. Percent of population with a hearing difficulty:**

6.1

**A20c. Percent of population with a vision difficulty:**

1.5

**A20d. Percent of population with a cognitive difficulty:**

7.1

**A20e. Percent of population with an ambulatory difficulty:**

4.1

Enter numbers only - answers must be in ##.## format.

**A21a. White:**

80.6

**A21b. Black or African American:**

3.4

**A21c. American Indian and Alaska Native:**

0

**A21d. Asian:**

7.8

**A21e. Native Hawaiian and Other Pacific Islander:**

0

**A21f. Some other race:**

0.5

**A21g. Two or more races:**

7.7

**A21h. Hispanic or Latino (of any race):**

1.9

**A22. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.**

Essex Junction has a consolidated school district with the Town of Westford and Town of Essex, meaning that many students in the region travel to and spend time in Essex Junction. The City has also had placements from Vermont's Refugee Resettlement Program.



**B1. Does your community currently have any of the following policies in place? Check all that apply.**

State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community

**B1b3. Please provide a link to the state, county, or regional Complete Streets ordinance or resolution.**

<https://vtrans.vermont.gov/highway/complete-streets> (<https://vtrans.vermont.gov/highway/complete-streets>)

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?**

No

**B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?**

No

Bicycle Facility Design Guidelines are an important resource to ensure that new bike lanes, trails, side paths, and other bike facilities adhere to national safety guidelines and are accessible to cyclists of all ages and abilities, including disabled cyclists.

If your community does not have the capacity to develop its own local guidelines, consider instead adopting an existing Design Guide as the formal standard for your community instead, such as the FHWA Bikeway Selection Guide

([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) or NACTO Urban Bikeway Design Guide

(<https://nacto.org/publication/urban-bikeway-design-guide/>), or if your community is small and/or rural, the FHWA Small Town and Rural Multimodal Network Guide (<https://ruraldesignguide.com/>) (see PDF version.

([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)))

If your community is considering developing your own local design guide or standards, we strongly encourage you to adopt accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities ([https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC\\_WfW-Inclusive-Guide\\_FINAL\\_V03.pdf](https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf)), and to incorporate Universal Design principles to the needs of all users and mobility types in public rights-of-way (<https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf>).

Additional resources include:

- NACTO's Guide for Designing for All Ages & Abilities ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf))
- NACTO's Urban Street Design Guide (<https://nacto.org/publication/urban-street-design-guide/>)
- AASHTO's Guide for the Development of Bicycle Facilities, 4<sup>th</sup> Edition ([https://nacto.org/wp-content/uploads/2015/04/AASHTO\\_Bicycle-Facilities-Guide\\_2012-toc.pdf](https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf))

**B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?**

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Affordable Housing policy or plan

**B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?**

Car parking minimums have been reduced in last 5 years, Shared-parking allowances , Engine Anti-Idling law

**B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?**

None of the above

**B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?**

None of the above

**B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?**

Bike parking ordinance for existing buildings specifying amount and location , Bike parking ordinance for all new developments specifying amount and location , Incentives or requirements for developers, property management companies, and/or employers to provide secure bike parking and other end-of-trip facilities for cyclists, Incentives, requirements, or other program(s) to encourage multi-family residential buildings and properties to provide secure bike parking and other end-of-trip facilities for residents and guests, Incentives, requirements, or other program(s) to encourage local schools to provide secure bike parking and other end-of-trip facilities for students and employees, Incentives, requirements, or other program(s) to encourage local retail such as grocery stores to provide secure bike parking and other end-of-trip facilities for customers and employees, Public or private program that provides grants for bike racks or free bike racks upon request, System in place that allows residents to request the installation of new public racks

**B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?**

Yes

**B9a. Please provide a link to your community's bicycle parking design standards.**

[https://www.essexjunction.org/fileadmin/files/Ordinances\\_Codes/Land\\_Development\\_Code/LDC\\_Complete\\_20230705.pdf](https://www.essexjunction.org/fileadmin/files/Ordinances_Codes/Land_Development_Code/LDC_Complete_20230705.pdf)  
([https://www.essexjunction.org/fileadmin/files/Ordinances\\_Codes/Land\\_Development\\_Code/LDC\\_Complete\\_20230705.pdf](https://www.essexjunction.org/fileadmin/files/Ordinances_Codes/Land_Development_Code/LDC_Complete_20230705.pdf))

**B9b. Do your community's bicycle parking design standards meet any of the following?**

Conform with APBP guidelines

**B10. What percentage of public and private bike racks conform with APBP guidelines?**

51-75%

**B11. What, if any, end-of-trip facilities are available to the general public in your community?**

Public bicycle repair or fix-it stations, Public air pumps, Public uncovered bike racks, Public bicycle lockers or similar individual secure bike parking spaces

**B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?**

Quality audit conducted for end-of-trip facilities (e.g. identifying facilities most in need of upgrade), Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability)

*The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach ([https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA\\_SafeSystem\\_Brochure\\_V9\\_508\\_200717.pdf](https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf)) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.*

*The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) and Small Town and Rural Design Guide ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)), as well as NACTO's Designing for All Ages and Abilities contextual guide ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).*

*As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.*

*We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).*

**B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.**

I would like to upload a PDF map

**B13a. Bicycle Network Map PDF:**

Essex Junction bicycle facilities  
Download File (<https://bicyclefriendly.secure-platform.com/file/45440/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NTQ0MCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9kbike%20map.pdf>)

**B13b. Secondary Bicycle Network Map PDF:**

Non-Motorized Transportation Plan from 2019 Comprehensive Plan  
Download File ([https://bicyclefriendly.secure-platform.com/file/45441/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NTQ0MSwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9kWybaDGKyJURj6\\_dqeKbMBaLI?Map6\\_NonMotorizedTrans\\_20190408rev.pdf](https://bicyclefriendly.secure-platform.com/file/45441/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NTQ0MSwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9kWybaDGKyJURj6_dqeKbMBaLI?Map6_NonMotorizedTrans_20190408rev.pdf))

**B14. Bicycle Network Worksheet**

5/1/2025  
Download File ([https://bicyclefriendly.secure-platform.com/file/47474/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NzQ3NCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9k49tR7zQ?BFC\\_2025\\_B14%20BFC%20Network%20Worksheet\\_Essex%20Junction.xlsx](https://bicyclefriendly.secure-platform.com/file/47474/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NzQ3NCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbm9k49tR7zQ?BFC_2025_B14%20BFC%20Network%20Worksheet_Essex%20Junction.xlsx))

The following answers for B15a-e should be copied from the "Summary" tab of your completed 2025 BFC Bicycle Network Worksheet ([https://bit.ly/BFC\\_2025\\_B14](https://bit.ly/BFC_2025_B14)).

**B15a. Total current Roadway Network:**

46.91

**B15b. Percentage of Roadway Network that is high-speed:**

1.83

**B15c. Percentage of Roadway Network that is low-speed:**

0

**B15d. Percentage of Roadway Network where speed limit is unknown:**

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed 2025 BFC Bicycle Network Worksheet ([https://bit.ly/BFC\\_2025\\_B14](https://bit.ly/BFC_2025_B14)). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B16a. Total current mileage of on-street bike facilities:**

11.22

**B16b. Total current mileage of off-street bike facilities:**

6

**B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):**

17.22

**B16d. Total current mileage of other markings and features:**

0

**B16e. Ratio of Total Current Bicycle Network to Roadway Network:**

37

**B16f. Percentage of Roads with ANY on-street bike facilities:**

24

**B16g. Percentage of Roads with LOW-STRESS on-street bike facilities**

7

**B16h. Percentage of ALL bike facilities and other markings or features that are LOW-STRESS:**

55

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

Yes

**B17a. If yes, please explain.**

Buffered bike lanes on Maple and Pearl were restriped by public woks as non-buffered to reduce maintenance. They have agreed to revert this when it is time to restripe.

The following answers for B18a-f should be copied from the "Summary" tab of your completed **2025 BFC Bicycle Network Worksheet** ([https://bit.ly/BFC\\_2025\\_B14](https://bit.ly/BFC_2025_B14)). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B18a. Planned On-Road Bike Facilities:**

0.97

**B18b. Planned Off-Road Bike Facilities:**

0

**B18c. Planned LOW-STRESS Bike Facilities:**

0.52

**B18d. Planned other markings & features:**

0

**B18e. Plans to upgrade any existing bike facilities:**

We are planning on upgrading ~1.19 miles of existing bike lanes to buffered bike lanes when they are restriped. Restriping is currently done ad-hoc, so this is not scheduled.

**B18f. Plans to lower speed limits or design speeds of any existing roads:**

n/a

**B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?**

Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings, Stop signs for vehicle traffic

**B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?**

Designated "Slow Streets", Speed feedback signs/cameras

**B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?**

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Removal of on-street car parking, Parallel but separated paths for bicyclists and pedestrians

**B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?**

Efforts to reduce noise, Street lighting on most arterials, Street lighting on most non-arterials

**B23. Are there any signalized intersections in your community?**

Yes

**B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Demand activated signals with loop detector (and marking), Right-on-red restrictions in certain signalized intersections

**B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?**

None of the above

**B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?**

Online reporting system (e.g. SeeClickFix or local 311 or similar website), Regular meetings, Contact staff directly via call/voicemail/email/text

**B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?**

None of the above

**B27. Does your community have a rail transit, bus, or other public transportation system?**

Yes

**B27a. Which of the following types of public transportation are offered in your community?**

Public buses

**What percentage of your community's public buses are equipped with bike racks?**

100%

**Are bikes allowed inside public buses?**

None of the above

**What percentage of bus stops are equipped with secure and convenient bike parking?**

None

**B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?**

Yes

**B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.**

Added short-term bicycle parking near Amtrak station (which also serves the local bus line) after observing several instances of bikes locked to other objects.

**B27c. How are residents and visitors encouraged to combine cycling and public transportation?**

City or transit specific mobile app that combines mode types, Information on bike racks/storage provided on transit schedules, Stickers on the outside of buses with bike racks that say bicycles are welcome

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B28. Does your community currently have a community-wide bike sharing program that is open to the general public?**

The community's bike share program(s) closed within the last 2 years.

**B28a. Please describe the circumstances under which the bike share program(s) closed, and any plans or efforts to re-launch in the future.**

Essex Junction Recreation and Parks and Local Motion partnered on an e-bike lending library in September of 2023. This was discontinued by Local Motion at the start of 2024. There have been discussions about having an e-bike for rent at Brownell Library, but no concrete plans have been made.

**B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?**

BMX track, Mountain bike park, Bicycle-accessible skate park, Snow/Fat tire bike trails

**B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.**

South Burlington (Bronze), Williston (no BFC status), Essex Town (no BFC status)

**B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?**

We are working with an engineering consultant (Stantec) to design bicycle infrastructure for Pearl Street between Susie Wilson Road and West Street Extension. This area has been identified through past planning efforts as a critical gap in our bicycle network to better connect to westbound communities and help serve the densifying corridor.

University of Vermont engineering students drafted improved bicycle facilities on Park Street between the Powerhouse Bridge and Railroad Ave to better connect southbound to Williston. The materials presented by the students will be adapted by Community Development staff before being adopted for consideration by City Management.

The same UVM engineering capstone class was responsible for presenting an alternative for the North & Grove intersection, which has been identified as problematic for all modes of transportation. The City ultimately did not move forward with implementation for that project.

We work frequently with our MPO, Chittenden County Regional Planning Commission (CCRPC) to secure funding for projects and align with the county-wide active transportation plan.

City staff participate on the CCRPC Transportation Advisory Committee, which is comprised of planners and transportation professionals around the greater Burlington area.

**B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?**

No

**B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.**

Our City is compact at 4.6 square miles of land, with most day-to-day destinations available within an even smaller radius. Many residents are able to comfortably navigate the City without driving. However, our community is defined by the intersection of five major state roads, which creates an intimidating barrier for new cyclists to overcome. This has less to do with our bike-specific facilities, and more to do with the pre-automobile origins of the community's layout.

Most residential neighborhoods are very bikeable with interconnected networks of quiet streets. Several neighborhoods are served by bike lanes or paths that connect them to nearby shops and community services. For example, the Countryside neighborhood in the northwest part of the City has a bike path that connects to the Essex Experience, a full-service commercial district located in the Town of Essex. There is no direct car connection from this neighborhood to the shopping area, so biking is the quickest and most direct way to travel. Many residents use this connection, which was a hard-fought addition to the Essex Experience development project.

All of our schools (three elementary and one middle) as well as the regional high school are located within neighborhoods that are easily and safely accessible by bike, and all elementary schools participate in Safe Routes to School. The street to the middle school (Maple Street) has on-street bike lanes along its entire length. Other schools are on quiet streets that invite walking and biking.

There are numerous other bike-specific facilities throughout our community, from the shared-use path along upper Main Street to the bike path along Lincoln Avenue and the railroad tracks. The process of connecting these facilities into an integrated network is an ongoing planning effort, with the recent completion of the Crescent Connector roadway being a major upgrade. This added a north/south connection that circumvents the busy Five Corners intersection and connects to existing bike facilities. There are also plentiful, publicly available repair stations throughout the City's compact footprint.

Essex Junction's design standards for new development and redevelopment projects guide the massing, scale, colors, and style of new buildings, with a focus on human-scale building design and a mix of uses. We require building entrances in our Village Center District to face the street. There are no setback or minimum parking requirements in our historic Village Center District to help make buildings accessible and welcoming to people walking and biking.

**B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.**

Our biggest investment has been the opening of the Crescent Connector, a new portion of Railroad Avenue connecting Park Street to Maple Street, bypassing the busy Five Corners intersection. This includes on-street bike lanes that create a safer north/south connection through the City. Traffic counts at Five Corners will be performed in the near future to better understand this road's impact and help guide future efforts toward making the Village Center a more welcoming place for non-motorized transportation.

**Page: Education**

**C1. Do any public or private elementary schools offer regular bicycle education to students?**

Yes

**C1a. What percentage of your public and private elementary schools offer bicycle education?**

100%

**C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.**

Other

**C1b1. If other, please describe.**

Local Motion brings their bicycle trailer and works with physical education classes.

**C1c. Are there any on-bike learning opportunities for students at these elementary schools?**

Yes

**C1c1. What type of on-bike cycling education is offered?**

Mandatory on-bike education

**C1c2. Approximately how many elementary school students receive on-bike education annually?**

1833

**C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

Yes, bicycles are provided to all students

**C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with physical and/or cognitive disabilities?**

Yes

**C1c3a. If yes, please describe.**

Two adaptive kids bicycles, a tandem, and a tricycle are available upon request.

**C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?**

Translation services are available by request through the ELL program.

