

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

Online & 2 Lincoln St
Essex Junction, VT 05452
**Thursday, March 12th
2026, 7:00 PM**

E-mail: mgiguere@essexjunction.org

www.essexjunction.org

Phone: 802-878-6944, ext. 1625

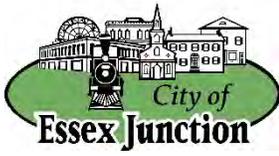
This meeting will be held in-person at 2 Lincoln Street and available remotely. Options to join the meeting remotely:

- **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. February 12th, 2026
4. **PUBLIC TO BE HEARD**
5. **BUSINESS ITEMS**
 - a. Pearl Street Pedestrian Crossing - Draft Alternatives Presentation*
 - b. Park Street Complete Streets Improvements*
6. **MEMBERS UPDATES**
7. **STAFF UPDATES**
 - a. Amtrak Station Improvements
 - b. Pearl Street West
 - c. Vermont Walk/Bike Summit
 - Friday, May 8th 2026 – Bennington, VT
8. **READING FILE**
9. **ADJOURN**

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.

* attachments included in packet



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

*Online & 2 Lincoln St
Essex Junction, VT 05452
Thursday, February 12th
2026, 7:00 PM*

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Phone: 802-878-6944, ext. 1625

1. MEMBERS PRESENT

John O'Brien, Russ Miller-Johnson, Lauren Philbrook, Daniel Liguori

2. OTHERS PRESENT

Michael Giguere, staff representative; Bryan Davis, CCRPC; Jack Evans, Local Motion

3. CALL TO ORDER

The meeting was called to order by John at 7:01 pm.

4. AGENDA ADDITIONS/CHANGES

Michael added three additional staff updates. Lauren wanted to discuss the Bicycle Friendly Community webinar, which was added as a sub-topic under the BFC announcement agenda item.

5. MINUTES FOR APPROVAL

a. December 11th, 2025

Lauren made a motion to approve the minutes as presented, seconded by Daniel. Motion passed unanimously (4-0).

6. PUBLIC TO BE HEARD

Bryan Davis from CCRPC introduced himself, pledging CCRPC as a resource for BWAC.

7. BUSINESS ITEMS

a. Upcoming public meetings hosted by BWAC

- Pearl Street Pedestrian Crossing
- Park Street Reconfiguration

Michael gave a brief introduction to each project which have both been presented previously to BWAC. He mentioned that public meetings to present public outreach findings and recommended alternatives will be held for each project, with Pearl Street Pedestrian Crossing taking place during BWAC's 3/12 meeting and Park Street Complete Streets Improvement taking place on 4/9. Additional public outreach is being done for both projects.

b. Discussion of drafted Form-Based Code implementation for Connect the Junction TOD Plan*

Michael presented Framework's drafted Form-Based Code implementation from Connect the Junction, which includes some recommended changes to the City's Land Development Code. These changes are designed to influence the built environment of the Village Center, Pearl Street, and Park Street corridors to become a more walkable, bikeable, and transit-friendly environment. Michael showed some of the technical and architectural recommendations.

Russ asked if this was related to 802 Homes, Michael clarified that it was a separate project. Daniel noted that the focus on active ground floor seemed like the right approach. He commented that the difference between a 9-story building and a 4-5 story building didn't seem too different from a pedestrian or cyclist's perspective, but the ground floor aesthetic is important to focus on. Lauren brought up the number of empty commercial storefronts and expressed concern over requiring more ground floor commercial space. John echoed this but had optimism based on what is happening in South Burlington's City Center with many of their new commercial tenants. Jack mentioned that ground floor does not necessarily need to be commercial to be active, citing the Cathedral Square's living community with a common area on the ground floor.

c. Trustee's Policy Regarding Bike/Walk Advisory Committee*

John brought up that this policy has not been updated in over a decade. He noted the use of the word “Village” vs “City” and the outdated committee size which has been decreased to six members. Russ mentioned he saw this policy when he first joined. Michael wondered if the responsibilities section should be updated, but most members agreed it was relatively up to date.

Lauren mentioned that BWAC’s role in the Traffic Calming Policy could be added. John proposed a task force to recommend updates to BWAC in April. Daniel and Russ volunteered to assist.

8. MEMBERS UPDATES

Russ and Lauren mentioned sidewalk plowing quality has been spotty, especially near the schools. John asked if plowing depth had been adjusted, Lauren mentioned that it seems quite high during a storm and then a second pass gets closer to the ground.

John mentioned that he submitted a SeeClickFix ticket for the brick work on the Crescent Connector and said he got a response quickly.

9. STAFF UPDATES

a. BFC Award Announcement

Michael mentioned that Essex Junction has been recognized as a Bronze-level Bicycle Friendly Community by the League of American Cyclists. Lauren mentioned an upcoming webinar workshop on 2/25, Jack provided more information on this workshop which is designed to discuss low-hanging fruit improvements for BFC communities.

b. Vermont Walk/Bike Summit (Friday May 8th in Bennington)

Michael mentioned this upcoming event and encouraged BWAC members to reach out if they are interested in attending.

c. Pearl Street West update

Michael mentioned that the Pearl Street West multimodal improvement project has proceeded to being designed by the City Engineer. He discussed some of the design considerations being discussed internally, including the crosswalk at the Susie Wilson intersection. He asked for feedback from the group on what the most comfortable orientation for the crosswalk would be, noting that 90-degree horizontal displacements are generally discouraged in engineering guidelines.

Russ mentioned that having it oriented straight across seemed preferable. Lauren asked if it’s less dangerous for people to stop before crossing for better visibility. Daniel liked the current straight configuration, as having to turn and look for drivers would require more effort. Jack asked about lighting, Michael mentioned there is not currently a plan to improve lighting.

Bryan pointed out that the red design shortens the crossing distance by approximately 1/3. Michael asked about pavement painting for the crossing, Lauren mentioned that green paint can be slippery. Lauren asked if pedestrians would recognize less common crosswalk paint configurations. Daniel did not feel that an expensive crosswalk would be essential if it’s an expensive feature.

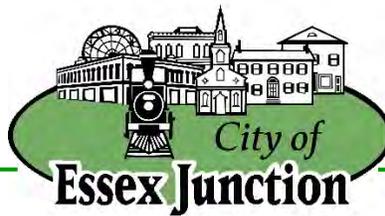
Jack asked about planned pedestrian detours for this project, Michael mentioned that this has not been determined yet but would pass this along to the City Engineer to plan early.

d. Main Street shared use path

Michael noted that the Capital Review Committee ranked the two alternatives for this project. The committee expressed their excitement to see this project proceeding. Daniel mentioned that connected loops can create a more robust network for cycling, having a positive relationship with the Countryside bike path. Russ was surprised at the cost-saving alternative’s financial savings. Daniel pointed out that additional wayfinding would improve this project as well.

10. **ADJOURN**

Daniel motioned to adjourn the meeting, seconded by Russ. Motion passed unanimously (4-0). The meeting was adjourned at 8:13 pm.



MEMORANDUM

To: Bike/Walk Advisory Committee
From: Michael Giguere, City Planner
Meeting Date: Thursday, March 12th, 2026
Subject: Pearl Street Pedestrian Crossing draft alternatives presentation

Issue:

The consultant selected for the Pearl Street Pedestrian Crossing project has prepared draft alternatives for public presentation.

Discussion:

The City of Essex Junction is working with CCRPC and consultant Hoyle Tanner to evaluate the potential adding a designated pedestrian crossing across Pearl Street (VT15) between Warner Avenue and Weston Way. This section of Pearl Street does not currently have a crosswalk and is designated as a Class 1 Town Highway with bus stops and commercial destinations located on both sides of the street. Additionally, this area is recommended for planned residential growth as a part of Connect the Junction.

An online survey for interested members of the public was open until January 18, 2026. The results of that survey as well as conceptual alternatives for the new crosswalk will be presented by the project team for public input.

Cost:

N/A

Recommendation:

Staff recommend that the BWAC review presentation materials and provide feedback on the prepared draft alternatives.

Pearl Street, Essex Junction Crosswalk Scoping Study

Alternatives Meeting

March 12, 2026



Crosswalk Scoping Study



- Scope of the Project
 - Assess the possibility of a crosswalk on Pearl Street west of the Champlain Valley Exposition
 - No Build alternative also an option
- Purpose of Tonight's Meeting
 - Review Existing Conditions and Survey Responses
 - Discuss any issues or concerns with possible alternatives
 - Gather feedback to help inform recommended preferred alternative selection

Pearl Street – Crosswalk Scoping Study



Purpose:

Improve safety for pedestrians crossing Pearl Street in order to access bus transit stops, retail, places of employment, recreational areas, and other attractions.

Need:

There are no crosswalks on Pearl Street between the Champlain Valley Exposition and the intersection with West Street Extension. Pedestrians currently cross three lanes of traffic at midblock locations.

