



**CITY OF ESSEX JUNCTION
BIKE WALK ADVISORY COMMITTEE
MEETING MINUTES – FINAL
APPROVED NOVEMBER 13TH, 2025**

*Online & 2 Lincoln St
Essex Junction, VT 05452
Thursday, October 9th
2025, 7:00 PM*

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1. **MEMBERS PRESENT**

John O'Brien, Daniel Liguori, Philip Bieber, David Achee, Lauren Philbrook

2. **OTHERS PRESENT**

Michael Giguere (staff representative), Jack Evans (Local Motion)

3. **CALL TO ORDER**

David called the meeting to order at 7:00 pm.

4. **AGENDA ADDITIONS/CHANGES**

Michael added an agenda item to discuss Meet me on Main. David added an agenda item to discuss the Wilkinson and Tyler Drive intersection.

5. **MINUTES FOR APPROVAL**

a. September 11th, 2025

Lauren made a motion, seconded by John, to approve the minutes as presented. Motion passed unanimously (5-0).

6. **PUBLIC TO BE HEARD**

Jack shared a summary of his upcoming presentation at the CATAMA Transportation Conference on e-bike battery safety and impacts on housing policy.

7. **BUSINESS ITEMS**

a. New RRFB location selection

The committee discussed potential locations to purchase and place the City's next Rectangular Rapid Flashing Beacon (RRFB). Michael mentioned that the RRFB at Main & Athens has been installed, and Lauren confirmed that it is operational.

Michael presented the committee's rubric on evaluating potential locations for RRFBs, giving a summary of each scoring category (Annual Average Daily Traffic, proximity to an arterial street, distance from other RRFBs, proximity to existing bike or pedestrian network, beacon visibility for drivers, and proximity to schools). He mentioned that RRFBs must be placed at an existing crosswalk.

Using the rubric, North & Grove and Lincoln & Central tied for the highest priority score of 22 out of a possible 30 points. The committee discussed the pros and cons of choosing to install a beacon at each intersection. Lincoln & Central scored lower for low vehicle traffic and proximity to existing beacon, but has many younger kids and more pedestrian traffic across the day near bus and train. The intersection geometry is also more straightforward. John mentioned that the geographic equity score could be indicative of greater traffic safety concerns on the road, and the committee agreed that North & Grove likely has larger issues that could not solely be solved with an RRFB. Michael mentioned that the drafted Traffic Calming Policy may have implementation strategies for this intersection in the future.

John brought up a resident request to check Maple & Elm, which scored 19 points due to good driver visibility and being located too close to existing beacon. He mentioned the resident's concern is that when traffic is really backed up it's hard to navigate it while being able to see around stopped cars. Railroad & Main is another difficult intersection to navigate on foot eastbound when there's lots of traffic on the Crescent Connector. This location is very close to an existing beacon but is located in a different

orientation. Michael mentioned needing to check engineering guidance on installation at an intersection so drivers on Main could see this beacon, noting that beacons are most effective at mid-block crossings.

John made a motion, seconded by David, to purchase and install a RRFB at Lincoln & Central. Motion passed unanimously (5-0).

b. New potential bike rack locations

Michael mentioned that Public Works has more bike racks in storage that could be distributed around the City. Lauren summarized her visit to the Tree Farm Soccer Complex, mentioning that she saw 8 bikes on a Saturday with no bike parking available. The committee decided that clusters of bike racks would be the best solution given the conditions near the fields. They discussed potential locations with the green barn being decided on as suitable. Jack mentioned that if mounted on rails, several hoop racks could be relocated easily if need be.

John mentioned that the Essex Police Department and shopping center at 159 Pearl Street also do not have bicycle parking. Michael agreed to work with Tree Farm management on getting bike parking installed and will start conversations with Essex Police Department and the shopping center.

c. Meet Me on Main debrief

Michael attended the second iteration of Meet Me on Main, an event hosted by EJP on a short section of Main Street near Five Corners closed temporarily to vehicle traffic for games and events. He mentioned that there was a high level of engagement from visitors and even more activity than anticipated. David also attended and thought it was a great event, mentioning that having the road closed made it a much more pleasant area to be in, rerouted traffic did not seem too congested, and gave a good opportunity to browse local businesses. Jack was amazed by the volume of people. John spoke to City Council about this event and mentioned that he's hoping to see more events like this.

Michael mentioned that Connect the Junction's draft proposes to keep Main Street open to vehicle traffic but may have some rechannelization opportunities to provide more pedestrian space. John mentioned that he will draft a letter on behalf of BWAC to EJP in support of more events like this.

David mentioned that he drove in and did not have a problem finding parking despite the high turnout. Jack mentioned it would be interesting to survey visitors and hear how they arrived to the event.

8. MEMBERS UPDATES

David mentioned that Wilkinson is a Five Corners cut through for drivers, speeding is often an issue, and that there is a hill with poor visibility. Michael mentioned that this would be good to revisit for traffic calming implementation even though the road is not an arterial.

9. STAFF UPDATES

a. RRFB installation at Main & Athens

Michael confirmed that the RRFB at Main & Athens is operational.

b. Wayfinding signage update

Michael shared his conversation with Ricky with Public Works on the project to improve signage for bicycle routes near the Countryside neighborhood. Ricky confirmed Public Works' capacity to install and maintain new signage and on street stencils.

In terms of next steps, Michael will work on recommending a specific implementation plan, such as determining which locations get signs and which get stencils. He will bring this plan to BWAC for approval.

c. Town of Essex - Upper Main Street/VT15 shared use path update

Michael mentioned that the Town of Essex was selected for Vtrans funding for an 8-foot shared use path along Upper Main Street. They are now working on engineering specifics for this project, including a small portion that falls in Essex Junction's jurisdiction near Fairview Farm neighborhood. Michael mentioned the potential need for some value engineered alternatives based on existing bicycle and stormwater infrastructure.

The idea is to have shared use path all the way along Main St. to connect Essex Junction and the Town of Essex. While the construction timeline is not currently known, it will likely not start for a few years due to grant funding timelines.

Northeastern corner is low hanging fruit for cycling infrastructure. The committee mentioned being excited to be making connections between sections of the City.

10. **READING FILE**

a. National Association of City Transportation Officials (NATCO) guides

- Urban Street Guide
- Urban Bikeway Guide

Michael included an excerpt from the NACTO Urban Bikeway Guide on how to develop universally understandable bike signage, including height designed for cyclists not for drivers. He mentioned that committee members are welcome to borrow these publications for project ideas.

11. **ADJOURN**

John made a motion to adjourn at 8:00 pm, seconded by Lauren. Motion passed unanimously (5-0).