**C2. Do any public or private middle schools offer regular bicycle education to students?**

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

**C3. Do any public or private high schools offer regular bicycle education to students?**

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

**C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.**

ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Summer camps, Bicycle-related after school programming, Bicycle safety is taught as part of driver education curriculum, Other

**C4a. If other, please describe.**

Local non-profit cycling organizations such as Local Motion provide workshops. High school has a mountain biking club and our community recreation department, Essex Junction Recreation and Parks, offers a number of mountain biking workshops and summer camps in partnership with Essex Police Department.

**C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?**

2500

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

Yes

**C5a. What type of classes are available for adults? Check all that apply.**

Information sessions/workshops

**C5b. What topics are covered in these classes? Check all that apply.**

Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

**C5c. Who teaches these classes? Check all that apply.**

Local bicycle advocate

**C5d. On average, how often are these classes offered?**

Less than annually

**C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?**

No

**C5f. Please estimate how many total adults are reached annually in your community through these classes?**

Unknown

**C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?**

None of the above

**C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?**

Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Community maps (print or digital), Permanent signage, displays, or information kiosks, Table or booth at community events

**C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):**

<https://www.instagram.com/bespokebest/> (<https://www.instagram.com/bespokebest/>)

**C6b. optional second link:**

**C6b. optional third link:**

**C7. Which of the following information is shared using the methods checked above? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Other

**C7a. If other, please describe.**

Little Bellas, mentoring for girls through mountain biking. <http://www.littlebellas.com>.

**C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?**

Public service announcements, Neighborhood listserves, Community newsletter/magazine article/blog, Community maps (print or digital), Information for students and parents from the school system

**C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?**

Transit operators

**C10. Are any of the following educational materials provided to community residents and/or businesses?**

Other local, statewide, or national bike safety resource

**C10a. If other, please list or describe.**

<https://saferoutes.vermont.gov/resources/miniguides>

**C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?**

1

**C12. When was the last time your community hosted a LCI seminar to bring on new instructors?**

Unknown

**C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?**

None of the above

**C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?**

No

**C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?**

Unknown

**C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?**

None of the above



**C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?**

Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details)

**C19. Describe any other education efforts in your community that promote safe cycling.**

**C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.**

The most significant investment has been our school district's continued partnership with Local Motion to continue bicycle education for elementary school students. Community Development staff are also developing a new printed bike map that shows local points of interest, formal and informal routes, regional connections, and information on other relevant regional bicycle facilities.

**Page: Encouragement**

**D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?**

Guaranteed Ride Home program, Bicycle or e-bike Incentive, Subsidy, or Rebate program, Local business incentive program that rewards customers arriving by bicycle (e.g. Bicycle Benefits, etc.)

**D1a. Please provide a link to your Guaranteed Ride Home program.**

<https://catmavt.org/program-guaranteed-ride-home/> (<https://catmavt.org/program-guaranteed-ride-home/>)

**D1a. Please provide a link to your local business incentive program.**

<https://bicyclebenefits.org/> (<https://bicyclebenefits.org/>)

**D2. What other (non-bike specific) groups, agencies, or institutions actively promote and encourage bicycling in the community? Check all that apply**

Chamber of Commerce, Law Enforcement or Public Safety Agency, Public School District(s)

**D2a. For EACH category checked in D2, please provide an example of how this group, agency, or institution promotes or encourages bicycling in the community.**

Lake Champlain Chamber of Commerce helps promote bike advocacy, legislative updates, and job postings.

Essex PD promotes cycling and youth engagement with their Park Patrol program, established in 1994: <https://www.essexvt.gov/316/Park-Patrol>

Essex Westford School District provides bicycle safety events and resources in partnership with Local Motion.

**D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

Yes

**D3a. If yes, please describe.**

BWAC subsidized the purchase of Bicycle Benefits (BB) stickers. There are businesses in the City of Essex Junction and surrounding towns that participate in the program and distribute to customers upon request. Advertisements for the program are displayed prominently in the front window.

**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Web-based route finding service, Printed/digital mountain bike trails map

**D4a. Provide URL for web-based route finding service:**

<https://www.openstreetmap.org/#map=16/44.49176/-73.10886&layers=C> (<https://www.openstreetmap.org/#map=16/44.49176/-73.10886&layers=C>)

**D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?**

Bicycle-themed festivals/parades/shows, Bike commuter events, Commuter Challenges, Challenges aimed at students biking to school, Local business program that provides discounts for customers arriving by bicycle, Triathlons and bicycle races, Public Service Announcements

**D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

Organize event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

**D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?**

LGBTQIA+ community

**D7g. Please provide an example or describe how encouragement efforts have focused on reaching the LGBTQIA+ community.**

Essex Junction's Bike/Walk Advisory Committee has tabled at Essex Pride.

**D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?**

None of the above

**D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?**

Yes

**D9a. Please provide details for each cycling club, group, or team that is active in your community.**

Social or Recreational Clubs or Groups

**Winooski Bike Gang**

**Website:** [https://www.localmotion.org/peterbu/winooski\\_bike\\_gang](https://www.localmotion.org/peterbu/winooski_bike_gang)

**Type:** Recreational bike club, Slow ride group

**Contact:** ,

**Involved in App?** No

**Bespoke Group Rides**

**Website:** <https://www.bespokebest.net/new-page>

**Type:** Recreational bike club, Mountain bike club, Off-Road or gravel riding club or group

**Contact:** Jake Tran, [jake@goodluckcr.com](mailto:jake@goodluckcr.com)

**Involved in App?** No

**D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?**

**D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?**

Safe Routes to School program, Youth mountain biking club/team, NICA (National Interscholastic Cycling Association) or similar youth racing team(s), Bicycling-related summer camp

**D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?**

Mobile bike repair services are available in the community

**D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?**

Bike racks in well-lit, visible locations, Promotion of national or global bike registration system (e.g. Bike Index, Project 529)

**D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 1 -15,000 residents

**D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?**

No

**D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

Telecommuting policy

**D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.**

A basic bicycle repair workshop was hosted by the Bike/Walk Advisory Committee in summer 2024. This was designed for children to learn the basics of bike safety and promoted in partnership with Brownell Library's summer programming.

**D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application**

The establishment of Bespoke Bikes and Everyday Things, our City's bike shop, has been our community's biggest improvement in encouraging residents to ride. The shop acts as a community hub for cyclists and promotes ridership through their year-round group rides in a variety of different formats (gravel, fat bike, road) with regular participation. This has led to active cross-promotion with the Bike/Walk Advisory Committee, who contacted the owner to distribute bike racks around the shop and neighboring businesses.

**E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?**

No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions

**E2. Is there a Safe Routes to School Coordinator position?**

No

**E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?**

This work is currently coordinated between the school district and Local Motion. Widespread motivation/interest and funding are the biggest barriers from creating this kind of role.

**E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

.38

Please download the 2025 FTE worksheet by clicking here ([https://bit.ly/BFC\\_2025\\_E3](https://bit.ly/BFC_2025_E3)) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC\_2025\_E3 FTE Worksheet\_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

**E3a. Please upload your completed FTE worksheet here:**

5/19/2025

Download File ([https://bicyclefriendly.secure-platform.com/file/47631/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkJjo0NzYzMSwiYWxsY3dOb3RtaWduZWRRVcmwiOiJGYWxzZSIzImInbm91BFC\\_2025\\_E3%20FTE%20Worksheet\\_Essex%20Junction.xlsx](https://bicyclefriendly.secure-platform.com/file/47631/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkJjo0NzYzMSwiYWxsY3dOb3RtaWduZWRRVcmwiOiJGYWxzZSIzImInbm91BFC_2025_E3%20FTE%20Worksheet_Essex%20Junction.xlsx))

**E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?**

Other professional memberships/accreditations related to bicycles, TDM, or active transportation , Regularly attend bicycle-related webinars, Regularly attend bicycle-related conferences

**E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?**

Local, State, or Regional Bike Summit

**E5. Does your community have an officially-recognized Bicycle Advisory Committee?**

Yes

**E5a. How often does the committee meet?**

Monthly or more frequently

**E5b. First Name:**

John

**E5b. Last Name:**

O'Brien

**E5b. Email:**

anotherobrien@gmail.com

**E5c. Which of the following groups are represented on the Bicycle Advisory Committee?**

Local bike advocacy organization or citizen advocate(s), Planning Department

**E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?**

**E6. What systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?**

Dedicated Engagement staff, team, or outside consultants , Dedicated website, Social media accounts

**E6c. Please provide a link to the dedicated website:**

<https://www.essexjunction.org/departments/community-development> (<https://www.essexjunction.org/departments/community-development>)

**E6d. Does your dedicated website include any of the following information, tools, or features?**

Project-level status updates, Implementation status updates for bike plan, complete streets policy, or similar, Contact information and/or online form to provide feedback

**E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?**

Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings , Online surveys, Tabling at other community events/destinations, Direct mailings to inform residents near impacted areas

**E7b. OPTIONAL – If any Bike Audits have been conducted by city officials, local advocates, or any other member of the community in the past 4 years, please upload their resulting Bike Audit Report here and describe how the Audit has impacted planning or implementation for bicycle improvements in the community.**

No File Uploaded

**E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?**

Public meetings are offered both virtually and in-person, Public meetings are recorded and made available on the community's website, Meeting minutes or summaries of public meetings are made available on the community's website, Partnerships with local community groups or other government agencies to reach new audiences

**E9. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**E9a. What year was the plan originally adopted?**

2014

**E9a1. Has the plan been updated or revised since it was first adopted?**

No, the originally adopted plan is the most recent version

**E9b. Provide a link to the current plan.**

[https://www.essexjunction.org/fileadmin/files/Bike\\_Walk/EssexTownVillageBikePedPlan\\_FINAL\\_20150130.pdf](https://www.essexjunction.org/fileadmin/files/Bike_Walk/EssexTownVillageBikePedPlan_FINAL_20150130.pdf)  
([https://www.essexjunction.org/fileadmin/files/Bike\\_Walk/EssexTownVillageBikePedPlan\\_FINAL\\_20150130.pdf](https://www.essexjunction.org/fileadmin/files/Bike_Walk/EssexTownVillageBikePedPlan_FINAL_20150130.pdf))

**E9c. Is there a dedicated budget for implementation of the plan?**

Yes

**E9c1. What is the designated annual budget or funding allocated?**

10000

**E9c2. List or describe funding source(s).**

City of Essex Junction municipal budget. This figure is difficult to quantify because there are dedicated and ancillary funds available from our school district, county transportation authority (Chittenden County Regional Planning Commission) and State of Vermont transportation funds and grants. The figure listed above represents the annual operating budget for the Bike /Walk Advisory Committee.

**E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?**

Yes

**E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.**

A spreadsheet of all bicycle and pedestrian projects is listed on page 30 of the plan. It should be noted that when this plan was developed, the City of Essex Junction and the Town of Essex were one combined municipality. These are now two separate municipalities. Thus, some of the projects listed in the plan are outside of the jurisdiction of City staff.

**E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?**

26-50%

**E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:**

**E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?**

By bringing the education to the schools (Summit Street School specifically) in the form of participating in National Bike to School Day a wider segment of the population is reached.

City staff use a variety of printed and digital mediums to reach out to our citizens, including those that are lower income. These include posting information in the free, weekly paper, utilizing social media, and posting printed information across the community.

**E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)**

Yes

**E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.**

The Essex Junction General Fund Budget is developed by the City Manager and City Council and approved by Essex Junction voters during the Annual Meeting in April. The budget is a fiscal year budget, meaning that it starts July 1 of each year and runs through the end of June in the following year.

<https://www.essexjunction.org/departments/finance/budget>

**E10b. Please upload the most recent transportation budget for your community.**

No File Uploaded

**E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?**

Less than 1%

**E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?**

Took Bike/Walk Advisory Committee's budget (10,000). Estimated small contributions from departments that have staff that work on bicycle projects (Community Development, Public Works, etc) and estimated a small portion of the Streets budget would go towards bicycle infrastructure.

**E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?**

No

**E12. Has your community conducted any kind of connectivity analysis for the bicycle network?**

No

**E13. Does your community have a performance measurement program for biking or active transportation infrastructure?**

No

**E14. How does your community collect information on bicycle usage? Check all that apply.**

None of the above

*Additional files may be uploaded at the end of the application.*

**E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)**

No File Uploaded

**E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)**

No File Uploaded

**E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)**

No File Uploaded

**E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)**

No File Uploaded

**E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)**

No File Uploaded

<p><b>E15. What is your best estimate for your community's current bicycle mode share?</b></p> <p>Unknown</p>
<p><b>E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)</b></p> <p>No</p>
<p><b>E17. Does your community collect and track bicyclist crash data?</b></p> <p>Yes</p>
<p><b>E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?</b></p> <p>0.8</p>
<p><b>E18. Does your community collect and track bicyclist "near misses"?</b></p> <p>No</p>
<p><b>E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?</b></p> <p>0</p>
<p><b>E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?</b></p> <p>No</p>
<p><b>E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?</b></p> <p>No</p>
<p><b>E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?</b></p> <p>Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law, It is illegal to harass a cyclist</p>
<p><b>E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?</b></p> <p>None of the above</p>
<p><b>E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.</b></p>
<p><b>E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?</b></p> <p>No</p>
<p><b>E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?</b></p> <p>Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests</p>
<p><b>E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?</b></p> <p>Raw data is published and made available to the public on a regular basis, Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports, Demographic data including sex or gender identity are included in publicly-available datasets, summaries, and/or reports, Data and/or analysis is routinely shared with a citizen oversight board or committee</p>
<p><b>F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.</b></p> <p>Download File (<a href="https://bicyclefriendly.secure-platform.com/file/47632/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NzYzMiwiYWxsbnB3dOb3RTaWduZWRVcmwiOiJGYWxzZSIImInbm9yCopy%20of%202020%20-%20EPD%20Traffic%20Stop%20Report%20-%20Final_.xlsx">https://bicyclefriendly.secure-platform.com/file/47632/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRpYUlkIjo0NzYzMiwiYWxsbnB3dOb3RTaWduZWRVcmwiOiJGYWxzZSIImInbm9yCopy%20of%202020%20-%20EPD%20Traffic%20Stop%20Report%20-%20Final_.xlsx</a>)</p>
<p><b>alias091bc56c99064d05be990b0b424aa779</b></p> <p>No File Uploaded</p>
<p><b>URL:</b></p> <p><a href="https://www.essexvt.gov/DocumentCenter/View/9954/EPD-Traffic-Stops-2017-2020">https://www.essexvt.gov/DocumentCenter/View/9954/EPD-Traffic-Stops-2017-2020</a> (<a href="https://www.essexvt.gov/DocumentCenter/View/9954/EPD-Traffic-Stops-2017-2020">https://www.essexvt.gov/DocumentCenter/View/9954/EPD-Traffic-Stops-2017-2020</a>)</p>

URL:

**E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?**

Essex PD adopted Work Rules on Fair and Impartial Policing on November 19, 2003. This was most recently amended on June 20, 2024: [https://www.essexvt.gov/DocumentCenter/View/12141/DD-133-Work-Rules-Fair-and-Impartial-Policing\\_2024](https://www.essexvt.gov/DocumentCenter/View/12141/DD-133-Work-Rules-Fair-and-Impartial-Policing_2024)

**E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?**

None of the above

**E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.**

We require new development and redevelopment proposals to include bicycle parking. Designs are based on Association of Pedestrian & Bicycle Professionals standards. Short and long-term parking, changing facilities, showers, and clothes lockers are required depending on the complexity of the development. More information can be found in Section 703.L of the Essex Junction Land Development Code: [https://www.essexjunction.org/fileadmin/files/Ordinances\\_Codes/Land\\_Development\\_Code/LDC\\_Adopted\\_20250228\\_Online.pdf](https://www.essexjunction.org/fileadmin/files/Ordinances_Codes/Land_Development_Code/LDC_Adopted_20250228_Online.pdf)

**E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.**

Our City has completed a Community Vision and Strategic Action Plan:

<https://www.essexjunction.org/fileadmin/files/Administration/Communication/Essex-Junction-Strategic-Action-Plan.pdf>

This plan calls for many active transportation improvements, including improving communication methods on projects, enhancing transportation safety, and developing a city-wide multimodal transportation plan.