Study Schedule



Fall 2025
Data Collection
& Analysis



**Winter
2025/2026**
Alternatives
Analysis



Spring 2026
Study
Submittal



**December
2025 –
January 2026**
Survey

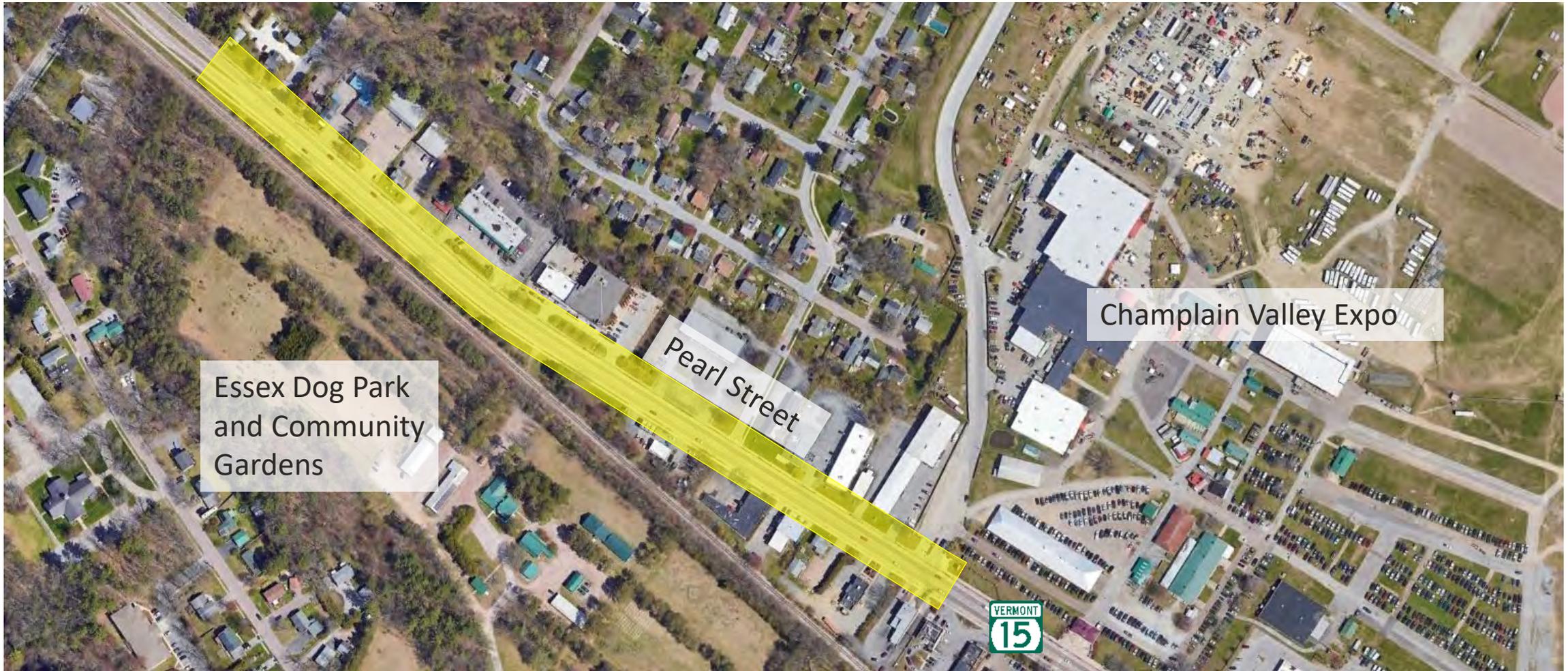


March 2026
Alternatives
Presentation

Next Steps:

- 1 Evaluate feedback to inform recommended Alternative
- 2 Complete Scoping Study Report

Study Area



Existing Conditions Traffic



- 11' Travel Lanes
- 12'9" Two-Way Left Turn Lane
- 5' Bike Lane with 2' Buffer
- 48-50' total Roadway Width



- Posted Speed Limit
- 85th Percentile Speed is 34 mph



12,193 Per Day – VT 15
6.7% Heavy Vehicles



Green Mountain Transit
Route #2

Crash Data



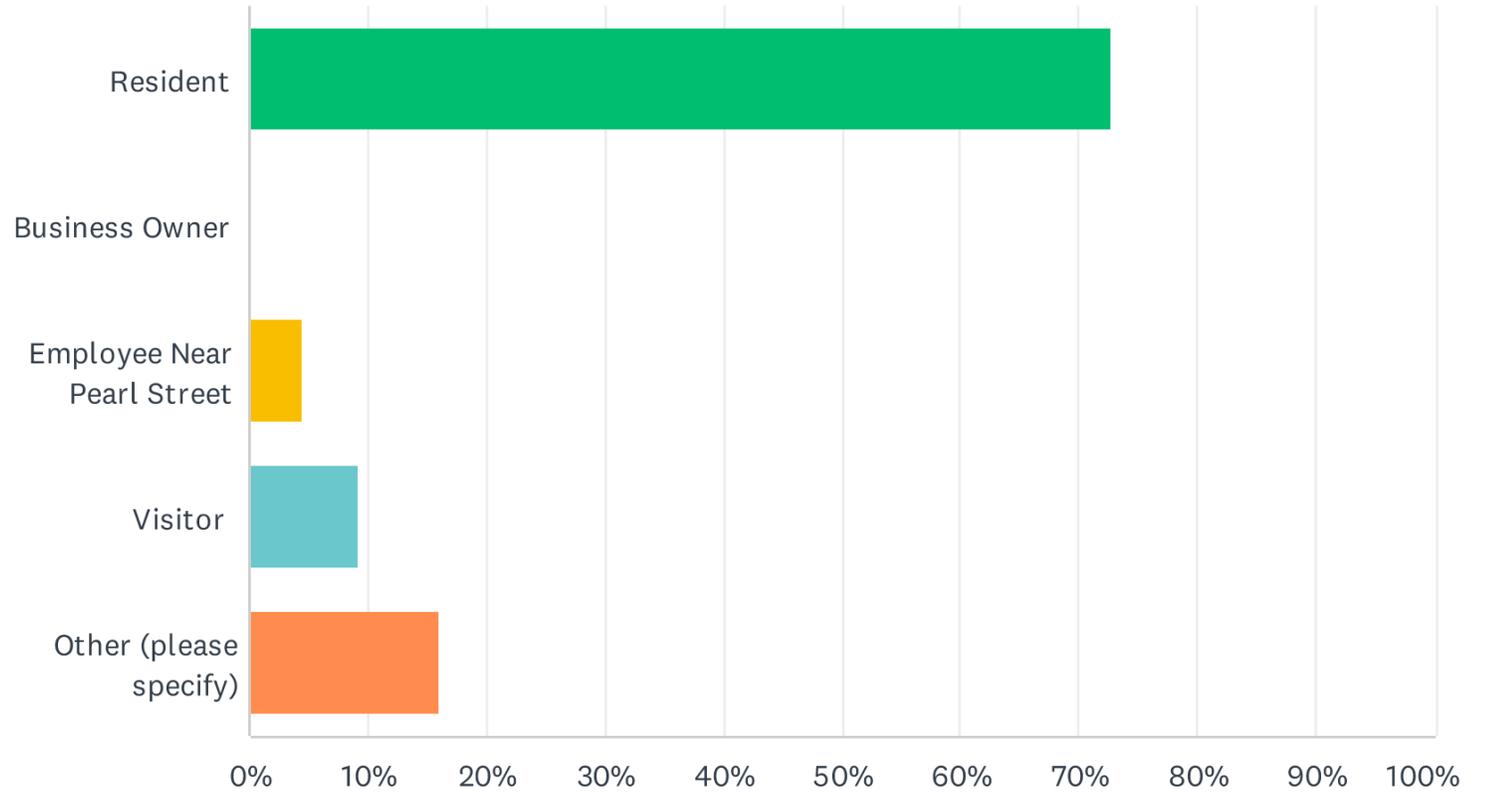
- Five Year Study Period (2020 through 2024)
 - Three vehicle crashes
 - One was a sideswipe type crash
 - Two unknown crash types
 - One crash involving a pedestrian
 - Resulted in Serious Injuries
 - Pedestrian crash involving eastbound driver
 - Nighttime

Traffic and Pedestrian Counts

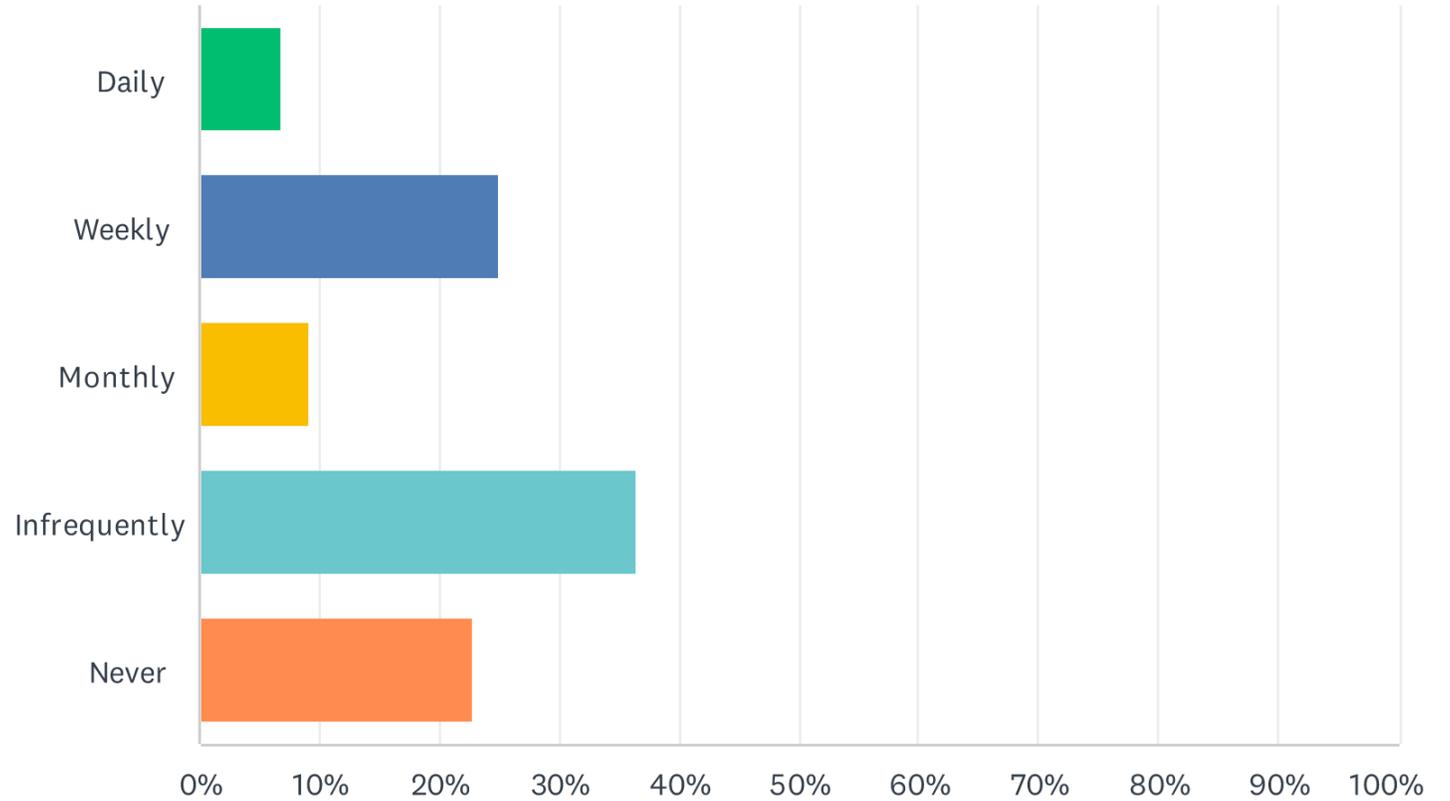
- Traffic and Pedestrian Counts on October 30-31, 2025
 - Peak Pedestrian Hours - October 30th
 - 8:30-9:30 am
 - 14 pedestrians/hour
 - 11:30 am – 12:30 pm
 - 8 pedestrians/hour
 - Peak Pedestrian Hour on October 31st was only 2, likely due to rainy weather
 - Pedestrians waited 35s to cross on average. Half ran across.
 - Vermont DOT Guidelines outline 20 pedestrians per hour



