

City of Essex Junction

Bike Walk Advisory Committee

Meeting Agenda



THURSDAY, AUGUST 13TH, 2026 • 7:00 PM
Online & 2 Lincoln Street, Essex Junction, VT 05452

www.essexjunction.org • P: 802-878-6944 x 1625
E: mgiguere@essexjunction.org

This meeting will be in-person and available remotely. Options to watch or join the meeting remotely:
JOIN ONLINE: [Click here to join the meeting](#); or visit essexjunction.org for meeting connection information

JOIN CALLING: (toll free audio only) 888-788-0099 | Meeting ID: 958-5750-2850; Passcode: 790174

- 1. CALL TO ORDER**
- 2. AGENDA ADDITIONS/CHANGES**
- 3. PUBLIC TO BE HEARD**
 - a. Comments from Public
- 4. MINUTES FOR APPROVAL**
 - a. April 13th, 2026
- 5. BUSINESS ITEMS**
 - a. Welcome to New Members and Committee Reorganization
 - b. Updates from Local Motion
 - c. Park Street Reconfiguration Funding*
- 6. MEMBER UPDATES**
- 7. STAFF UPDATES**
 - a. Updates on City transportation projects
- 8. ADJOURNMENT**

*attachments included in the packet

Agenda item timestamps are estimates of the starting time of each topic and are subject to change.

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 on this agenda, call the City Manager's office at 802-878-6944 TTY: 7-1-1 or (800) 253-0191.



MEMO

To: Bike/Walk Advisory Committee
From: Michael Giguere, City Planner
Meeting Date: Thursday, August 13th, 2026
Agenda Item: Park Street Reconfiguration Funding

ISSUE: Whether to support the use of BWAC's budget to help fund implementation of the Park Street Complete Streets Project.

DISCUSSION: The City of Essex Junction is exploring options to enhance safety and connectivity for people bicycling along Park Street, a critical gap in the City's bicycle network. 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.

On April 29th, 2026, Essex Junction City Council selected Alternative 1 (Buffered Bike Lanes) as the preferred alternative for implementation. Staff proceeded coordinating with the City Engineer on designing construction drawings and specifications. An Invitation to Bid opened with submitted bids scheduled to be publicly opened on August 20th, 2026, at 2:00 pm. The anticipated contract start date is September 14th, 2026, with work completed on or before October 30th, 2026.

Initial estimates assumed this project could be funded entirely through the City's yearly restriping budget; however, more recent estimates indicate additional funding sources may be needed. In order to ensure that this project is completed in 2026, staff are exploring additional funding options, including but not limited to BWAC's annual budget. Given BWAC's involvement in refining the selected alternative, and its identified importance in closing a regional transportation gap, staff would like to hear from BWAC members on whether they support using the committee's current fiscal year budget for implementation.

COST: Up to \$10,000 for the current fiscal year.

RECOMMENDATION: Staff recommend that the BWAC consider whether to support using their annual budget for implementation of the Park Streets Complete Streets Project.

RECOMMENDED MOTIONS:

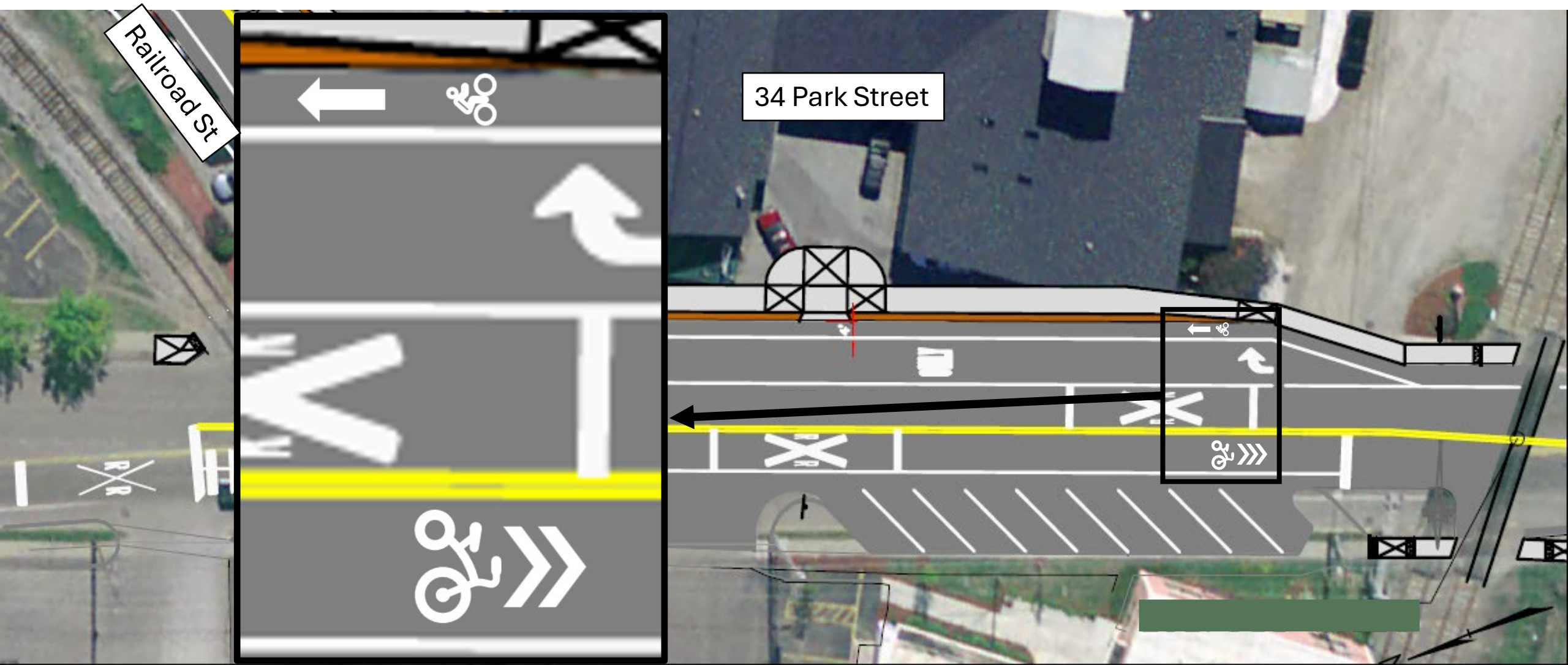
[if in favor]: I move that the Bike/Walk Advisory Committee support the use of its annual budget for implementation of the Park Street Complete Streets Project.

[if not in favor]: I move that the Bike/Walk Advisory Committee does not support the use of its annual budget for implementation of the Park Street Complete Streets Project.

[if in favor of an amount less than \$10,000]: I move that the Bike/Walk Advisory Committee support the use of a portion of its annual budget up to \$X.XX for implementation of the Park Street Complete Streets Project.

ATTACHMENTS: Public engagement plan set for Alternative 1.