State level legislation has increased the required vehicle buffer distance to four feet. The Bike/Walk Advisory Committee is now staffed by a full-time planner, integrating long-term plans more directly with the committee's efforts. Scoping studies are in place to improve bicycle facilities on two of the major project on the Essex Active Transportation Plan (Park Street and Pearl Street). Public engagement on bicycle projects is done through the annual budget meal, providing direct, in-person feedback.

**Page: Equity & Accessibility**

The League defines (<https://bikeleague.org/content/equity-initiative>) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

Thank you for continuing to learn and engage in this work along with us.

**F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?**

No

**F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?**

No

**F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?**

No

If your local governmental agency has 50 or more employees (full-time, part-time, or seasonal), it is required by federal law to have a designated ADA coordinator.

While your community may not have a Disability Services or Disability Rights office or department, the ADA coordinator may be someone to connect with during the bike planning process.

**If your agency has 50 or more employees, who is the ADA coordinator?**

Colleen Dwyer

**F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?**

Local independent bike shop, Affordable housing agency or advocacy/support group, School District and/or public or private K-12 schools, Youth groups, clubs, or coalitions, Office on aging, senior services agency, or related affinity groups, Public library, Local civic associations or neighborhood groups, Sustainability or climate-focused advocacy group or organization, Parks and recreation agency or similar, Transit agency or similar

**F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.**

Bespoke Bikes & Everyday Things: <https://www.bespokebest.net/> - City worked with owner on installing bike parking downtown and promoting bike parking survey for residents. Owner coordinates weekly group rides.

Essex Westford School District: <https://www.ewsd.org/> - School district helps distribute surveys and promotional materials from the City if applicable to students or parents.

Essex CHIPS Teen Center: <https://www.essexchips.org/teen-center> - Teen Center is connected to municipal office, cross-promotion of events occurs when applicable.

Brownell Library: <https://brownelllibrary.org/> - Library helps with state-required legal postings and warnings, allows the use of the community room for public meetings, promotes public events, collaborates on summer programming, and helps with general outreach.

Champlain Housing Trust: <https://www.getahome.org/> - Affordable housing agency for the greater Burlington area with local listings. Advertised on City website.

Rotary Club of Essex: <https://www.rotaryclubofessex.org/> - Provides a meeting space, charity, and scholarships with coordination from City staff and local leaders.

Essex Junction Lions Club: [https://e-clubhouse.org/sites/essex\\_junction/index.php](https://e-clubhouse.org/sites/essex_junction/index.php) - Local chapter of the widespread service organization with regular community meals and events.

Essex Area Senior Center: <https://www.ejrp.org/olderadults> - Local programming for older adults, hosted near municipal offices with frequent cross promotions of events.

Tree Advisory Committee: <https://www.essexjunction.org/boards/tree-advisory-committee> - The Tree Advisory Committee is an advisory organization established by the City Council in 2013 that works with the City Tree Warden to promote the improvement and preservation of a healthy environment as it relates to public trees. The committee provides a mechanism for the planting, maintenance, protection and removal of trees on public streets, parks and City-owned properties.

Essex Junction Recreation and Parks: <https://www.ejrp.org/> - Local parks agency with frequent collaboration on grant writing, local programming, and sharing of staff resources.

Green Mountain Transit: <https://ridegmt.com/> - Local bus transit authority serving metropolitan area. Essex Junction includes their #2 and #10 lines with the Amtrak station serving as the City's multimodal hub.

**F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?**

No

**F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling, or to transportation more broadly?**

No

**F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?**

No

**F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?**

None of the above

**F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.**

n/a

**F9. Has your community adopted any of the following types of equity-related action plans?**

None of the above



**F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?**

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

**F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?****F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?**

Essex Westford School District participates in Safe Routes to School programs and Brownell Library occasionally hosts bicycle event programming for children and families.

**F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.**

In 2020, the Town of Essex and the Essex Police Department (EPD) worked with the Essex Building Equity Solidarity and Trust (BEST) group to study methods and policies that foster the principles of diversity, equity and inclusion. Many of these initiatives have been or continue to be implemented by the EPD. The BEST group focused on the formation of a Community Advisory Board to partner with the police department to facilitate a positive, trusting, and effective relationship between the community and the department. This committee publishes equity newsletters and hosts open meetings to foster better community engagement.

**Page: Final Overview**

**G1. What are the top three reasons your community has made bicycling a priority?**

Improved quality of life, Community connectivity, Traffic and bicycle/pedestrian safety

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

Public support for bicycling has been supported by both City leadership and the business community. The inclusion of bicycling facilities and/or parking in all recently approved development projects exemplifies a commitment to normalize safe and secure bicycling. Interest by business owners in providing bicycle parking for customers has also taken off, resulting in the installation of new facilities and strengthened public-private relations through assistance from the City's Bike/Walk Advisory Committee.

**G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?**

Now that bicycle parking requirements are part of our City's Land Development Code, it allows Community Development staff to have a conversation with applicants and developers about the importance that it brings to our community. With more bicycle parking going up around the City, residents that have been skeptical of the importance of these facilities can see how often they are used and the important role they play in placemaking and providing options for mobility.

Community Development staff are also educating the public through major infrastructure planning projects for Pearl Street and Park Street. These projects align with Connect the Junction, our Transit-Oriented Development Master Plan project that help demonstrate the importance of reallocating public right-of-way to provide space for options other than vehicles.

**G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?**

Launching a City-wide bike parking survey to understand where residents would like additional bike parking and leveraging our inventory of bike racks to meet those needs has been the largest physical improvement to making Essex Junction more bicycle-friendly.

**G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

Redesigning/restriping our arterial roads to slow traffic speeds and provide more space for bicyclists and pedestrians would improve safety and communicate to drivers that they are entering a community designed for human-scale mobility. Connecting Essex Junction's bicycle facilities with those in adjacent communities would also help promote bicycle commuting and improve economic development in the region.

**G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?**

Finding funding for projects without impacting local taxes, determining a reasonable planning and implementation timeline for projects, finding community consensus and compromise on project design, lack of advocacy and organization around linking regional bike networks together at the MPO level, impact to Public Works' ability to maintain facilities with limited resources, and the limited amount of public right-of-way that can be reallocated to the satisfaction of all City departments.

**G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

The City is publishing a printed bike map that will serve as the City's official documentation of bicycle facilities. This will show a local and regional view in an effort to have residents and visitors better orient themselves and find points of interest. This will also serve as a published advocacy piece; Community Development staff will use the publication of this map as justification for "filling the gaps" in this bicycle facility network. The City is in the planning stage for two bicycle related projects. One is in the scoping stage by a consulting firm to propose new bicycle facilities on Pearl Street between Susie Wilson Road and West Street Extension. This area has lots of multifamily housing with more density proposed in the near future and is served by the state of Vermont's most frequent public transit line. This presents a perfect opportunity to provide additional facilities for bicycles to provide multimodal connections and support the goals of our Transit Oriented Development planning project. The second planning project is restriping Park Street to include on-street bicycle facilities. Current conditions include an inconsistent streetscape that priorities throughput of motor vehicles and striped on-street parking spaces. These parking spaces are very rarely used as demonstrated by a parking study performed by engineering students at the University of Vermont, who also proposed a few recommended alternatives for restriping. Community Development staff will continue to work on this plan before escalating to other departments and City Management for consideration.

**G8. Optional: What other communities do you look to as peers or comparable role models for your community?**

**G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

**G10. How did you hear about the Bicycle Friendly Community program?**

**G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?**

Yes

**Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

**File 1**

No File Uploaded

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**File 3**

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**File 4**

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**Optional:**

**Page: Funding Resources**

*This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.*

*This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org) (<mailto:bfa@bikeleague.org>) with any questions.*

*Last updated 7/26/24.*

**H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?**

Yes

**H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?**

Yes

**H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?**

Yes

**H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?**

Yes

**H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?**

No

**H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.**

**H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?**

Yes

**H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?**

Yes

**H3c. Has your community received technical assistance from your state DOT to help with TAP projects?**

Yes

**H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?**

Federal Funding, State Funding, County/Regional Funding, Local Government Agency Funding, Cost-sharing

**What sources of Federal Funding are used?**

Formula Funding (federal funding distributed by the state)

**What Federal Formula Funding sources are used?**

Transportation Alternatives Program (TAP)

**What sources of State Funding are used?**

State Department of Transportation

**What sources of County or Regional Funding are used?**

MPO/RPO/County Transportation Department

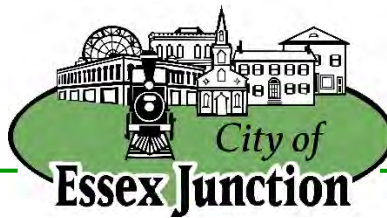
**What sources of Local Government Funding are used?**

Local Transportation Department

**What entities has your community shared costs with to pay for bicycle infrastructure and programming?**

Developer(s)

**H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.**



## MEMORANDUM

**To:** Bike/Walk Advisory Committee  
**From:** Michael Giguere, City Planner  
**Meeting Date:** Thursday, June 12<sup>th</sup>, 2025  
**Subject:** Route 15/Main Street Shared Use Path

**Issue:** The Town of Essex is proposing a shared use path on Route 15/Main Street, a portion of which will be within Essex Junction's boundaries.

### Discussion:

The Town of Essex is seeking to design and construct a shared use path and bike lane on Route 15/Main Street from Athens Drive to VT 289, which straddles the City and Town boundaries.

Town staff are pursuing funding for this project through the Vermont Department of Transportation (VTrans) Bicycle and Pedestrian Grant Program. A 20% local match is required, and the share of the match between the City and the Town will be subject to further negotiation. The City does not yet have capital funds available to support this within the capital plan.

Some of the proposed improvements in this project area are called for in the 2014 Bicycle and Pedestrian Plan, but Town staff are strongly leaning toward advancing the attached scoping study which calls for an on-street bike lane and an eight (8) foot shared use path, rather than just an on-street bike lane.

Essex Junction Community Development staff believe that there are higher priority gaps to fill in our active transportation network and recognize that there is already a low-traffic connection to the east through the Countryside neighborhood.

BWAC members should provide comments on this proposal during their June 12<sup>th</sup> meeting. The City Council will use these comments when asked to consider a letter of support for this project soon.

**Cost:**  
N/A

### Recommendation:

Bike/Walk Advisory Committee members should review the attached scoping study and provide input, commenting on whether they see value in the City supporting this project.

### Attachments:

1. VT 15 Sidewalk/Path Scoping Study – Athens Drive to VT 289 - CCRPC

# VT Route 15 Sidewalk / Path Study, Athens to VT Route 289 Essex Junction, Vermont

## Scoping Report



Prepared by:



Prepared for:



July 31, 2018

## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289



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Prepared by:

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Under the direction of:

Chittenden County Regional Planning Commission



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## 1.0 INTRODUCTION

The Chittenden County Regional Planning Commission (CCRPC), working with the Town of Essex, the Village of Essex Junction, and Stantec Consulting Services, Inc. developed a scoping study evaluating sidewalk/path improvements for VT Route 15 between Athens Drive and VT Route 289. The goal of the scoping project was to identify options for an important missing link between the Town and Village pedestrian and bicycle network.

The scoping process involves identifying existing roadway and traffic conditions and then developing a purpose and need for the project. Alternative improvement strategies are then identified and evaluated leading to the selection of a preferred alternative.

The scoping process includes working closely with a project advisory committee made up of community leaders, Village/Town staff, CCRPC staff, and others. Advisory committee members for this project are listed below.

Essex Junction Village Staff  
Essex Town Staff  
CCRPC

Robin Pierce, Rick Jones  
Dennis Lutz, Darren Schibler  
Christine Forde, Marshall Distel

The advisory committee is charged with recommending a preferred improvement alternative to the Village Trustees and Town Selectboard.

## 2.0 PROJECT BACKGROUND

The VT Route 15 corridor has long been recognized as a primary transportation corridor that lacks sufficient pedestrian and bicycle facilities. Much progress has been made in recent years to address this. In Essex Junction, as development and roadway projects have occurred along VT Route 15, sidewalks, a shared use path and bike lanes have been provided. These end at Athens Drive and near the Village/Town border. With the significant development in the VT Route 289 area of the Town, additional segments of sidewalks and shared use paths were constructed along VT Route 15. The 3600-foot section along VT Route 15, from Athens Drive to VT Route 289, has not seen significant development and is where the linkage of pedestrian and bicycle facilities to the east and west is missing.

This study focuses on this area and its limits are shown in Figure 1.

Figure 1: Project Study Area



## 2.1 EXISTING PLAN AND STUDY REVIEW

Plans and studies have been developed for this area that considered traffic and pedestrian concerns. Plans and studies reviewed for the preparation of this scoping study and are listed below.

- *VT 15 Corridor Study, 2008*
- *Essex Town Plan, 2016*
- *Essex Junction Comprehensive Plan, 2014*
- *Town of Essex, Village of Essex Junction Bicycle and Pedestrian Plan, 2014*
- *Chittenden County Active Transportation Plan, 2017*

Key elements relevant to this project are discussed below.

### 2.1.1 VT 15 Corridor Study, 2008

This study included the section of VT Route 15 from Winooski to Jericho and contain the following goals, objectives, and strategies pertinent to this project:

1. Enhance corridor safety for vehicular, pedestrian and bicycle traffic.
2. Create a safe bicycle network designed for transportation purposes
3. Improve bicycle and pedestrian facilities in the corridor and eliminate all gaps to create a continuous and efficient bicycle and pedestrian network.
4. East of the Five Corners sidewalks are recommended on both sides of VT 15 up to VT-289 where they will become shared use paths across the bridge over VT-289.
5. A continuous 5-foot shoulder or designated bicycle lanes is recommended (in the long term) along corridor segments that currently do not have on-road bicycle facilities, including VT Route 15 in the project area.