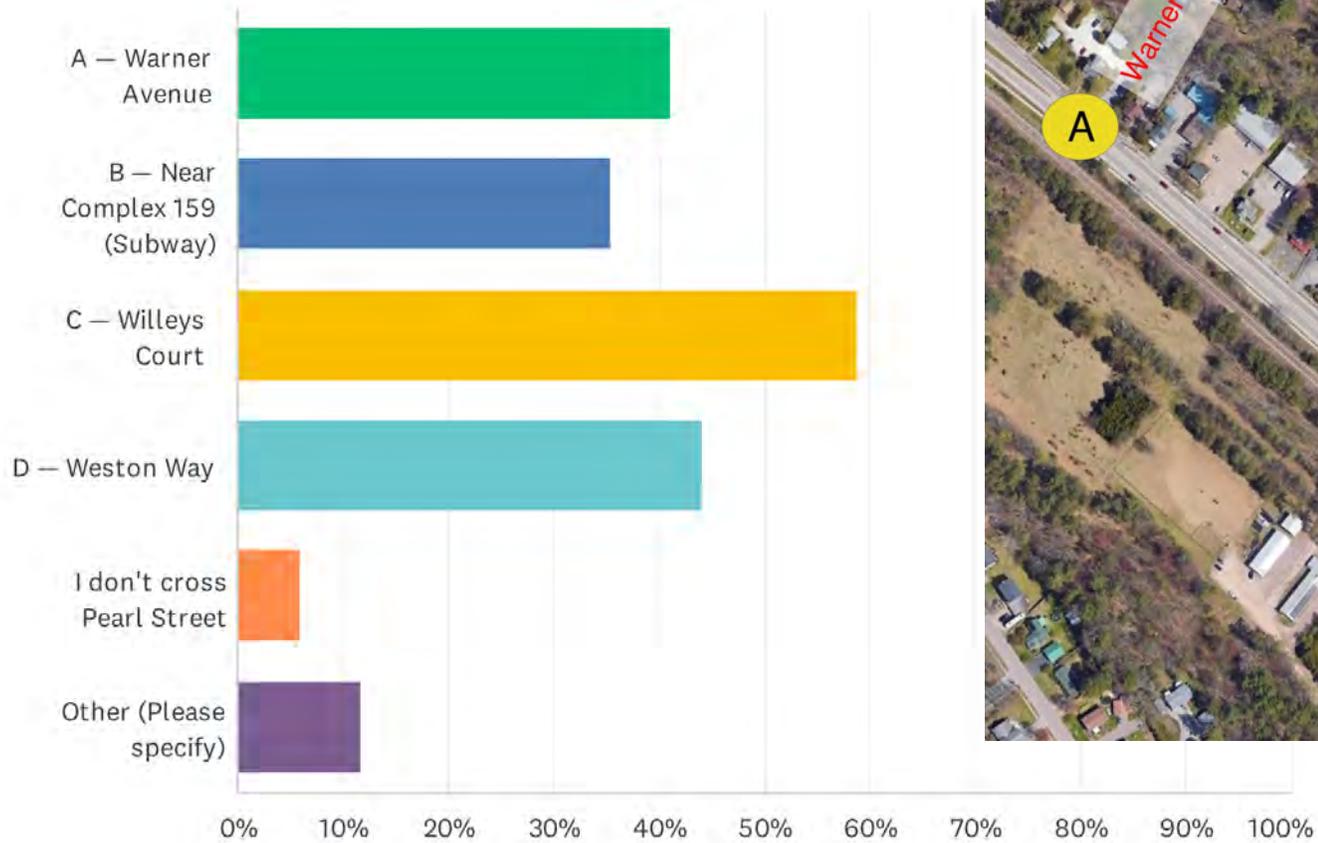
Survey Results – What is your connection to Pearl Street?



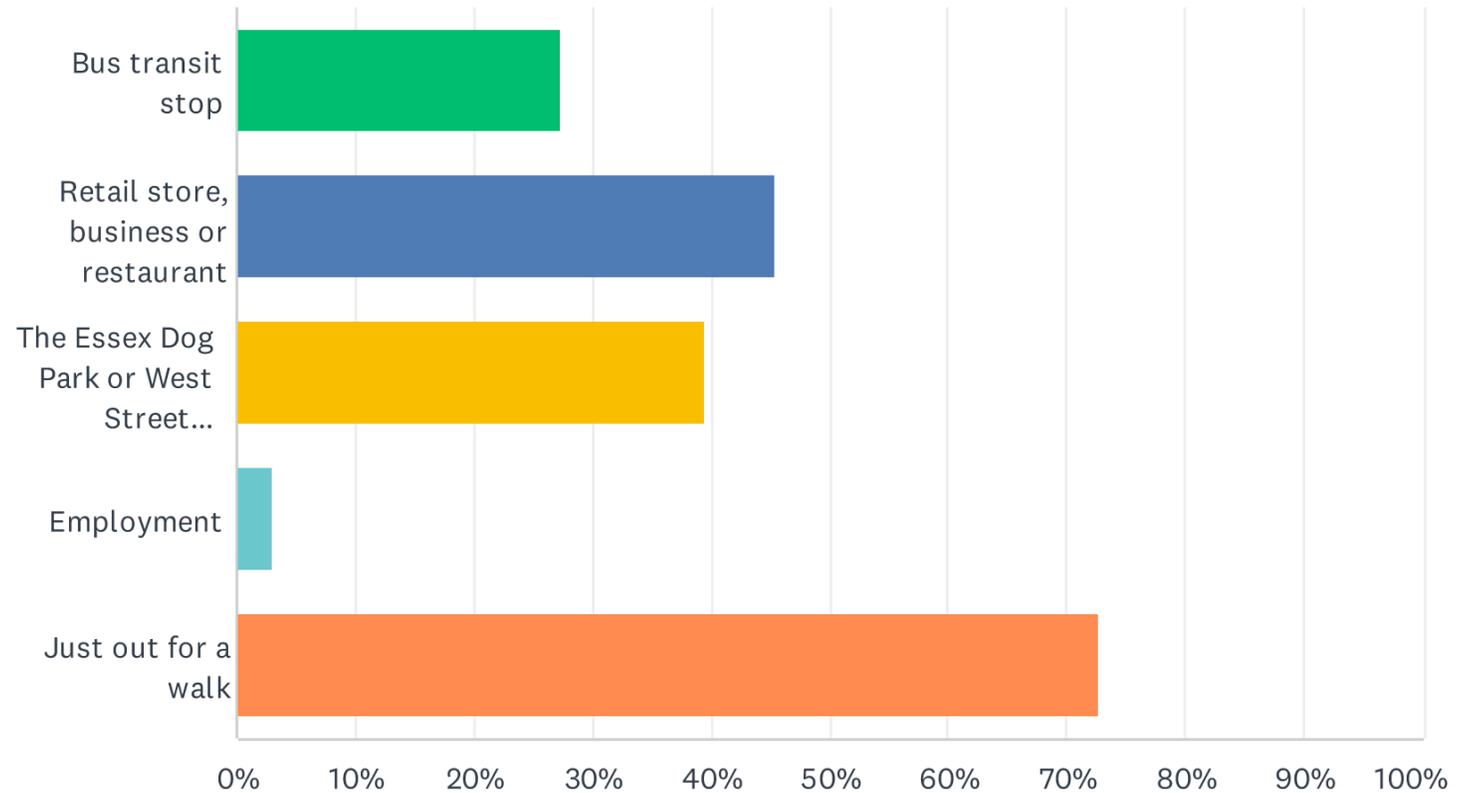
Survey Results – How often do you cross Pearl Street?



