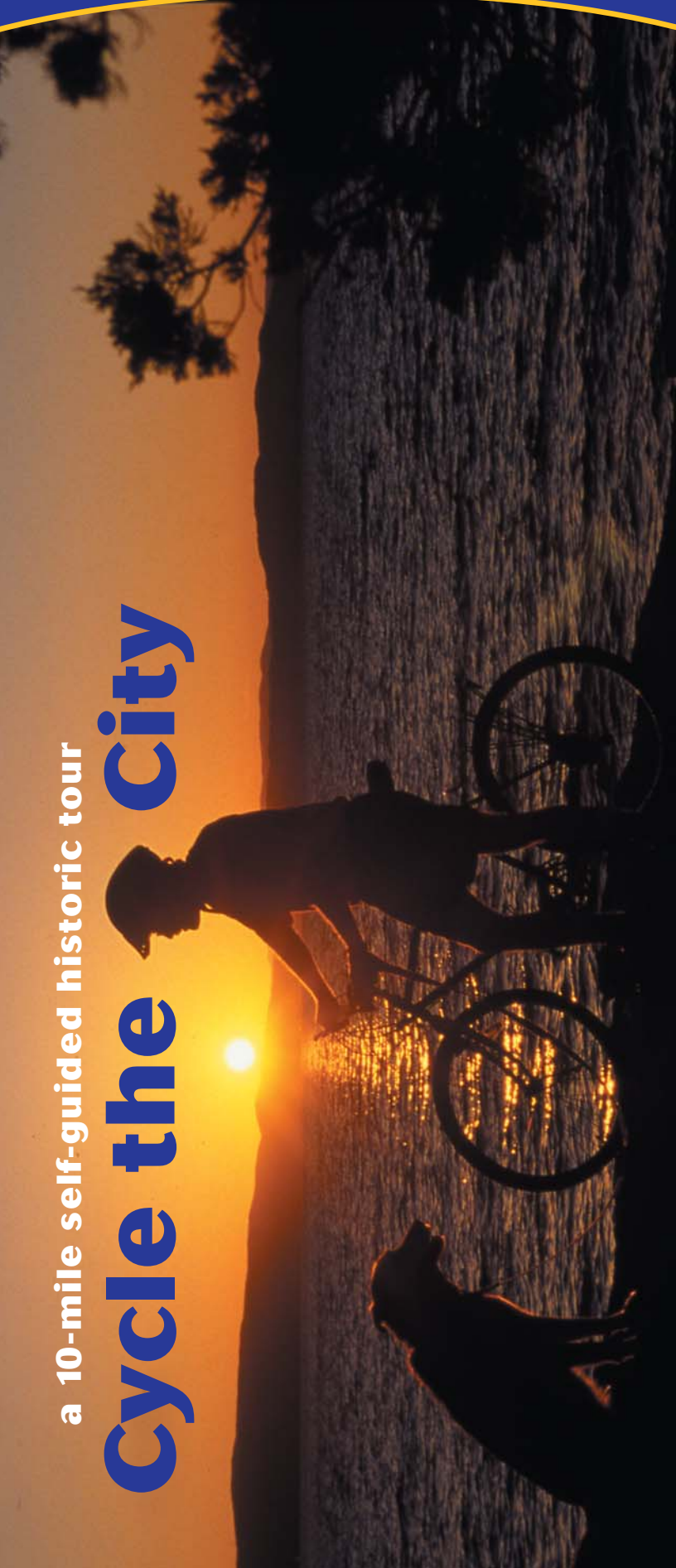


a 10-mile self-guided historic tour

Cycle the City

Cycle the City

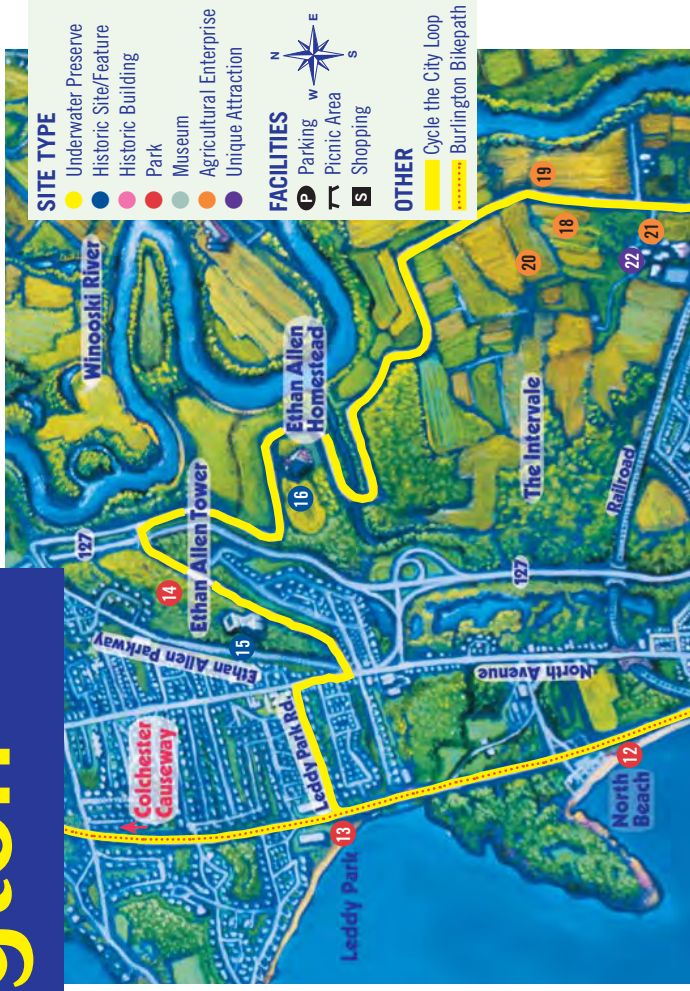
Burlington, Vermont



Welcome to Burlington

Cycle the City is the way to explore the “Queen City.” This exciting, self-guided loop tour showcases the history, culture and natural splendor of Burlington, Vermont—one of the loveliest cities in America, and the jewel of northern New England.

- This guide will lead you through the best of Burlington on a primarily flat, 10-mile cycling loop that is described in six distinct segments on the following pages. We recommend that, before venturing out, you read the informative narratives for each segment. While you’re in the saddle, our maps will make it easy to find your way.
- The loop will take you along spectacular Lake Champlain and the richly scenic Winooski River. You will also enjoy six parks, three colleges, and countless historic and cultural sites. You may want to look in on some of the welcoming people you’ll find at the restaurants, B&B’s, farms and other businesses along the way.
- Cycle the City is part of the Lake Champlain Bikeways 1,100-mile network. For info: www.champlainbikeways.org.



Guidelines for Bicyclists

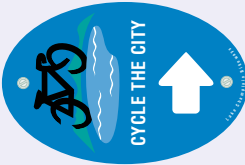