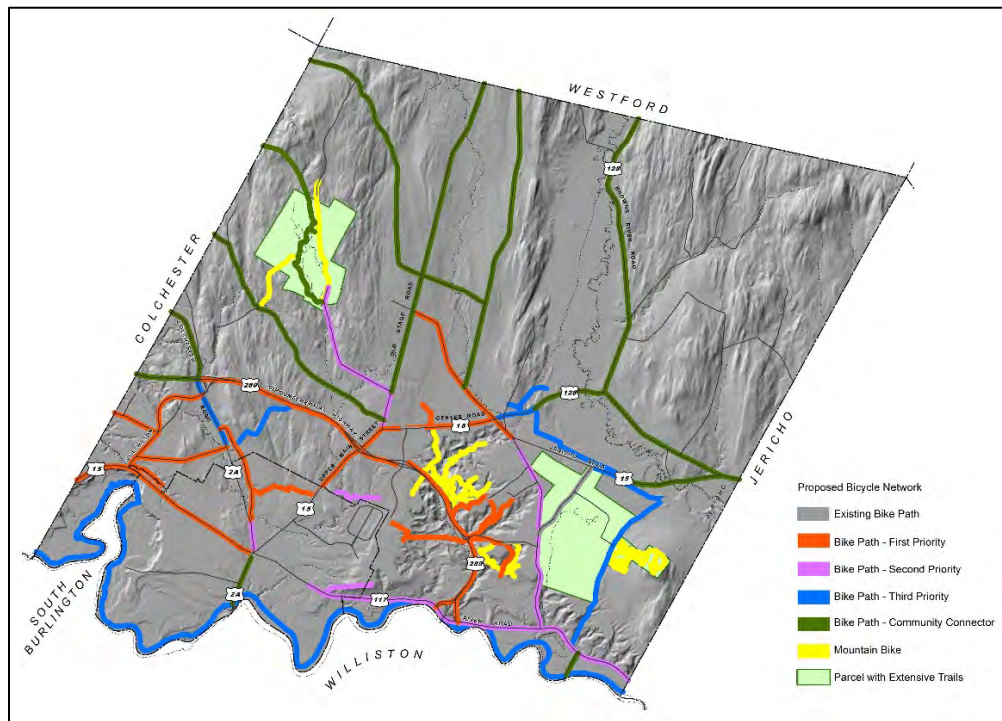
### 2.1.2 Essex Town Plan, 2016

The *Essex Town Plan* outlines the Town's goals, policies, and recommended actions. The goals and actions applicable to this study are listed below.

1. Multiple modes of transportation that connect residents to schools, work places, shopping centers and recreational areas shall be supported.
2. The proposed Bicycle network includes this section of VT Route 15 as a first priority.



Figure 2 Essex Town Plan 2016



### 2.1.3 Essex Junction Comprehensive Plan 2014

This plan includes the following objectives that pertain to this project.

1. Continue improving access to and safety of bicycle and pedestrian facilities, and public transit. Support the work of the Bike-Walk Advisory Committee.
2. Continue reducing local energy demand by providing further expansion of sidewalks, bike paths, park & rides, and public transportation.
3. Continue to increase the number of sidewalks and other facilities to support bike and pedestrian travel, making it easier for residents to visit downtown businesses.
4. Engage in climate mitigation strategies to reduce the region's contribution of greenhouse gases. For example, continue to implement policies that promote investment in transportation options that reduce emissions - such as sidewalks and bike lanes.
5. Encourage alternative access to all educational facilities through the use of sidewalks, bike paths and mass transportation as appropriate.
6. Well-marked bike and pedestrian lanes will encourage safety by allowing residents to comfortably and securely navigate the community.

7. Promote and implement strategies to encourage the use of bicycles as alternate transportation modes.

The Transportation section of the Comprehensive Plan states the following:

1. The Bike-Walk Advisory Committee has adopted the following vision statement: "Essex Junction strives to be recognized as a friendly village of connected neighborhoods and destinations in which convenient and safe bicycle and pedestrian facilities are integrated into a seamless and accessible year-round transportation system. This system will promote the enjoyment and health of all citizens, a more vibrant local economy, and a cleaner environment."

#### **2.1.4 Town of Essex, Village of Essex Junction Bicycle and Pedestrian Plan, 2014**

This plan identified the projects that need to be implemented to develop Direct Route and Neighborhood Bicycle and Pedestrian Networks. VT Route 15, south of VT 289, was listed as a high priority.

#### **2.1.5 Chittenden County Active Transportation Plan, 2017**

This plan updated the Chittenden County Active Transportation Plan, which defines its goal as creating a safe, comfortable, and connected regional network of pedestrian and bicycle routes that appeal to all ages and abilities. The Active Transportation Plan (ATP) supports CCRPC's regional ECOS plan and was developed in coordination with other concurrent local, regional, and state planning efforts. The result of this planning process was a series of proposed infrastructure and non-infrastructure recommendations organized around the five E's—education, encouragement, enforcement, engineering, and evaluation. Infrastructure and engineering recommendations were developed using a prioritization method that involved feasibility, closing gaps in the network, addressing a high crash location, and serving a population in need.

Important items noted in the plan relative to this study area included:

1. This section of VT15 was shown as a high priority and high feasibility on the proposed active transportation network.
2. The project team developed an interactive online map (a wikimap) that was available for input between late September 2015 and early November 2015. This allowed the public to provide geographically specific information about informal connections, desirable routes, and roadways of concern. Users were asked to identify routes they already ride or walk, ones they would like to ride or walk, and barriers to bicycling or walking throughout Chittenden County. When the project team asked the public to show which routes they would like to walk or bike within Chittenden County, this section of VT 15 was one of the most common.

## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

3. The project team asked the public to show which locations they see as barriers to biking in Chittenden County and VT 15 was identified as challenging due to sight lines and narrow shoulders.
4. Network segments were established to connect bicycling and walking origins and destinations. Segments for which a low-stress alternative does not already exist (for example, a shared use path on a parallel alignment) were identified and it included the VT 15 corridor.
5. Recommendations included: Focus on separated facilities (separated bike lanes, shared use paths) to attract the greatest number of potential users

### 3.0 EXISTING CONDITIONS

#### 3.1 ROADWAY CHARACTERISTICS

This section of VT Route 15 was reconstructed in 1934 and has not had significant improvements, beyond resurfacing and maintenance since. The exception to this is the east end of the project area as it approaches VT 289 where VT Route 15 was reconstructed and widened.

The existing paved roadway width varies but is generally 28 feet wide. This includes two 12-foot travel lanes and two 2-foot shoulders. The width widens to 12-foot lanes and 8-foot shoulders on the approach to VT 289.

Figure 3 VT Route 15



VT Route 15 is a Class I town highway in Essex Junction up to the Essex Junction/Essex Town line. As a Class I, this section of VT Route 15 is owned and maintained by the Village of Essex Junction. At the town line and eastward, VT Route 15 is owned and maintained by VTrans.



## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

The posted speed with the Village limits is 30 mph and increases to 40 mph east of the town line. The location of the Village/Town boundary is shown on Figure 4 below.

The existing highway right-of-way width is generally 49.5 feet wide but does increase in the area of the Indian Brook Crossing and in the reconstructed section approaching VT 289.

The aerial utilities are primarily on the northern side of VT Route 15, but cross to the southern side on the approach to VT 289. There is a water line along the south side until it crosses VT Route 15 east of the town line and connects to a water storage tank.

This section of VT Route 15 includes a crossing of Indian Brook with a 12-foot wide by 6-foot high concrete box culvert. Based on the VTrans 2016 inspection report, the culvert is rated 5, fair condition. This suggests repair or replacement may be needed in the future. VTrans indicated they have no current improvement plan for the culvert.

Figure 4 Village of Essex Jct. / Town of Essex town line



## 3.2 TRAFFIC VOLUMES

Traffic volume data including Annual Average Daily Traffic (AADT) values and Hourly Volumes for the study area were available from VTrans. VTrans' 2016 AADT values for VT Route 15 are displayed in Table 1.

Table 1: Current AADT Volumes

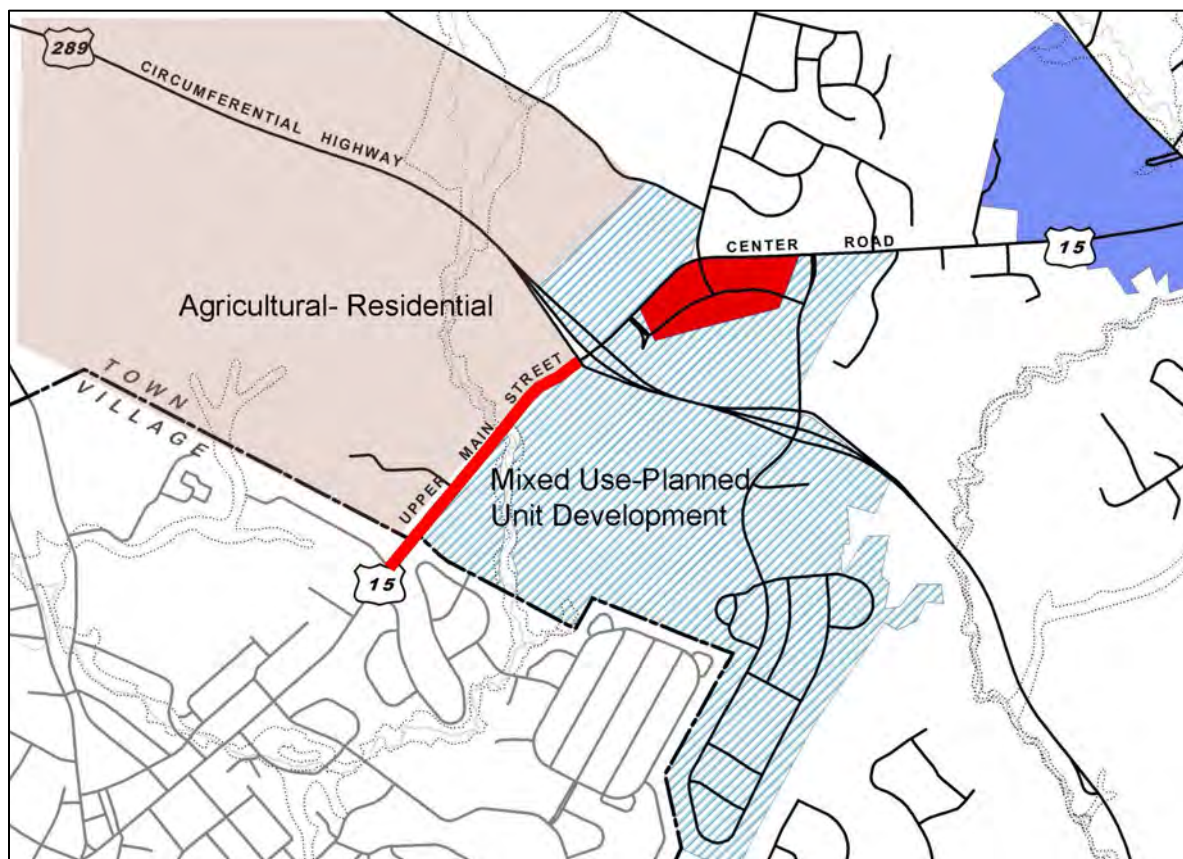
Location	AADT	Count Years
VT Route 15 – West of VT Route 289	10,800	2016
VT Route 15 – At VT Route 289	18,800	2016
VT Route 15 – East of VT Route 289	17,400	2016

### 3.3 LAND USE AND ZONING

Land use surrounding the project area has evolved significantly over the years. With the construction of VT 289 and the regional growth, the Essex Town Center to the east has developed into a regional commercial area. This growth has included residential and mixed-use development. The land adjacent to VT Route 15 within the project area has not realized significant new development except for the properties closer to VT 289, such as the Lang Farm. Much of the corridor remains single family homes and agricultural.

However, land uses in the project area are changing. The area on the south side of VT Route 15 is zoned Mixed Use Planned Unit Development and there is a permitted project on the Kolvoord parcel for 17 single family homes and 14 carriage homes.

Figure 5 Land Use Zoning in the project area





### 3.4 PEDESTRIAN AND BICYCLE FACILITIES

To the west of the project area, in the Village, there is a shared use path along the south side of VT Route 15 that ends at Fairview Drive and connects to the Village core and Essex High School. From Athens Drive westward towards the Village, VT Route 15 has 4-foot shoulders that are marked and signed as bike lanes. East of VT 289, a network of shared use paths and sidewalks extend through the recent development and along VT Route 15.

Within the project area there are no dedicated pedestrian or bicycle facilities. Pedestrians currently walk along the edge of the paved shoulder as is evident from the dirt path beside the road. Bicyclists share the road with vehicles.

Figure 6 Bicycles/Pedestrian share the road along this stretch of VT 15.



### 3.5 TRANSIT SERVICE

Green Mountain Transit (GMT) has one bus route, Route #4 Essex Center, that passes through the project area.

There are no designated bus stops in the project area. Table 4 summarizes bus route schedule and fare information.

Table 2: GMT Bus Schedule

Route	Start Location	End Location	Cost*	Schedule	Frequency
#4: Essex Center	Amtrak Station	Amtrak Station via Essex Center	\$1.25	M-F 6:00 AM - 9:30 AM 1:00 PM – 6:45 PM	M-F; 30min;

\*Fare for one-way ride

### 3.6 CRASH HISTORY

The crash history for the study area was investigated using the VTrans crash database. VTrans keeps records of reported crashes by milepost along State and Federal Aid highways in Vermont. General Yearly Summaries can be requested from VTrans for given roadway segments. The summaries note the location (mile marker), date, time of day, weather conditions, contributing circumstances and severity for reported crashes. Crash data for 2012 through 2016 were reviewed for VT Route 15 between mile marker 3.1 (Athens Drive) and mile marker 3.8 (VT 289). Table 3 provides a summary of the crash data.