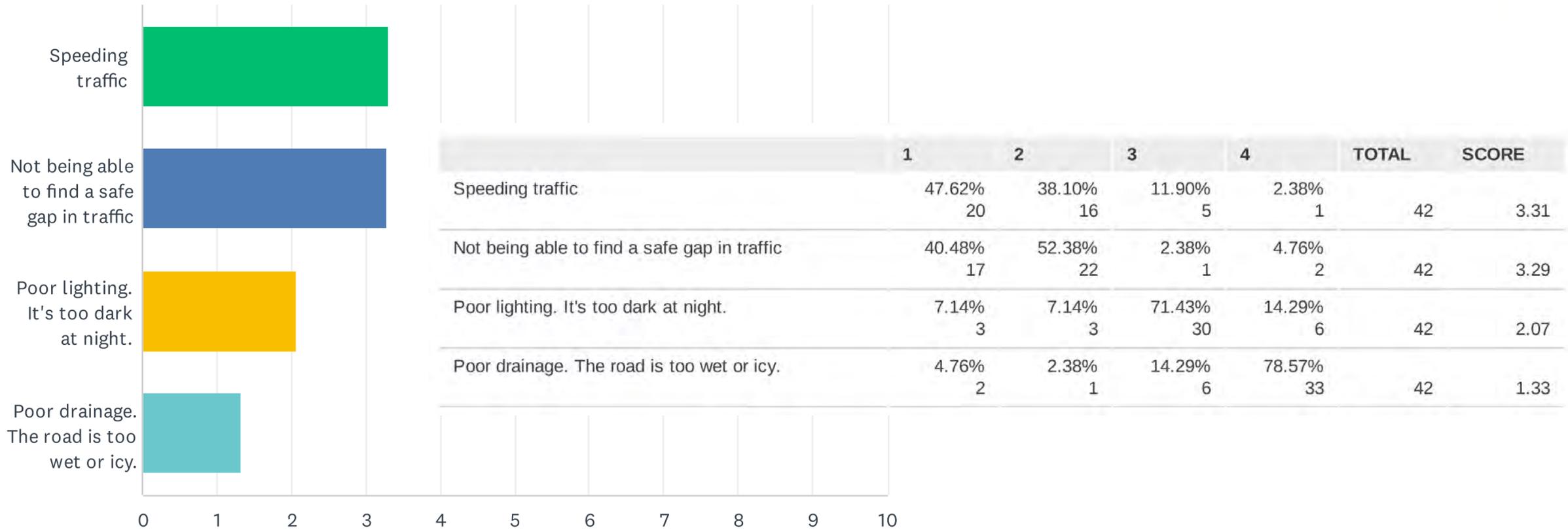
Survey Results – Where do you cross Pearl Street?



Survey Results – What is your destination?



Survey Results – What concerns you the most?



Survey Results – What are your concerns?



Summary of top responses from Q9: “What concerns do you have when crossing Pearl Street?”	Number of Responses
Pearl Street is very busy, and it’s difficult to find a gap to cross	12
Speeding traffic	10
Drivers don’t stop for you	6
There is no crosswalk	5
Crossing Pearl Street feels unsafe	4
Pearl Street is very wide	4
Poor lighting	2

Connect the Junction Master Plan

- Transit-Oriented Development (TOD) Master Plan for the City Center and Pearl Street Corridor
- TOD focuses on creating walkable, bikeable, and transit-friendly communities
- Improved facilities for pedestrians, cyclists, and transit riders
- High density housing near transit

“Transit in Essex Junction has high ridership, but there are zones with poor access to transit stops, especially due to limited safe pedestrian crossing opportunities.”

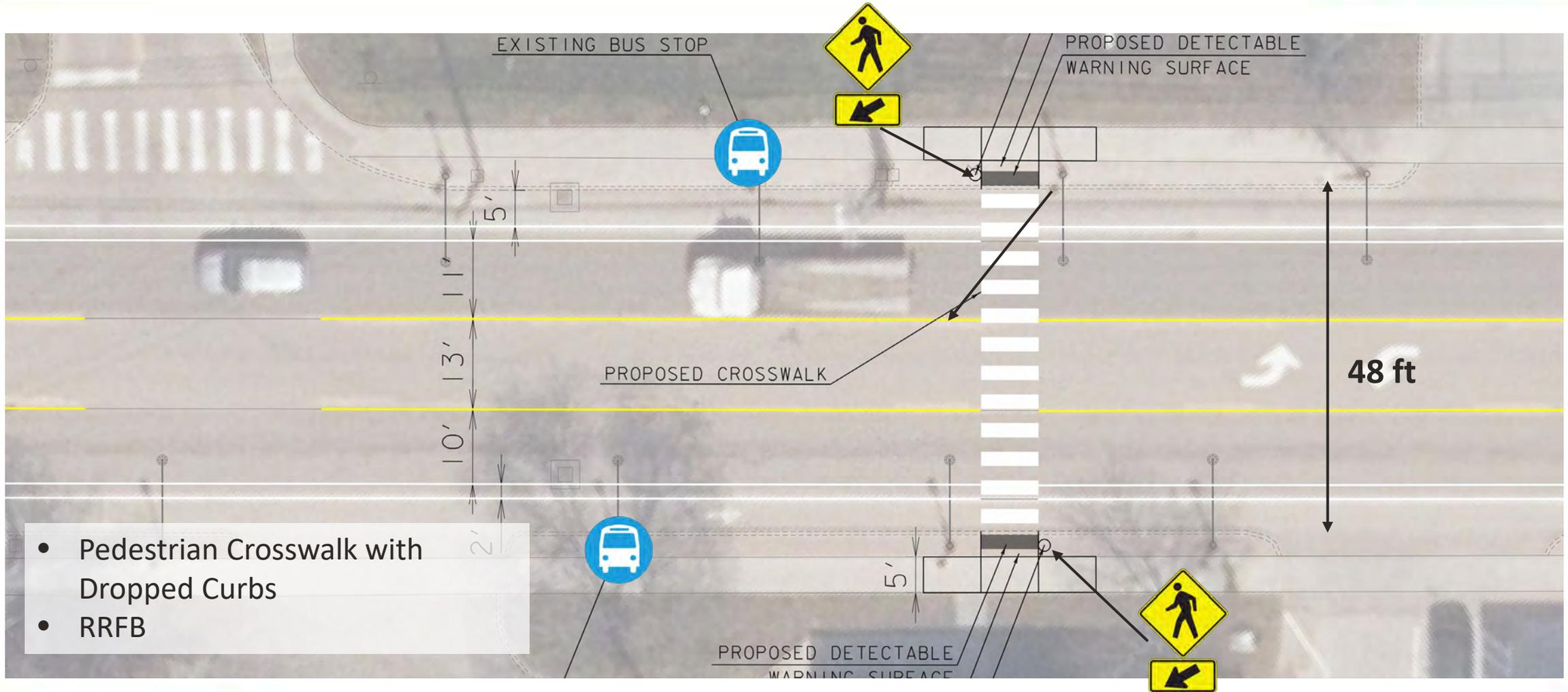


Other Considerations

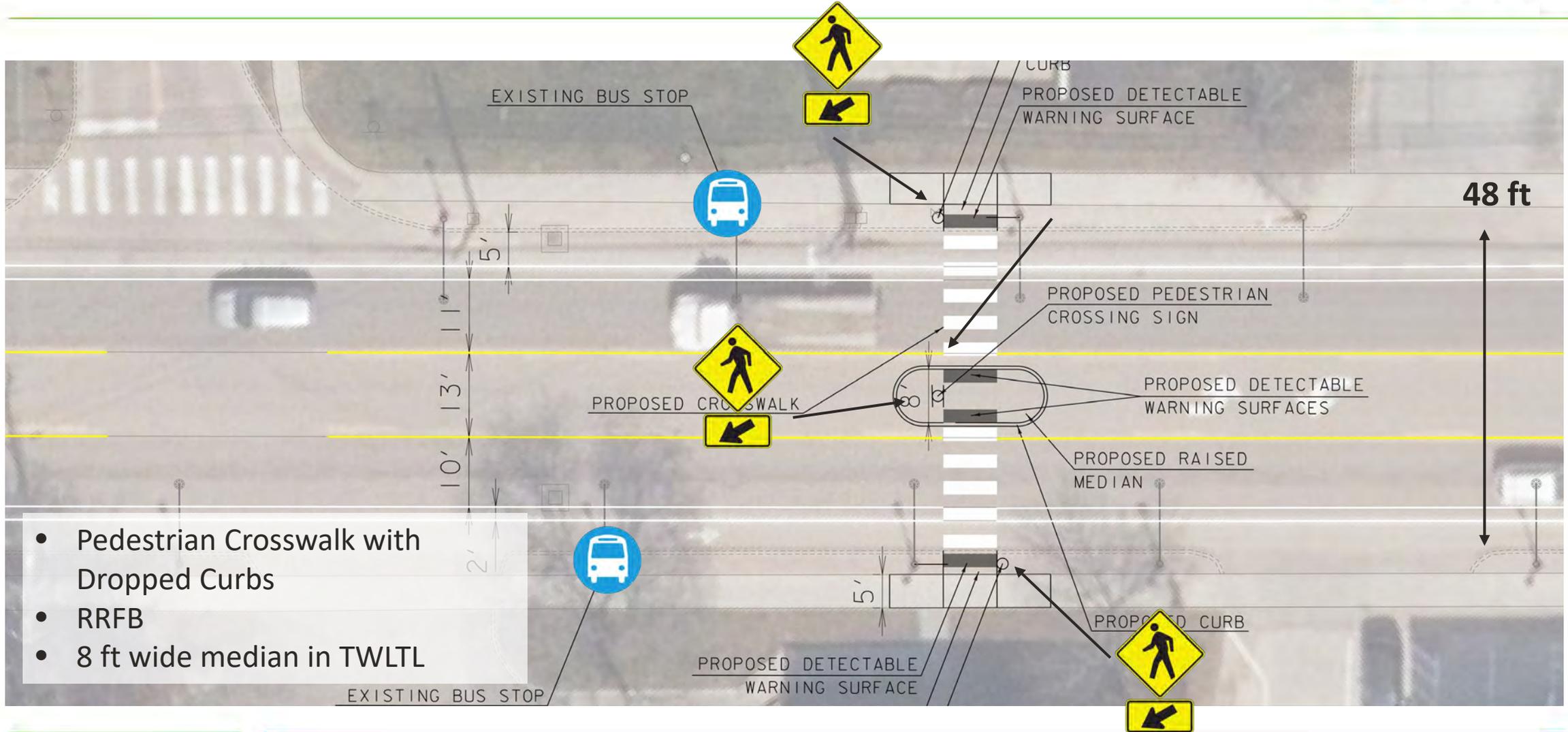


- VTrans Crosswalk warrant not met outright due to pedestrian counts
- Access to transit requires pedestrians to cross Pearl Street
- Complete Streets policies support safe transit access
- Significant pedestrian delay increases risk taking behavior
- Wide roadway increases pedestrian exposure and risk