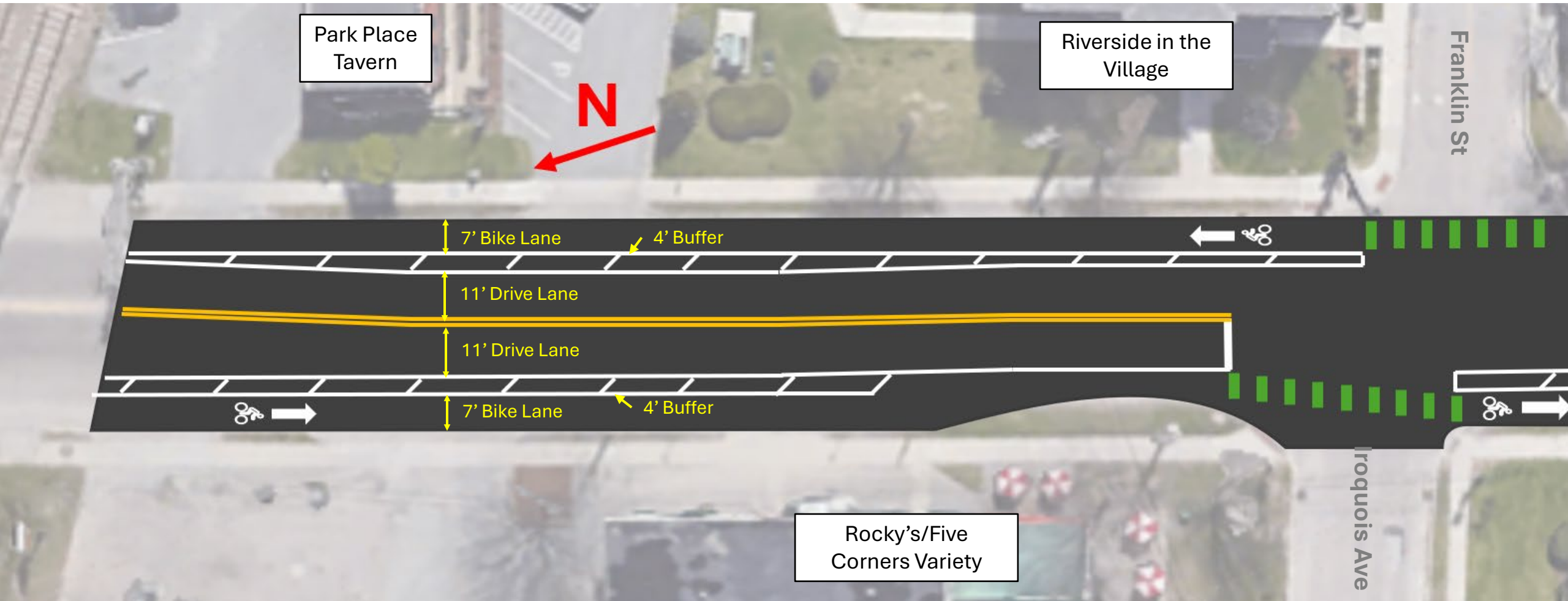
Zone A: Alternative 1



Zone A striping is proposed to remain mostly unchanged due to recent reconfiguration for the Crescent Connector and higher on-street parking utilization. A sharrow and bike lane symbol are proposed to be added. 11

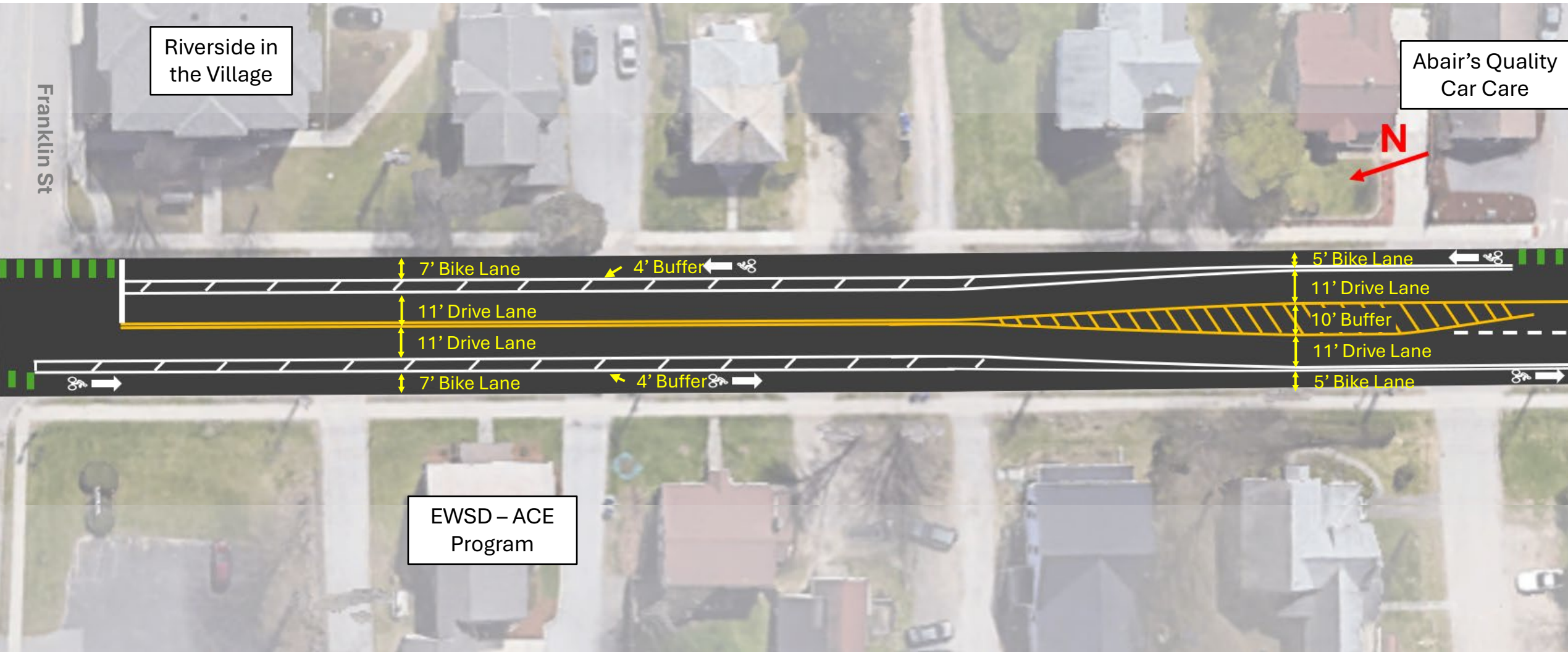
Zone B

Alternative 1



Zone C

Alternative 1



Zone D

Alternative 1