*Table 3 Crash Summary (2012-2016)*

Year	VT Route 15
2012	7
2013	11
2014	4
2015	5
2016	3
<b>Total</b>	<b>30</b>
<b>Type</b>	
Angle	2
Rear-end	20
Head-on	0
Single Vehicle	2
Sideswipe	1
Unknown-other	5
<b>Total</b>	<b>30</b>
<b>Severity</b>	
Property Damage	27
Personal Injury	3
Fatality	0
Other	0
<b>Total</b>	<b>30</b>
<b>Weather</b>	
Clear	11
Cloudy	10
Rain	3
Snow/Ice	4
Fog	0
Unknown	2
<b>Total</b>	<b>30</b>

## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

Time of Day	
7:00AM to 9:00AM	5
9:00AM to 4:00PM	12
4:00PM to 6:00PM	7
6:00PM to 7:00AM	6
Unknown	0
<b>Total</b>	<b>30</b>

### High Crash Locations

VTrans maintains a listing of High Crash Locations (HCL) within the state. A 0.3 mile highway segment or intersection must have at least 5 crashes over a 5-year period and the actual crash rate (number of crashes per million vehicles) must exceed a critical crash rate to be classified as an HCL. The critical crash rate is based on the average crash rate for similar highways.

The VTrans High Crash Report: Sections and Intersections 2012-2016 lists one roadway section as an HCL within the project study area. It is summarized in Table 3 and is in the area of the VT 289 interchange. The VTrans High Crash Report is contained in the appendix. None of the crashes listed for 2012-2016 along this segment included pedestrians or bicycles.

Table 4 High Crash Locations

	Name	HCL No.	Mile Marker	AADT	Crashes	Fatalities	Injuries	Actual/Critical Ratio	Severity Index
Segment	VT Route 15	606	3.682 - 3.982	10,800	57	0	12	1.146	\$28,346

## 3.7 NATURAL RESOURCES

Stantec conducted a preliminary review of the natural resources present within the study area. Specifically, as part of this investigation, Stantec identified and characterized wetlands, streams, rare, threatened or endangered (RTE) species, wildlife habitat, agricultural land, 4(f) and 6(f) public lands, and hazardous waste sites. Refer to Appendix D for complete summary of the study's findings.

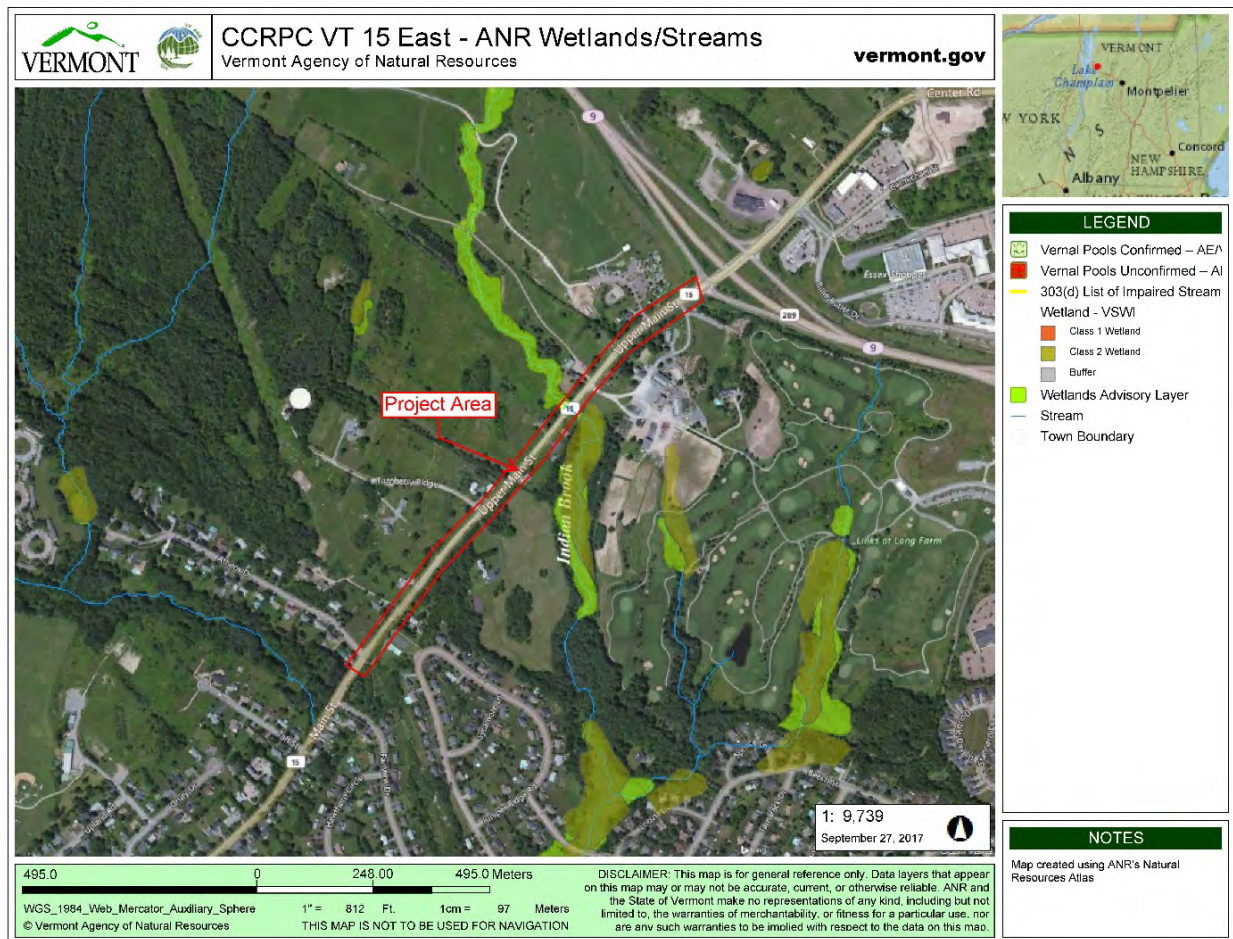
### **Natural Resource Review Summary – Review of Existing Materials**

Stantec used the Vermont Agency of Natural Resources (ANR) Natural Resources Atlas mapping program to evaluate known natural resources within the project area.

Wetlands and Streams. According to the ANR program, there is a Vermont Significant Wetland Inventory (VSWI) wetland mapped along Indian Brook within the project area (see ANR Wetlands/Streams figure). This is a Class II wetland with a regulated 50-foot buffer.



Figure 7 ANR VSWI Wetland in the project area

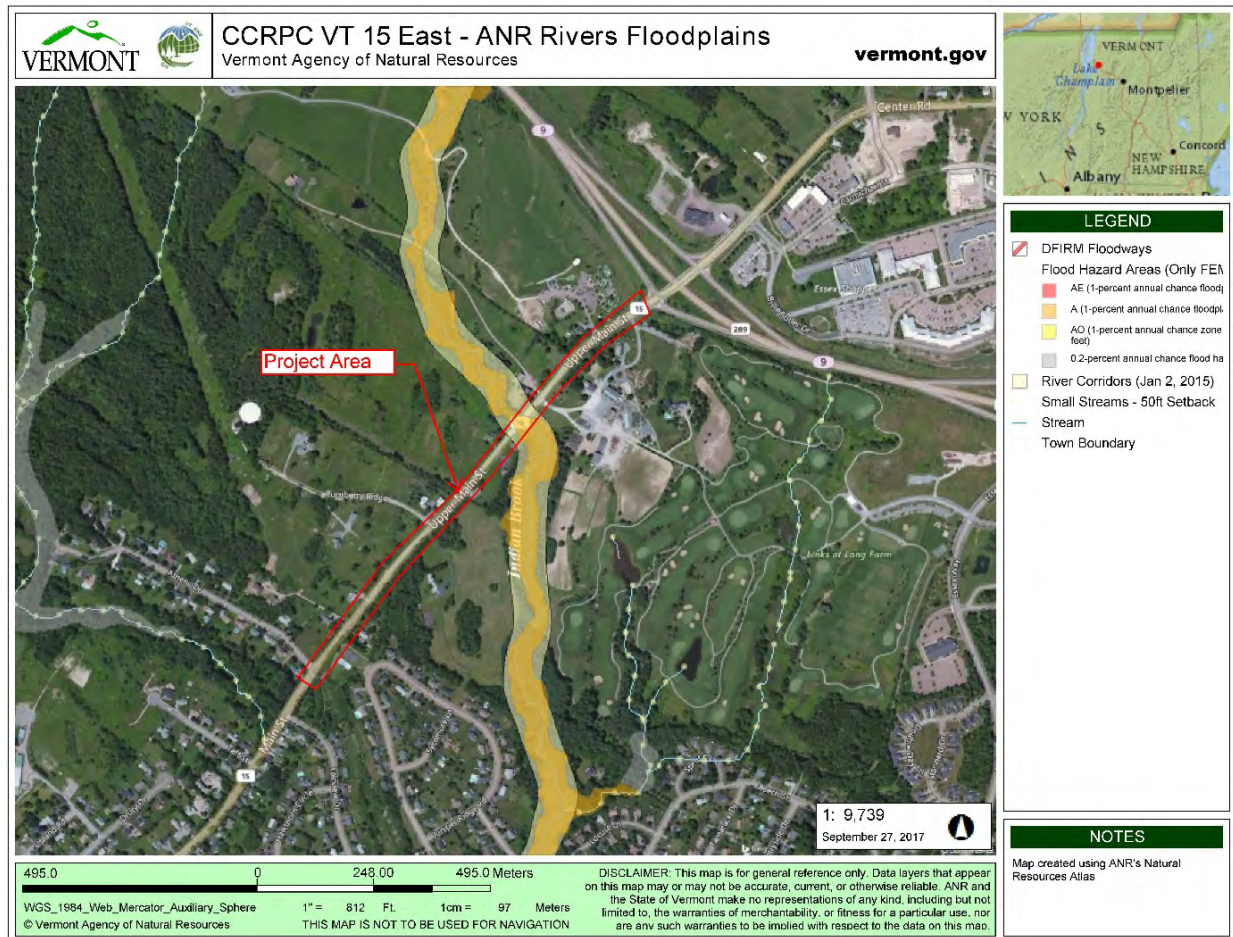


Indian Brook flows from north to south under VT 15 near the northern limits of the project area. This is a perennial stream with a mapped FEMA 100-year floodplain. It also has an ANR 50-foot river corridor (see ANR Rivers Floodplains figure). Indian Brook is stormwater-impaired and a Flow Restoration Plan (FRP) has been developed. The purpose of the FRP is to provide a planning tool to implement stormwater best management practice (BMP's) over a twenty (20) year timeframe, in the effort to return Indian Brook to its attainment condition. The BMP's identified to obtain the TDML high flow target includes the Fairview Drive/Main Street retrofit with Add On which treats stormwater in the project area. This project should be coordinated with this planned retrofit.



# VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

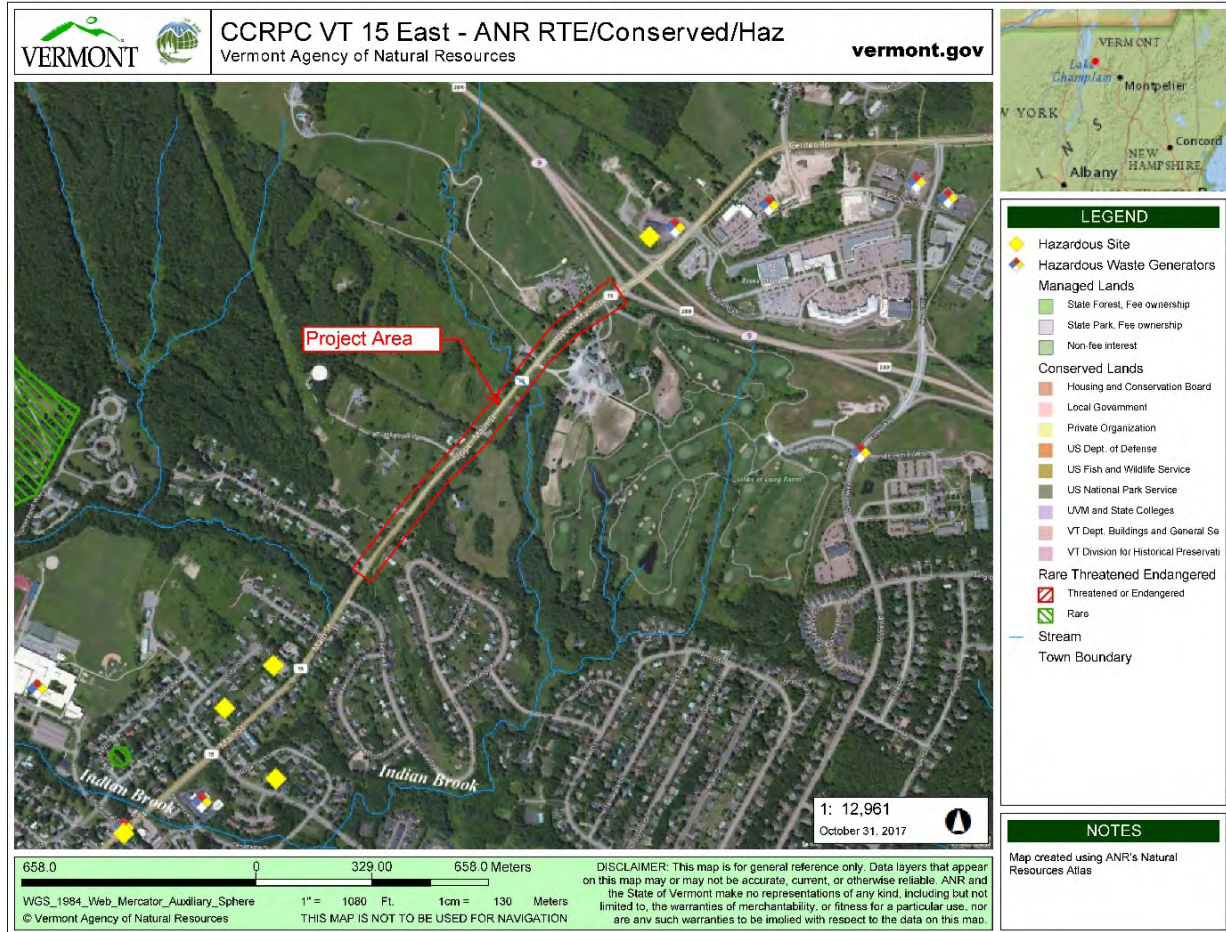
Figure 8 Indian Brook



## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

RTE Review. No rare plant species or rare habitat types are mapped by ANR within the project area (see below RTE/Conserved/Haz figure).