Willeys Court– Alternative 2



Willeys Court– Alternative 3



Visualization of Alternatives 2 and 3

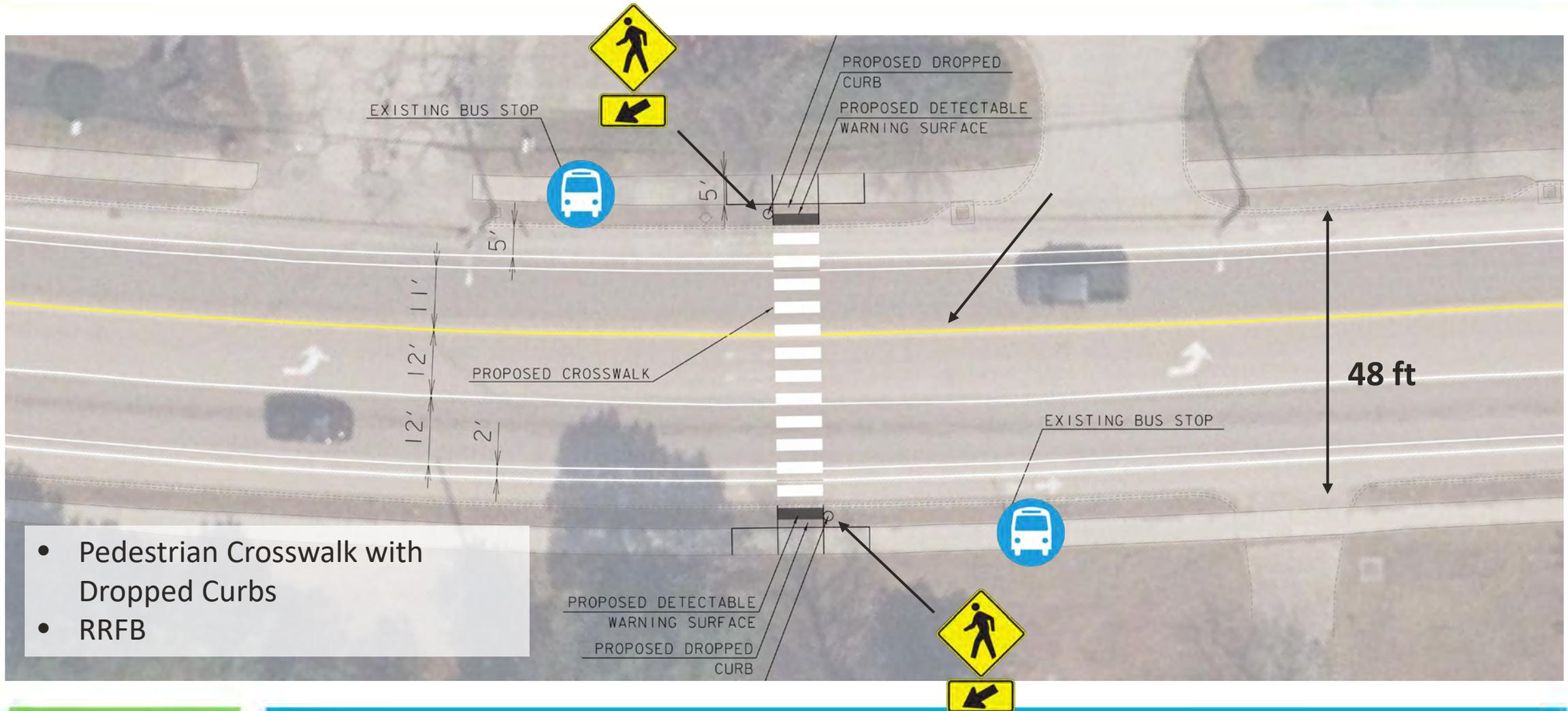


Willeys Court Alternatives Matrix

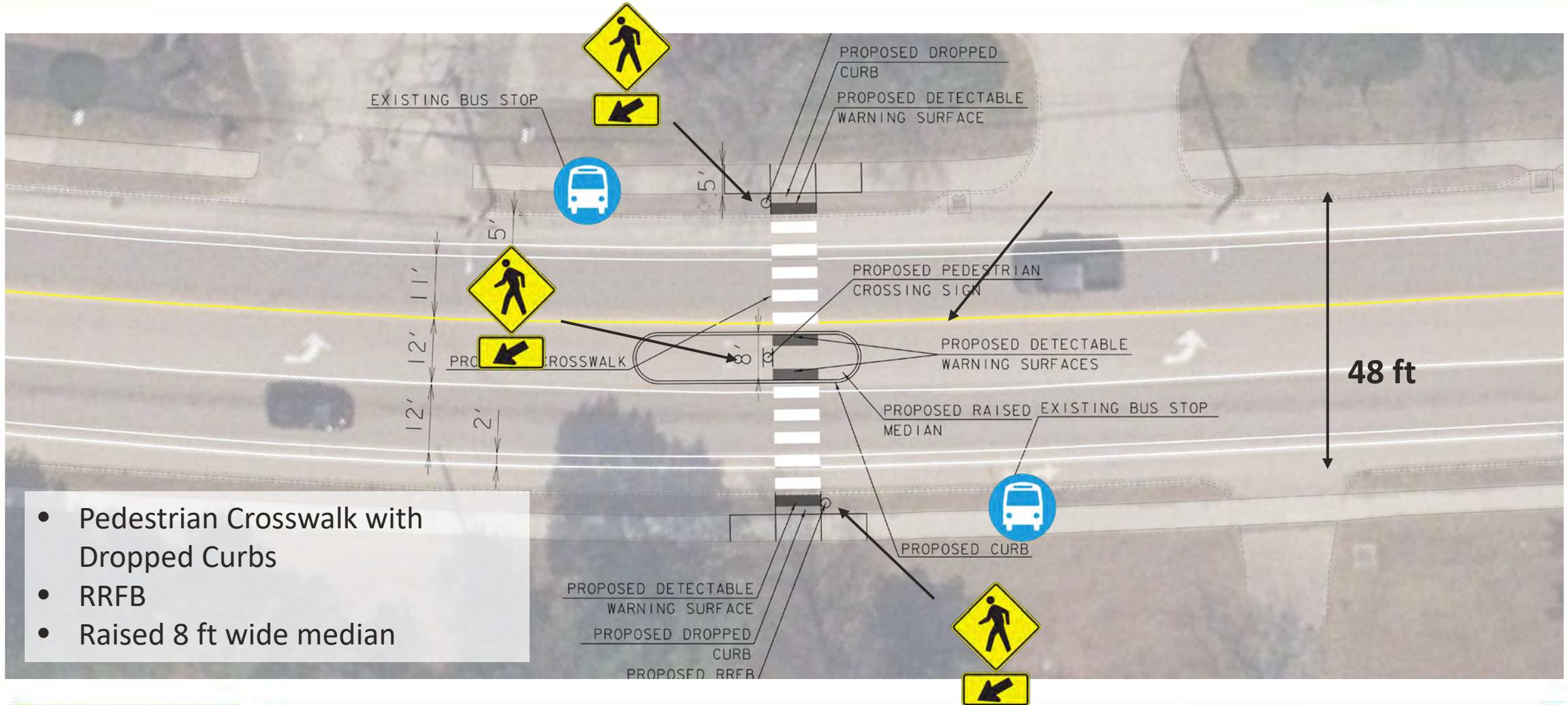


	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 2: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	
Alternative 3: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the Fair. Medians add winter maintenance issues. Medians may interfere with driveway access.	

Complex 159 – Alternative 4



Complex 159 – Alternative 5



- Pedestrian Crosswalk with Dropped Curbs
- RRFB
- Raised 8 ft wide median

Complex 159 Alternatives Matrix



	Meets Purpose & Need	Pedestrian Facilities	Benefits and Other Considerations	Disadvantages	Cost Estimate
Alternative 1: No Build	No	None	None	None	\$0
Alternative 4: Crosswalk with RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Could paint high-visibility crosswalk markings to improve conspicuity. Could provide flush median to improve visibility.	Existing long exposure time remains	
Alternative 5: Crosswalk with Raised Median and RRFB	Yes	Painted crosswalk with RRFB, improved lighting, and dropped curbs	Raised median provides pedestrian refuge, contributes to traffic calming, and positions the offside RRFB more prominently within the driver's field of view. Long median allows for plantings or art.	Median would interfere with traffic flow during CVE events such as the state fair. Medians add winter maintenance issues.	

COMMENTS & CONCERNS

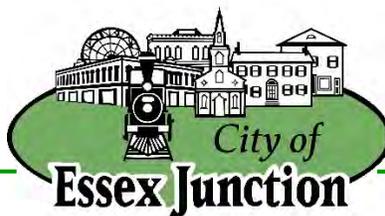
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MEMORANDUM

To: Bike/Walk Advisory Committee
From: Michael Giguere, City Planner
Meeting Date: Thursday, March 12th, 2026
Subject: Park Street Complete Streets Improvements

Issue: The Park Street Complete Streets Improvements draft alternatives are available for review and for public engagement.

Discussion:

A project page for the Park Street Complete Streets Improvement project is now available on the City's website at: <https://www.essexjunction.org/departments/community-development/park-street-complete-streets-improvements>

City Staff are gathering community input via an [online community survey](#) and through direct solicitation to property and business owners adjacent to the project area. BWAC members are encouraged to complete the survey, which will remain open until Monday, April 6 at 4:30 pm.

Public engagement will assist in refining the conceptual design alternatives for potential striping changes on Park Street between Railroad Street (Crescent Connector) and River Street. This section of Park Street currently lacks dedicated bicycle facilities, and residents and stakeholders have identified this segment as a priority for improved multimodal access and safety.