Figure 9 ANR RTE Map

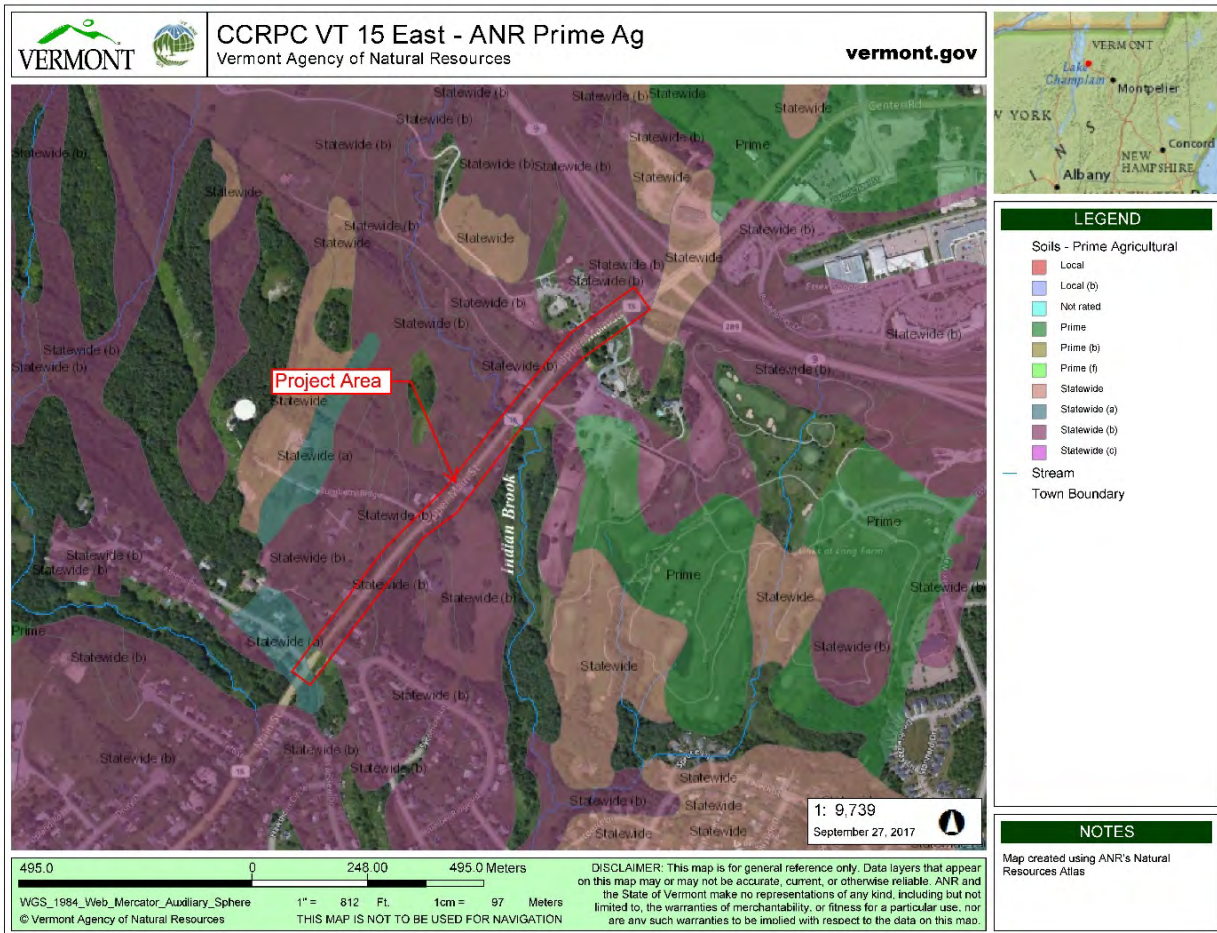




## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

Agricultural Soils. According to the Natural Resources Atlas, the soils within the project area include Statewide agricultural soils (see ANR Prime Ag Map below). The Farmland Policy Protection Act does not apply to projects within existing road ROWs. If any work is proposed outside of existing ROW, authorization from the NRCS via form AD-1006, the Farmland Conversion Impact Rating form, may be required.

Figure 10 ANR Agricultural area



Public Lands. The Project Areas do not include public recreation lands (a Section 4(f) resource) or public lands developed with Land and Water Conservation Funds (a Section 6(f) resource) (see RTE/Conserved/Haz Figure 9).

Hazardous Waste Sites. The ANR mapping program was reviewed for information on Hazardous Waste Sites in the project vicinity. No active Hazardous Waste Sites or Hazardous Waste Generators are located within the project area (see RTE/Conserved/Haz Figure 9).

## 4.0 PURPOSE AND NEED STATEMENT

The following statement was developed based on the existing conditions assessment, public input, and project advisory committee discussions.

**Purpose:** The purpose of this project is to create a safe, visible, comfortable, convenient, and direct pedestrian and bicycle facility connecting existing facilities on VT 15 between Athens Drive in the Village and VT 289 in the Town, while maintaining safe and efficient vehicular conditions on the VT 15; support healthy and sustainable lifestyles; and connect neighborhoods within the Town and Village to the businesses in the designated Village Center and the Essex Town Center area.

### Needs

1. **Provide an inviting travel corridor that reinforces the Town's, Village's and Region's goals for pedestrian and bicycle mobility.** The lack of bicycle and pedestrian facilities fail to provide residents and visitors with a safe and convenient active transportation corridor to link neighborhoods with schools, shopping centers and work places. The 2016 Essex Town Plan states the following specific transportation policy: "Multiple modes of transportation that connect residents to schools, work places, shopping centers and recreational areas shall be supported." The desire for Village and Town neighborhoods to connect to the Essex Town Center and with the Five Corners area and the designated Village Center is evident with the worn path adjacent to VT 15.
2. **Facilitate use by all age groups, experience levels, and purposes of trips.** The current facility is challenging for all users including the most experienced and confident pedestrians and cyclists. The existing roadway is posted a 45 mph and is approximately 28 feet wide including 2 foot shoulders for much of the corridor. This discourages would-be commuters and recreational cyclists and pedestrians needing to travel along VT 15. This connection would provide access to schools, shopping centers, and work places and therefore it is expected to be used by a wide range of ages and abilities.
3. **Contribute to the town and regional bicycle network.** This area of VT 15 has been identified in the 2016 Essex Town Plan as a "first priority" location in the proposed bicycle network. This area is a missing link in the network that has been identified as a principal barrier within the regional bicycle and pedestrian network.
4. **Create a safe, comfortable, user-friendly, desirable year-round bicycle and pedestrian connection along VT 15.** The 28-foot roadway width and vehicle speeds result in challenging accommodations for pedestrians and bicyclists. It favors the higher speed movement of vehicles.



## 5.0 ALTERNATIVES

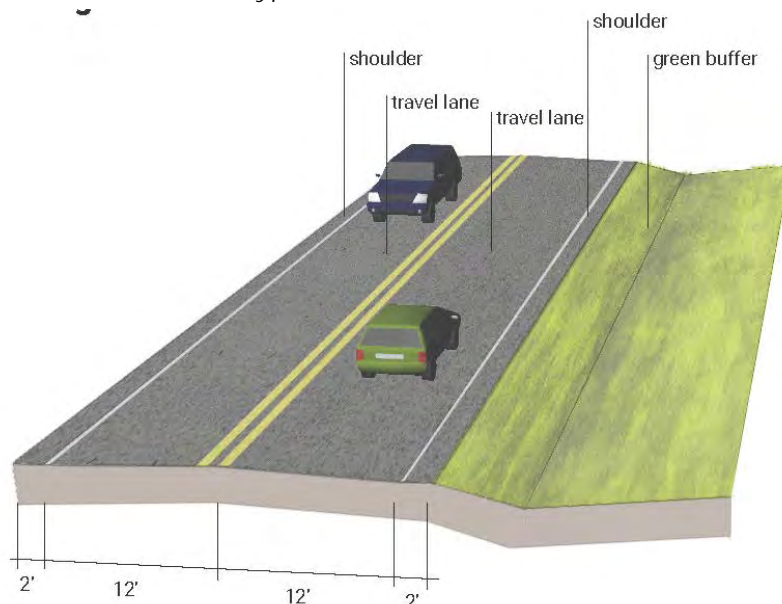
The project advisory committee (PAC) considered a wide range of improvements to address the project's purpose and need. During the PAC meetings, various combinations of on-road and off-road bicycle facilities and sidewalks were discussed as well as whether facilities should be located on the south side or the north side of VT Route 15. The Purpose and Need statement identified the desire for a direct route so alternatives adjacent to VT Route 15 were favored. The existing facilities at the east and west ends of the project area, which the project connects to, are located on the south side and planned and future development is expected along the south side, so alternatives along the south side of VT Route 15 were favored. Based on these discussions the following alternatives were developed and evaluated:

- Alternative 1: No Action
- Alternative 2: 10-Foot Shared Use Path and Bike Lane
- Alternative 3: 8-Foot Shared Use Path and Bike Lane

### 5.1 ALTERNATIVE 1: NO ACTION

For No Action alternative, the existing transportation facilities in the project area remain as they exist today. The roadway remains a 2 lane facility with 2-foot shoulders and bicycles and pedestrians sharing the road and no pedestrian facilities. Direct bicyclists along VT Route 15 continue to leave a shared use path to the west or the east and share lanes with vehicles. This alternative has no construction costs and has no impacts to right-of-way, resources, or traffic. The No Action Alternative does not address the project's purpose and need and a missing link in the regional bike network remains.

Figure 11 Alternative 1 Typical Section

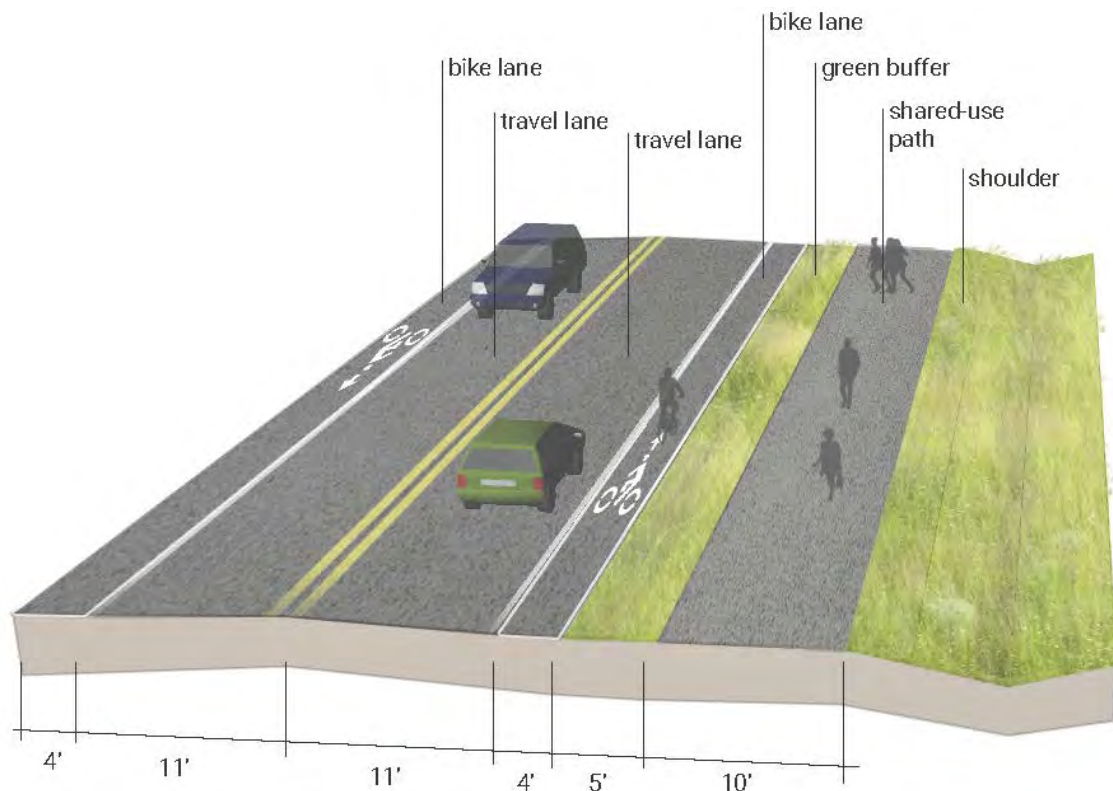


## 5.2 ALTERNATIVE 2: 10-FOOT SHARED USE PATH AND BIKE LANES

This alternative proposes a 3600-foot long 10-foot wide shared use path along the south side of VT Route 15 and provides for a widened 4-foot shoulder on both side of VT Route 15. A typical section and plan of this alternative is shown in Figure 12 and Figure 13, respectively. As shown on the plan this alternative includes the following features:

- The 10-foot wide asphalt shared use path is offset from the edge of the existing roadway by 6 feet. This provides for 1 foot of pavement widening and a 5-foot wide grassed/vegetated buffer. The buffer provides separation, snow storage and some stormwater treatment.
- Roadway is widened by 1 foot each side to provide a 4 foot shoulder that is signed as a bike lane. The shoulder widening is to be included in a VTrans resurfacing project currently being designed.