BWAC has reviewed earlier concepts for this project. Two design alternatives are currently proposed, both of which are achieved through roadway striping changes within the existing pavement width:

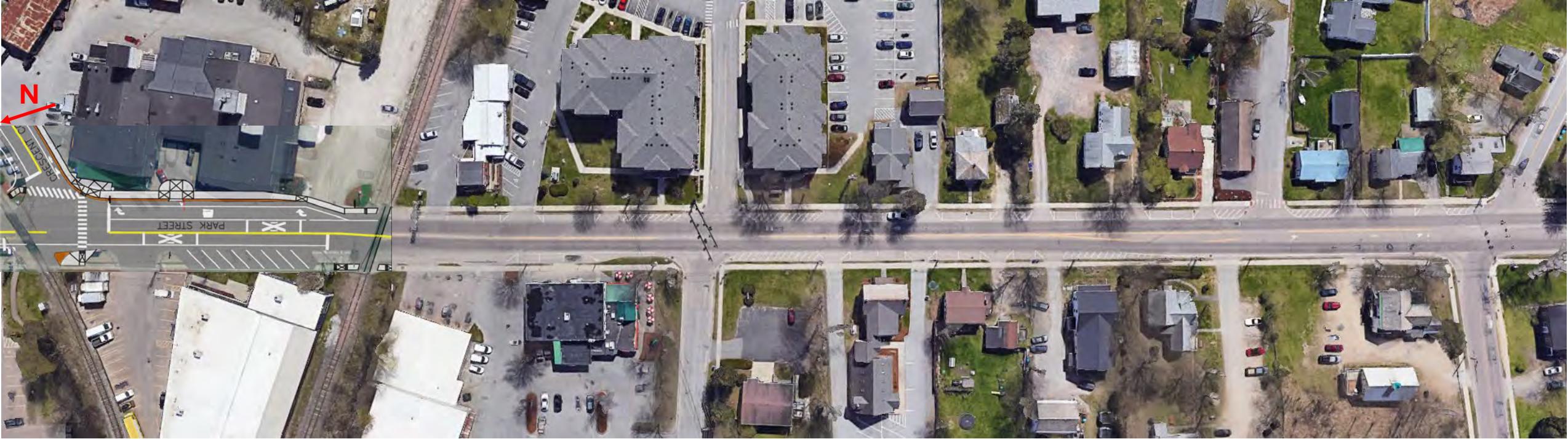
- **Alternative 0:** Existing Conditions: No changes to on-street parking or roadway striping. Serves as a baseline for comparison.
- **Alternative 1:** Remove all on-street parking in the project area to add north- and southbound bicycle lanes with wide safety buffers.
- **Alternative 2:** Remove on-street parking on the east side only to add bicycle lanes with modest safety buffers where possible.

Cross-sections and plan views of each alternative are included in the attachments to this memorandum. BWAC should prepare to host a public meeting reviewing these alternatives during our upcoming meeting on **Monday April 13th**.

Cost:
N/A

Recommendation:

BWAC should review the draft design alternatives, complete the community survey, share the materials with interested residents and stakeholders, and prepare to host the design alternatives public meeting.

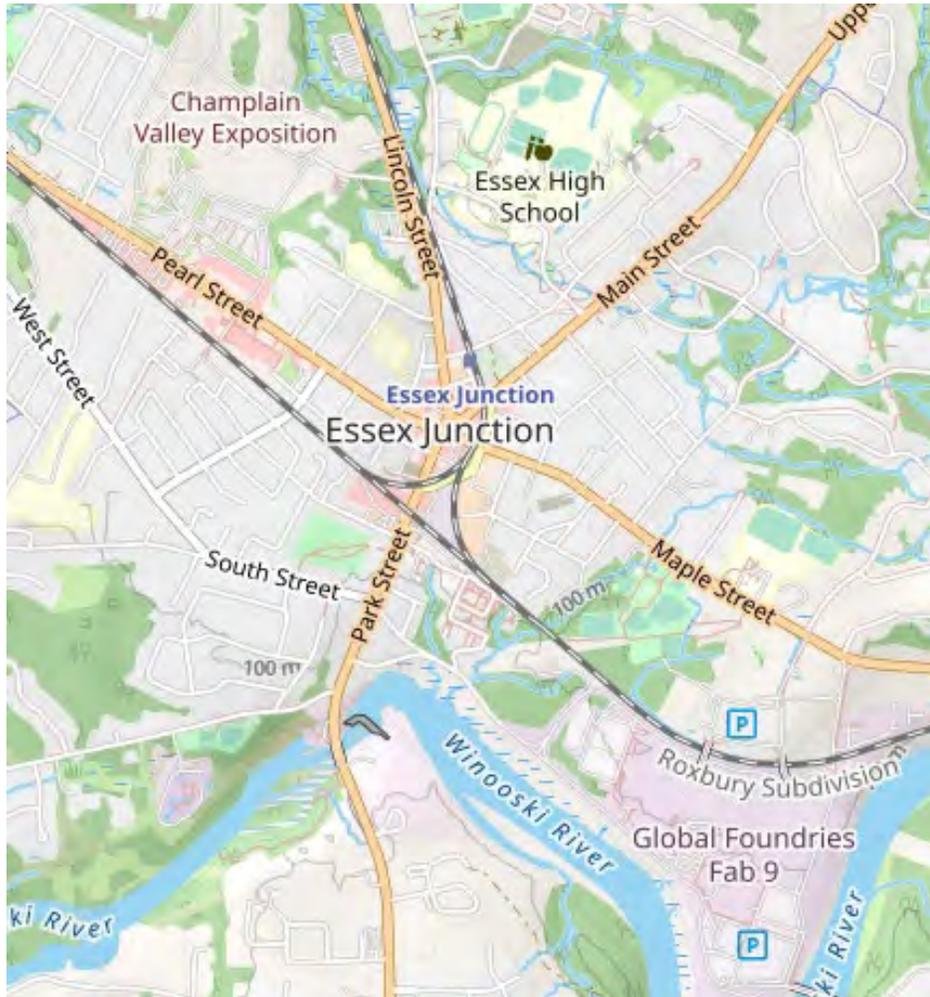


Park Street Complete Streets Improvements

Proposed changes between Railroad Street (Crescent Connector) and River Street

March 3, 2026

Park Street – an Important & Complex Corridor



- Key regional connection between Five Corners and Williston
- Serves a mix of local businesses: restaurants, retail, services, and small shops
- Connects nearby neighborhoods ranging from single-family homes to large apartment communities
- Approximately 15,000 vehicles per day
- Two travel lanes with on-street parking and sidewalks

Park Street plays many roles — regional route, business district, and neighborhood street — making decisions about its future both important and complex.

Park Street is a Critical Gap in the Bike Network



Most of the north–south bicycle route between the Tree Farm Soccer Complex the Five Corners, and towards and Taft Corners in Williston already comprises of bike lanes, low-traffic streets, or shared-use paths.

This section of Park Street is the missing link.

Park Street – Existing Safety Issues



- Wide lanes (14') encourage speeding
- Observed speeds frequently exceed 25 mph limit
- Drivers cross the centerline to pass bikes → uncomfortable and risky for all road users
- Parked cars impede driveway sightlines
- 109 crashes reported; 5 with injuries, 2 pedestrian fatalities in recent years

Reconfiguration Alternatives

How can Park Street be reconfigured to address these challenges without changing the existing curb widths on Park Street?

- Alternative 0: Maintain Existing Conditions
- Alternative 1: Buffered Bike Lanes
- Alternative 2: Bike Lanes with Parking on One Side

Existing Conditions – # of Parking Spaces Per Zone

Zone A

Zone B

Zone C

Zone D

4 spaces

9 spaces

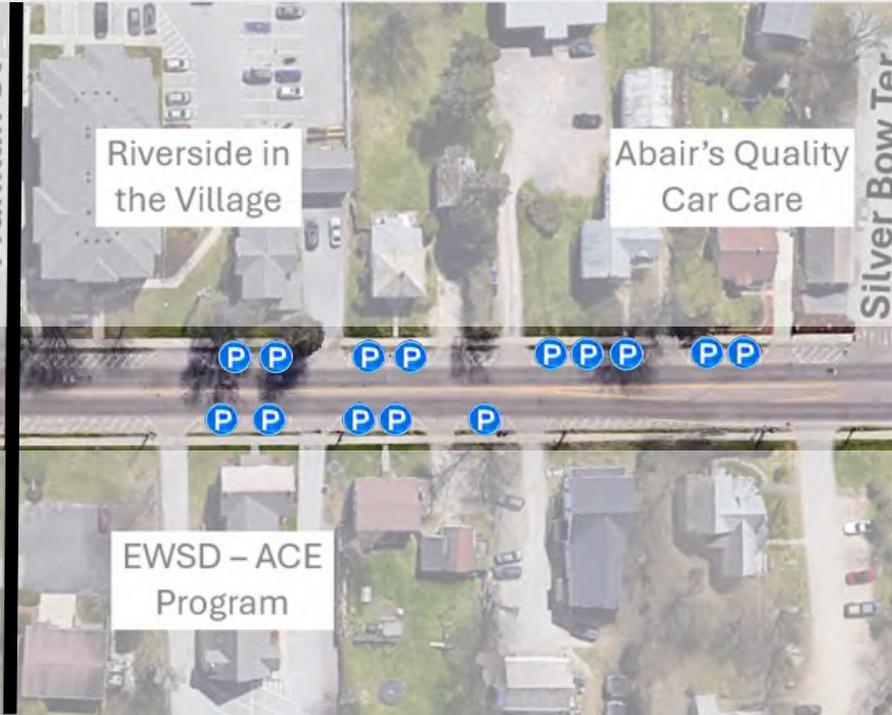
2 spaces



9 spaces



3 spaces



5 spaces



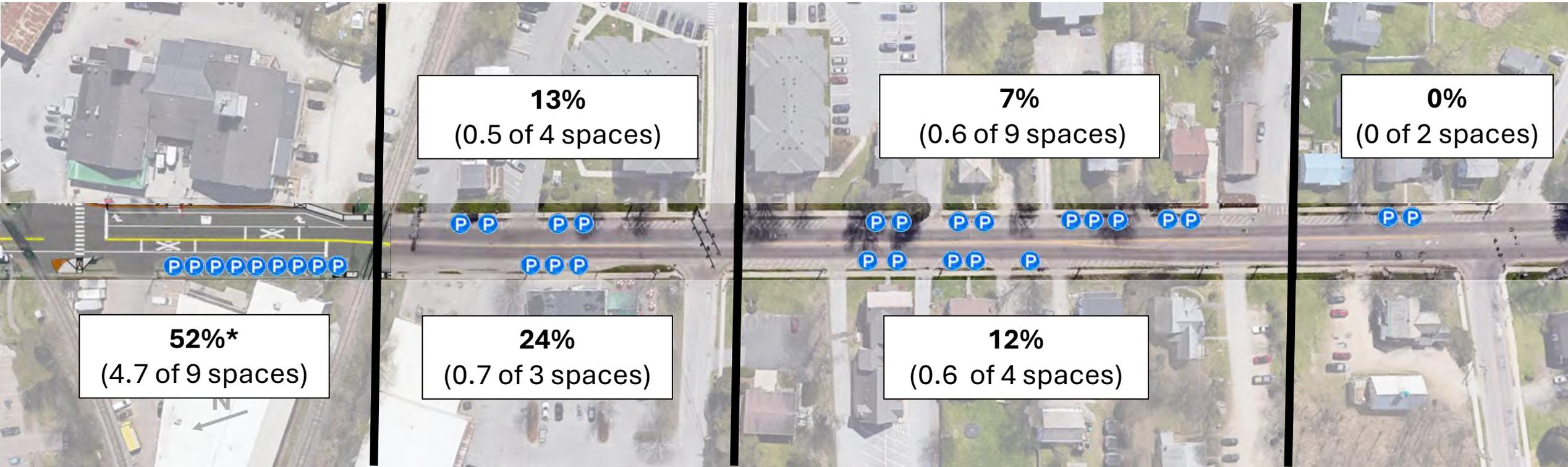
Average On-Street Parking Utilization by Zone

Zone A

Zone B

Zone C

Zone D



*interpolated- see details on next slide

Parking data sources:

- 11 counts - Google street view data (2008 – 2025)
- 1 count - UVM Engineering Student in-person counts (Feb 2025)
- 17 counts – Stantec Parking Study (Aug-Sept 2019 – Zone A & B only)

Additional Parking Information

- Overnight parking is prohibited from Dec - Apr
- In 2024, 10 on-street spaces on the east side of Zone A were relocated to new parking lot on Railroad Street. The reported average occupancy assumes that vehicles that previously used the removed east-side spaces would instead have parked on the west side
- The west Side of Zone B has a 1-hour time limit
- 2019 Stantec Parking Study consisted of 17 Counts over three days:
 - **Wednesday, August 29, 2018 from 3:30 to 7:00 PM**
coinciding with the now defunct summer farmer's market
 - **Wednesday, September 12, 2018 from 10:30 AM to 1:00 PM**
coinciding with peak office and municipal parking demand
 - **Friday, September 7, 2018 from 5:00 to 7:30 PM**
coinciding with weekend peak restaurant parking demands

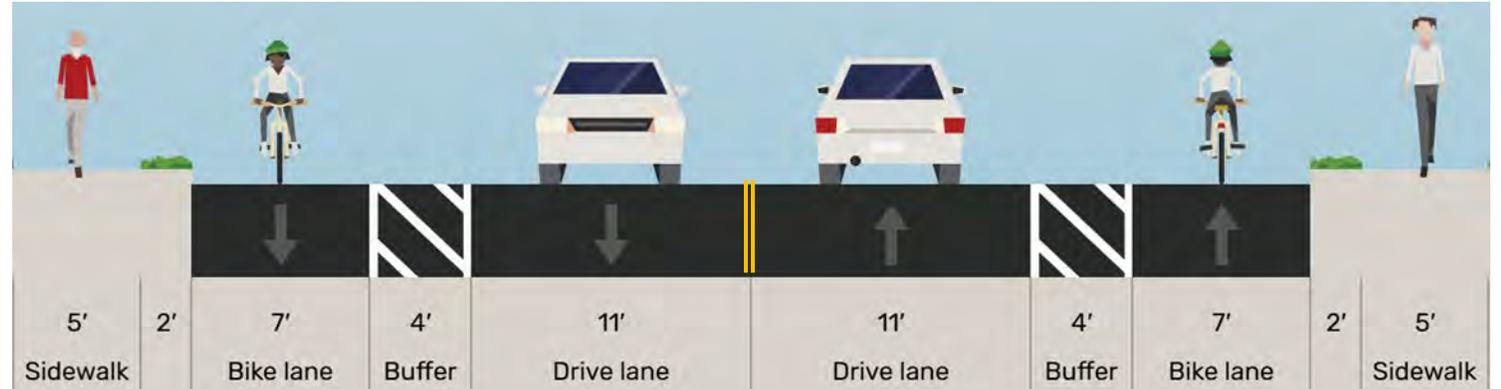
Alternative 0

- Maintain Existing Conditions



Alternative 1

- Remove all on-street parking
- Reduce vehicle lane widths to 11'
- Add wide bike lanes
- Add painted safety buffer