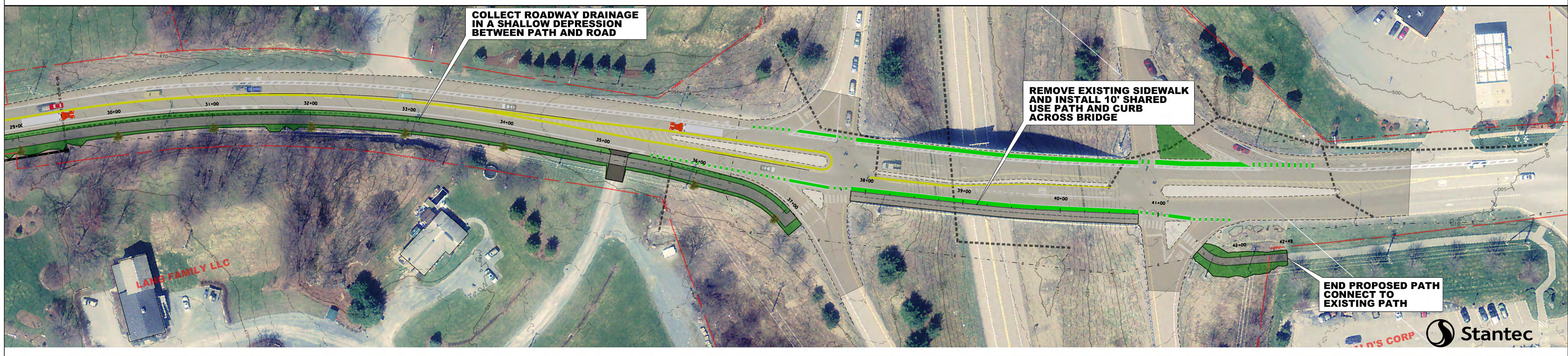
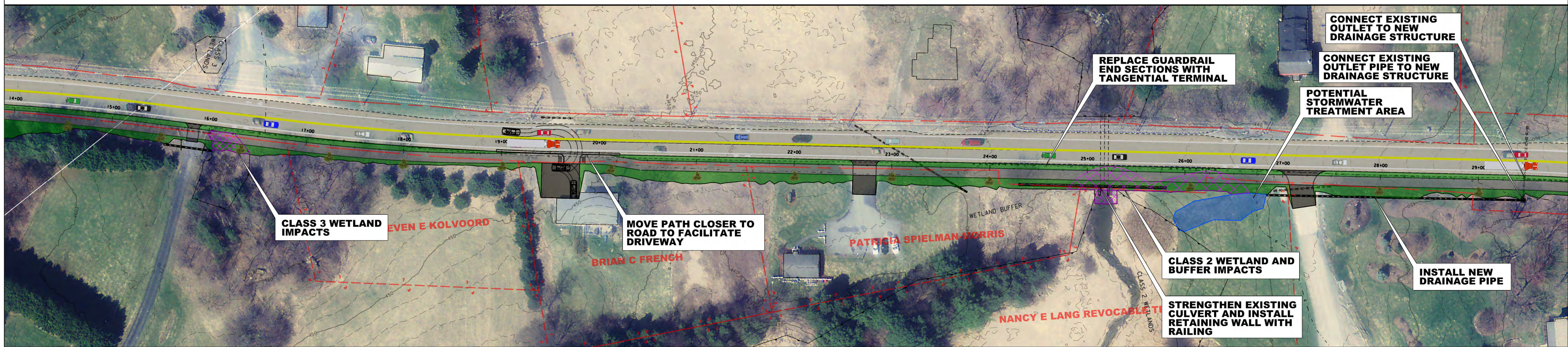
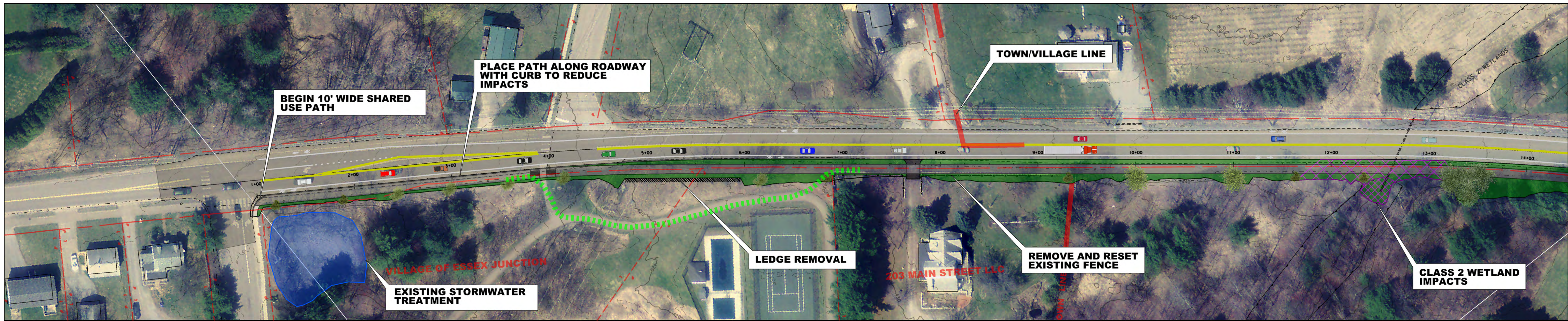
Figure 12 Alternative 2 Typical Section



## VT ROUTE 15 ATHENS DRIVE TO VT ROUTE 289

- Connects to existing shared use paths to the east and west of the project area and does not require a crossing of VT Route 15.
- Replaces the 8-foot shoulder and curb and sidewalk between Fairview Drive and Athens Drive with a 4-foot shoulder/bike lane and curb and 10-foot shared use path.
- Limits of the shared use path extend beyond the existing highway ROW for much of the project. It impacts 10 properties and requires approximately 20,000 sf of permanent property acquisition (includes 2 feet beyond path) and approximately 50,000 sf of temporary easements.
- Aerial utility poles are generally on the north side and construction does not impact them. Guy poles on the south side will need relocating.
- Water, gas lines and mailboxes exist along the south side. Improvements will require relocation of 2 hydrants and 6 mailboxes
- Requires ledge excavation in the area of 31 Juniper Ridge Road and has the option to connect to the existing shared use path.
- Relocates existing fence at 203 Main Street and extends the culvert at Station 12+750, which impacts a possible Class II wetland.
- At 25 Upper Main Street, Brian French property (Sta 19+75 right), realigns the shared use path to the edge of the roadway to minimize impacts and provide for turnaround within drive.
- Replaces guardrail and end sections at Indian Brook Crossing.
- Constructs a retaining wall with railing at the Indian Brook culvert to minimize impacts to wetland and avoid extending culvert. Approximately 1000 sf of Class II wetland and 6000 sf of 50 foot Class II wetland buffer is impacted.
- Reconstructs drainage at east of Lang Farm drive to outlet on west side of drive.
- On approach to VT 289, reduces shoulder width to 4 feet by relocating curb to avoid impacts.
- Improves signage and pavement markings at VT 289 to include bike lanes.
- Extend 4-foot bike lane across VT 289 Bridge and widen existing sidewalk to 10 feet.
- Based on public input path lighting was add at an estimated cost of \$300,000.
- Estimated construction cost is \$1,150,000. This does not include the 1-foot shoulder widening on each side.





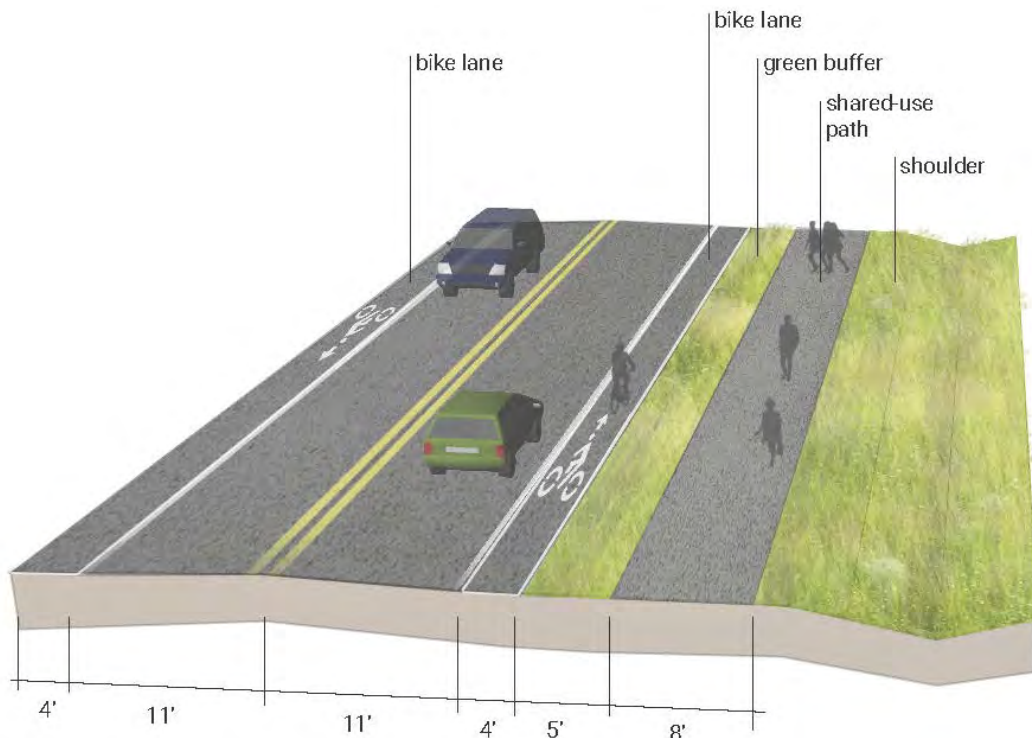


### 5.3 ALTERNATIVE 3: 8-FOOT SHARED USE PATH AND BIKE LANES

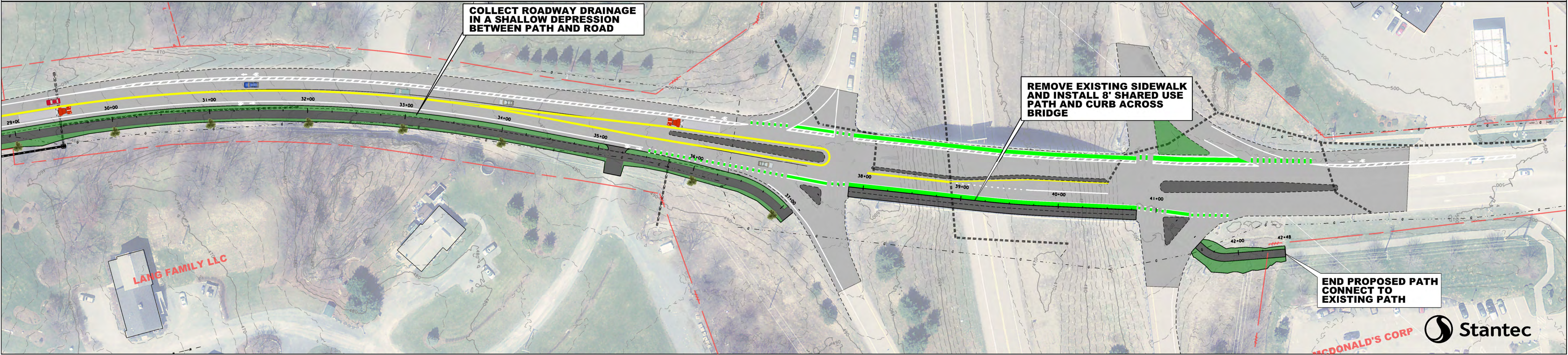
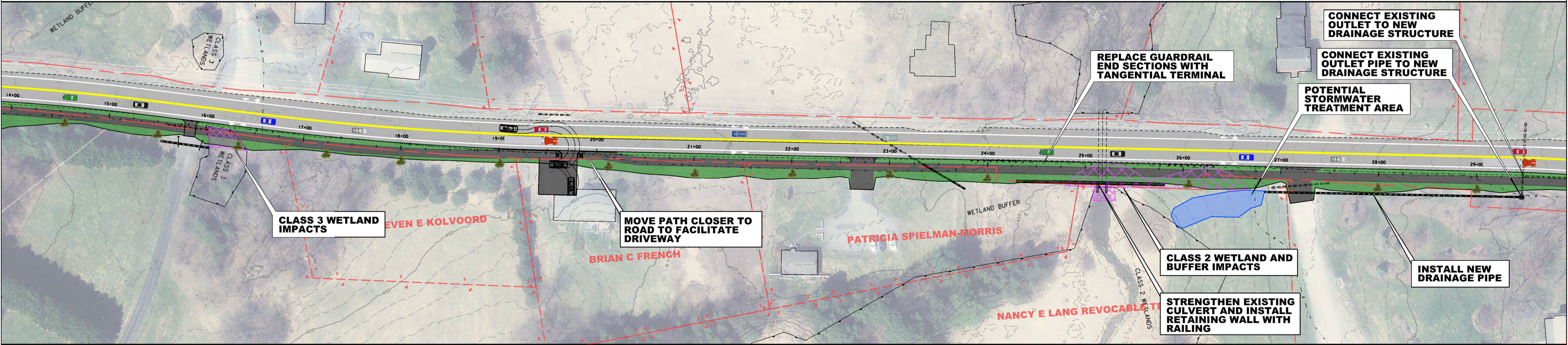
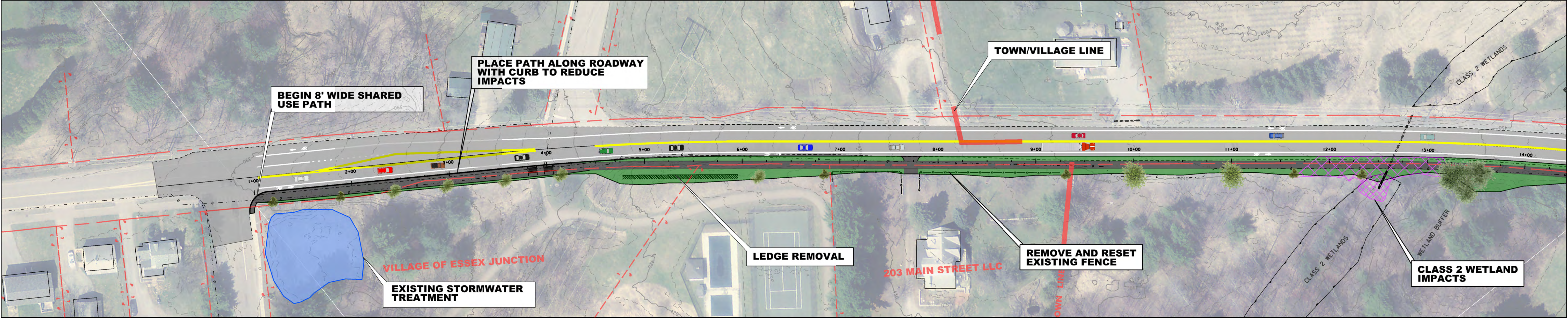
To reduce impacts and costs an 8-foot wide shared use path was developed and evaluated. This alternative also includes the widened 4-foot shoulder on both sides of VT Route 15 to serve as the on-road bike lane. This alternative has the same features as Alternative 2. A typical section of this alternative is shown in Figure 14. The features of this alternative are the same as Alternative 2 but with the addition of pedestrian street lighting. Major differences include:

- As with Alternative 2, the limits of the shared use path extend beyond the existing highway ROW for much of the project. It also impacts 10 properties, however it requires approximately 12,000 sf of permanent property acquisition as compared to 20,000 sf in Alternative 2. This alternative also requires (includes 2 feet beyond path) approximately 50,000 sf of temporary easements.
- At 25 Upper Main Street, Brian French property (Sta. 19+75 right), realigns shared use path to edge of roadway and reduces impacts.
- The construction cost, including the lighting, is \$1,100,000. This does not include the 1-foot shoulder widening on each side as this will be addressed in the VTrans resurfacing project.

Figure 14 Alternative 3 Typical Section









The VTrans Pedestrian and Bicycle Facility Planning and Design Manual indicates a 10 to 14 foot wide shared use path is desirable and 8 foot wide is the minimum. The necessary width is a function of the variety, speed, and volume of users. The minimum width of 2.4 m (8 ft) for shared use paths is recommended only when the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Good horizontal and vertical alignment provides safe and frequent passing opportunities.
- The path will not be subjected to maintenance vehicle loading conditions that would cause damage to the edge of the pavement.
- No practical alternative design exists.
- Applicable path sight distance requirements can be met.
- For limited distances of up to 61.0 m (200 ft) to bypass a physical barrier (i.e., building, water body or other immovable objects)

## 5.4 COMPARISON OF ALTERNATIVES

### 5.4.1 Alternative Impacts

#### Safety Impacts

Safety for pedestrians and bicyclists is improved in Alternatives 2 and 3 over the No Action Alternative. Bicyclists have the choice of an on-road 4-foot shoulder/bike lane or a shared use path along VT Route 15. Alternative 3 has a greater potential to provide conflicts with lower speed walkers and higher speed bicyclists.