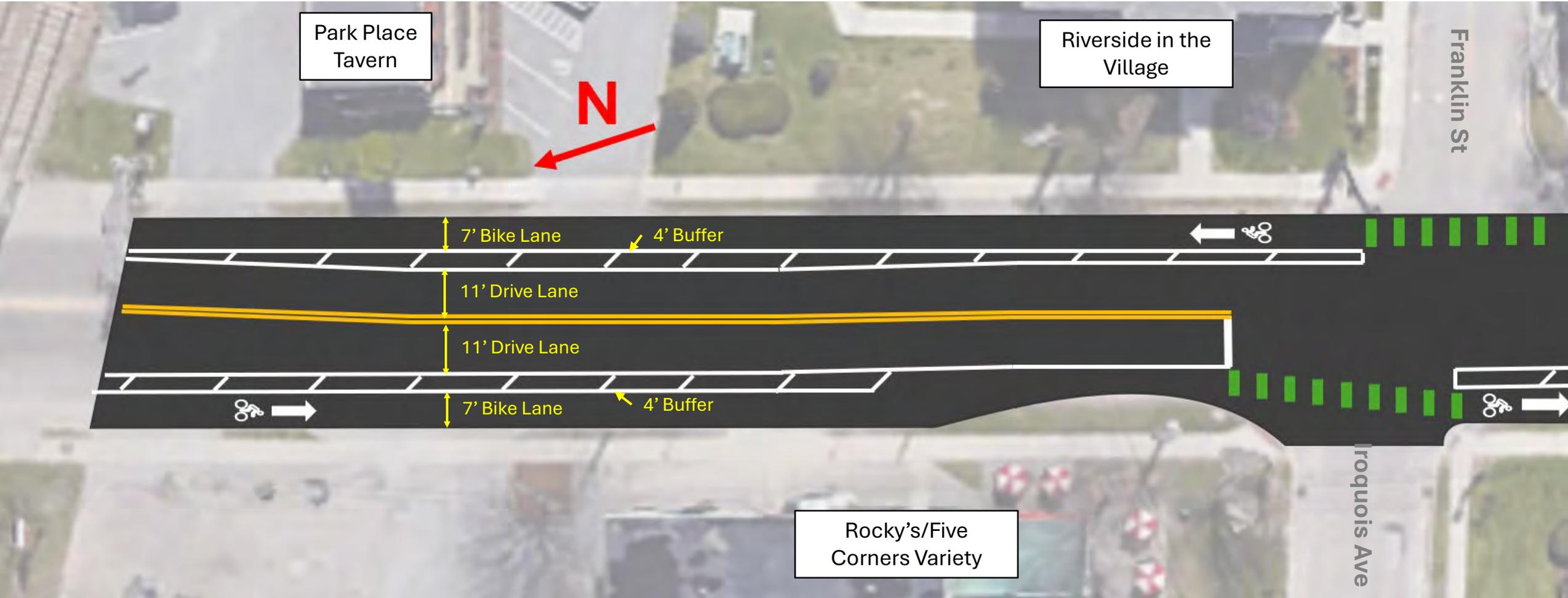


Alternative 2

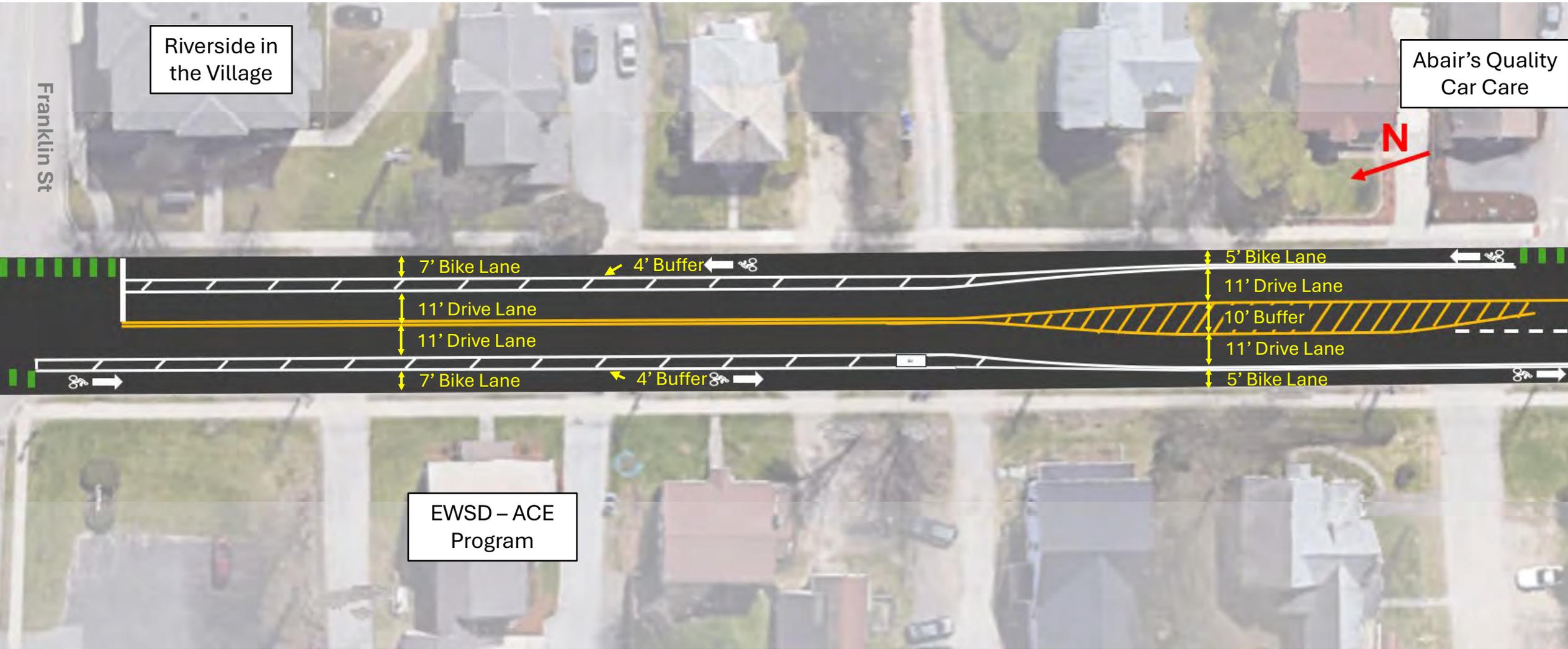
- Remove on-street parking on east side
- Reduce vehicle lane widths to 11'
- Add bike lanes
- Add painted safety buffer where possible



Zone B Alternative 1



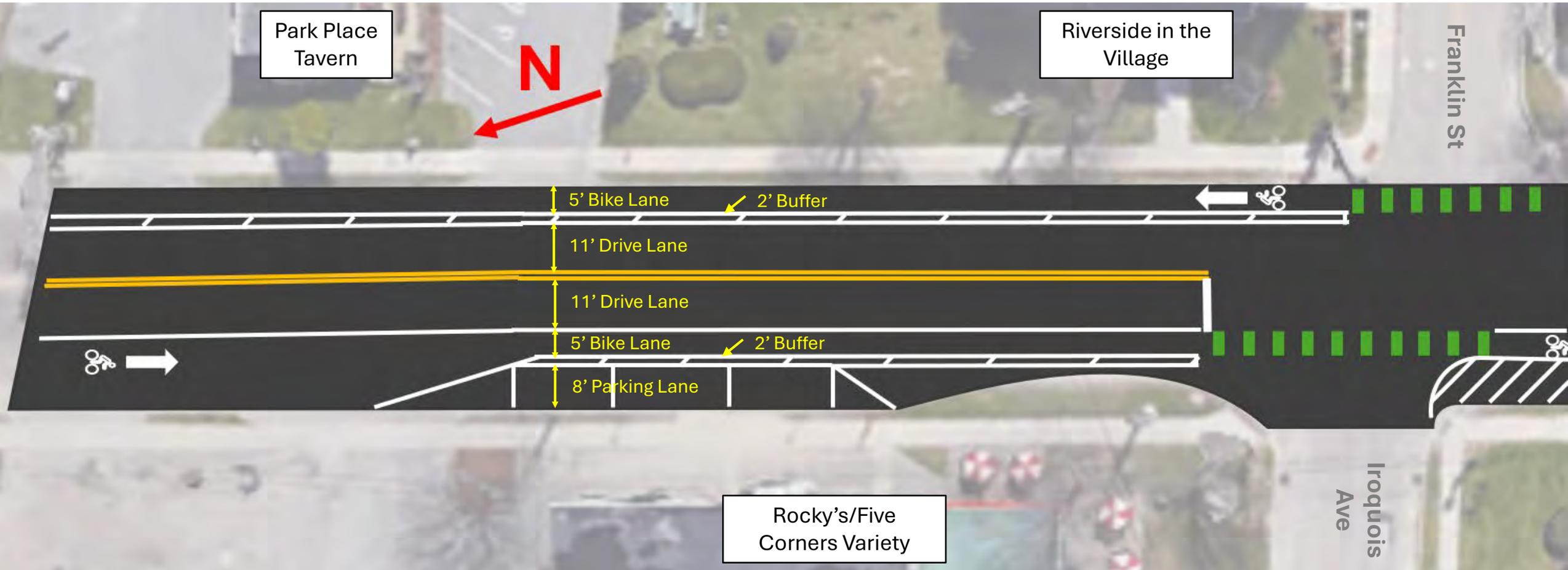
Zone C Alternative 1



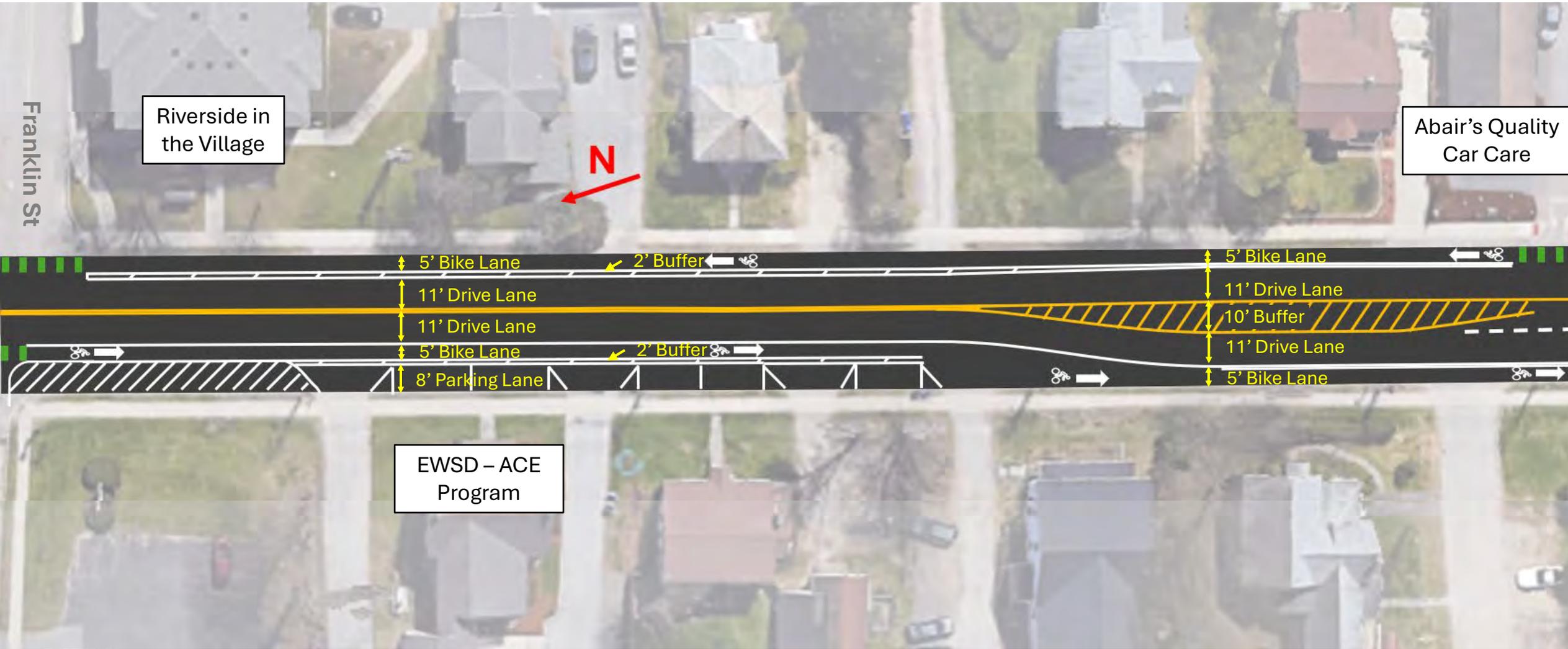
Zone D Alternative 1



Zone B Alternative 2



Zone C Alternative 2



Zone D Alternative 2



Why Alternatives 1 & 2 Improve Safety

- **Narrower Lanes (11')**

- Encourage slower, more predictable speeds
- Still accommodates trucks, buses and emergency vehicles

- **Dedicated Space for Each User**

- Eliminates the need for drivers to cross the centerline to pass bicyclists
- Creates a continuous bike connection between neighborhoods, schools, businesses, and regional routes

- **Manages conflict between moving traffic and parked cars**

- Alternative 1 eliminates the risk by removing all parallel parking in the study area
- Alternative 2 provides some space between moving traffic drivers entering and exiting parallel parked vehicles

- **Improved Driveway Visibility**

- Better sight distance where parking is removed

Benefits and Tradeoffs

Category	Alternative 0 (Maintain Existing Conditions)	Alternative 1 (Buffered Bike Lanes)	Alternative 2 (Bike Lanes with Parking on One Side)
Safety	 Existing safety issues remain	 See previous slide	 See previous slide
Bicycle Network Connectivity	 Network gap remains	 Creates Continuous N-S Connection	 Creates Continuous N-S Connection
Traffic Impacts	 Two travel lanes maintained	 Two travel lanes maintained	 Two travel lanes maintained
On-Street Parking Impacts	 32 On-Street Parking Spaces available	 23 On-Street Parking Spaces Removed	 15 On-Street Parking Spaces Removed
Costs	 No changes	 Pavement marking changes only (no curb or utility work)	 Pavement marking changes only (no curb or utility work)
Alignment with adopted City Plans	 Does not advance network completion goals	 Advances adopted multimodal connectivity goals	 Advances adopted multimodal connectivity goals