#### Right-of-Way (ROW) Impacts

Based on the 1934 record plans, the Right-of-Way width varies but generally is 49.5 feet wide. Alternative 2 has approximately 20,000 sf of permanent acquisition and Alternative 3 has approximately 12,000 sf.

#### Environmental Resource Impacts

Based on the desktop research and site visit there are no known impacts to streams wildlife or rare and endangered species for the alternatives. Alternatives 2 and 3 do impact wetlands and wetland buffers. Their impacts are similar and an ANR Wetland permit is anticipated due to Class II wetland impacts.

#### Cultural Resource Impacts



A preliminary cultural resources assessment was completed and included in the Appendix. There are two areas of archeological sensitivity identified within the project area. A level terrace located on the east side of Route 15, situated directly above a small unnamed stream, was determined to be sensitive for the presence of precontact cultural material. A historic archaeological sensitivity area is located on the west side of Route 15, directly north of Turnberry Ridge. This level terrace comprises the front yard of a historic residence, dating to at least 1850, and possibly earlier. It is anticipated the level terrace on the east side of VT 15 will be within the proposed construction area and Phase IB archeological testing is recommended.

### Utility Impacts

Existing utilities in the project area includes aerial electric distribution and communication lines, water, gas, electric and communications. The construction of the alternatives does not impact utilities and does not require their wholesale relocation.

### Stormwater Impacts

All alternatives are under the 1 acre threshold of new impervious surface area and a Stormwater Operational Permit is not required. Indian Brook is stormwater-impaired and a Flow Restoration Plan (FRP) has been developed. The purpose of the FRP is to provide a planning tool to implement stormwater best management practice (BMP's) over a twenty (20) year timeframe, in the effort to return Indian Brook to its attainment condition. The BMP's identified to obtain the TDML high flow target includes the Fairview Drive/Main Street retrofit with Add On which treats stormwater in the project area. This work should be coordinated with this project. There is an additional area adjacent to the Indian Brook crossing for stormwater treatment if desired.

### 5.4.2 Project Costs

The following table is a summary of the project costs for all alternatives and the add on for the VT Route 15 shoulder widening, in case this widening is not addressed in the planned VTrans resurfacing project.

*Table 5 Summary of Project Costs*

Item	Alternative 1: No Action	Alternative 2 (10 ft SU Path and Bike Lanes)	Alternative 3 (8 ft SU Path and Bike Lanes)
Construction Costs	\$0	\$900,000	\$750,000
Street Lighting Costs	\$0	\$300,000	\$300,000
Right-of-Way Costs	\$0	\$100,000	\$70,000
Design Engineering	\$0	\$150,000	\$150,000
Construction Engineering	\$0	\$100,000	\$100,000
<b>Total Project Costs</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$1,370,000</b>



### 5.4.3 Evaluation Matrix

The following table provides an evaluation matrix summarizing the above information pertaining to traffic operations, safety, right-of-way, environmental, cultural resources, utilities, and project costs. The major difference is right-of-way impacts and project costs.

Table 6 Evaluation Matrix

CRITERIA	Alternative 1: No Action	Alternative 2: 10 ft SU Path with Bike Lanes	Alternative 3: 8 ft SU Path with Bike Lanes
Project Costs	\$0	\$1,550,000	\$1,370,000
Purpose and Need			
Complete a missing bicycle link	No	Yes	Yes
Support goals for active mobility	No	Yes	Yes
Facilitate use by all ages and experience	No	Yes	Yes
Impacts			
Safety	No Improvement	Improvement	Improvement
Right-of-way	None	20,000 SF	12,000 SF
Environmental	None	1000 sf Wetland	800 SF Wetland
Cultural Resources	None	TBD	TBD
Utilities/Drainage	None	Drainage Modifications	Drainage Modifications
Stormwater	No Change	<1 acre w/ Treatment Opportunity	<1 acre w/ Treatment Opportunity

## 6.0 STAKEHOLDER INPUT AND RECOMMENDATIONS

Two public meetings were held during the scoping process; a Local Concerns Meeting held in December of 2017 and an Alternatives Presentation Meeting held in June of 2018. Meeting notes for both meetings can be seen in the appendices.

A general summation of the Local Concerns Meeting can be described as strong support for a facility that can accommodate both pedestrians and bicycles. The attendees mentioned the



current and likely future demand for the facility based on current businesses and residences and future residential development. Attendees also expressed concerns related to safety. The general sentiment is that current conditions are not safe – specifically at the VT 289 interchange.

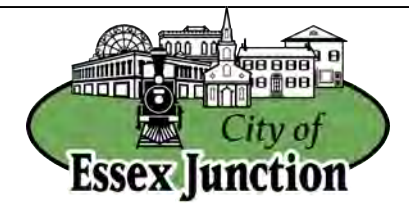
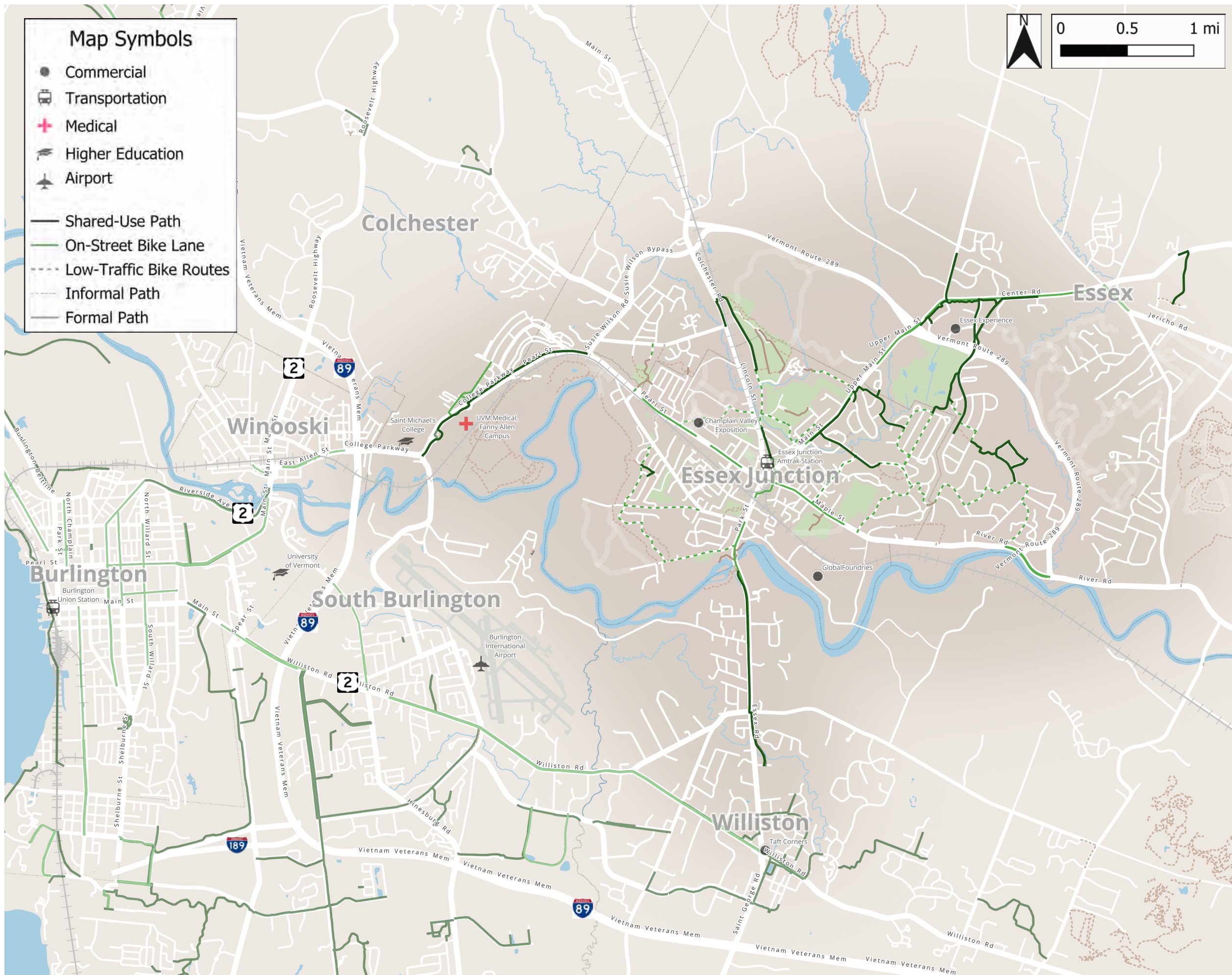
The Alternatives Presentation Meeting provided additional feedback from the community. Based on the relatively small increase in cost, the 10' path was supported by some of the attendees. Some attendees indicated that with on road bike lanes provided, an 8-foot wide path would suffice and would have less impact on adjacent properties. The attendees also supported crosswalk enhancements such as rapid flashing beacons at Athens Drive to help encourage drivers to yield to bicyclists and pedestrians attempting to cross VT 15. Additionally, the attendees generally supported lighting the path with pedestrian street lighting.

### 7.0 MUNICIPAL PREFERRED ALTERNATIVE

With input received at the public meetings considered, Village and Town Engineering and Planning Staffs worked cooperatively to produce a unanimous series of recommendations relative to the project. The Staff recommendations are as follows:

- 1) The Preferred Alternative is Alternative 3: An 8-foot shared use path (and bike lanes)
- 2) The proposed path should include lighting along the path for its entire length, with lighting fixtures spaced appropriately, due to the location of the path and its importance as a critical multi-modal link between the Village and the Town and
- 3) As a component of the planned VTRANS paving project along this section of VT15, the roadway will be configured to have two 11-foot lanes and a 4-foot bike lane on each side of the road to accommodate high speed bicyclists and
- 4) The project shall include replacement of the current 5-foot wide sidewalk east of Fairview Drive with the 8-foot multi-purpose path and
- 5) The project shall terminate on the east side of the VT15 Bridge over the Circumferential Highway with an 8-foot wide multi-purpose pedestrian/path crossing on the bridge.

A memo outlining the Village and Town recommendations can be found in Appendix A. These recommendations will be provided to the Village Trustees and Town Selectboard for discussion and to seek their endorsement.



## 2025 Cycling Map

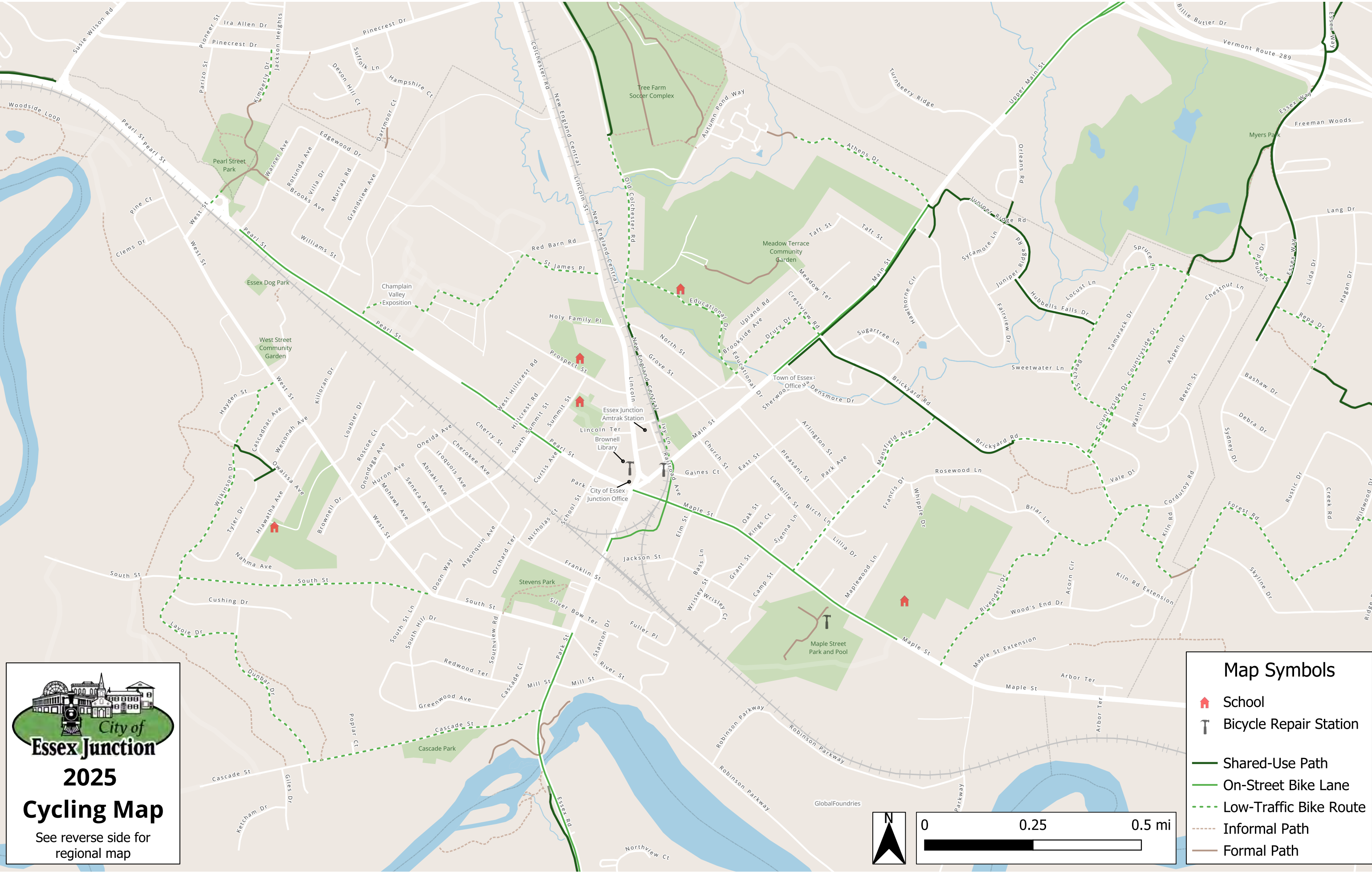
See reverse side for local  
map


For the most up to date regional route information, contact the relevant municipalities or visit an open-source map website such as [cyclosm.org](https://cyclosm.org).

Notice some gaps in the City's bike routes? We do too! Join the Essex Junction Bike/Walk Advisory Committee every second Thursday of each month to help the City plan for improved and expanded bicycle and pedestrian infrastructure in the coming years! Visit [essexjunction.org/boards/bike-walk-advisory-committee](https://essexjunction.org/boards/bike-walk-advisory-committee) for more details.

To be replaced with a  
local biking photo














**City of Essex Junction**

**2025**

**Cycling Map**

See reverse side for regional map

### Map Symbols

-  School
-  Bicycle Repair Station
-  Shared-Use Path
-  On-Street Bike Lane
-  Low-Traffic Bike Route
-  Informal Path
-  Formal Path