Scenic roads are traveled by both motorists and bicyclists. As a bicyclist, follow traffic laws and ride in a safe and controlled manner.

When cycling, please follow these guidelines:

- 1. WEAR A HELMET.
- 2. Ride with the flow of traffic in single file.
- 3. When using travel lanes, follow motor vehicle laws. Obey traffic signs and signals. Don't cut corners.
- 4. Use clear hand signals when making turns or stopping.
- 5. Ride in a straight line at least 3 feet from parked cars or curbs.
- 6. If you ride at night, use lights and reflectors.
- 7. Ride defensively! Be aware of motorists' actions.
- 8. Be aware of train tracks and other road conditions.

Disclaimer

Users assume all risks, inherent and not inherent, in the use of materials recommending routes of the Lake Champlain Bikeways network and all affiliated organizations, and individuals disclaim any and all liability on their part for damages or injuries to persons or property should they occur. Routes are chosen, designated and/or signed because: they are popular, or are preferred, or provide continuous routes to destinations, or are lightly traveled, or are scenic, or have more room for cars and bikes, or possess a combination of these attributes.

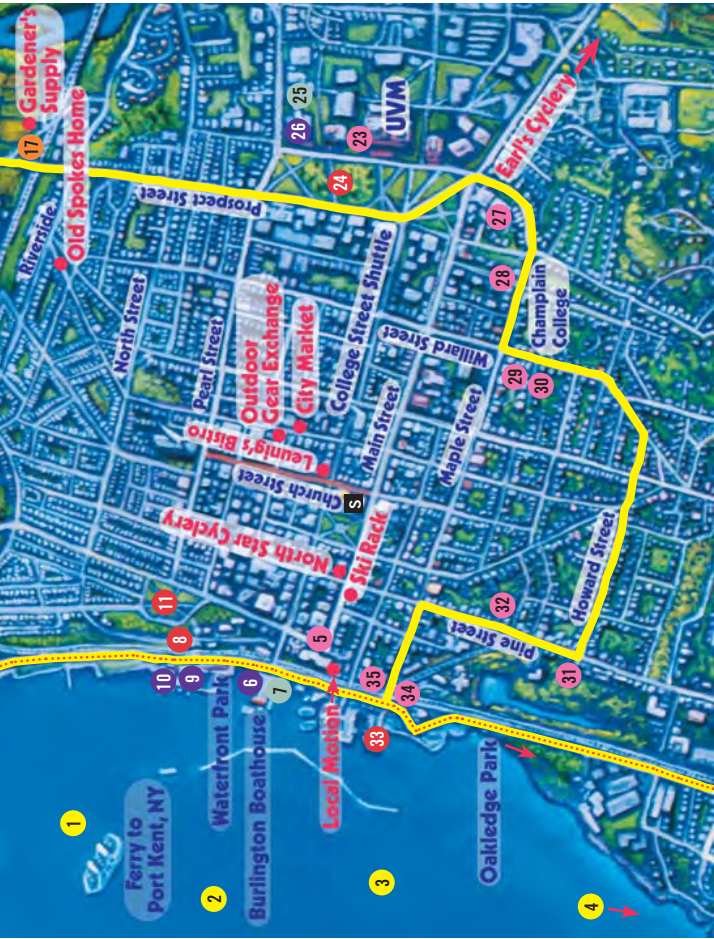


Look for the
Cycle the City signs
and stencils.



Paul Boisvert

Cycling and blading along
Lake Champlain.

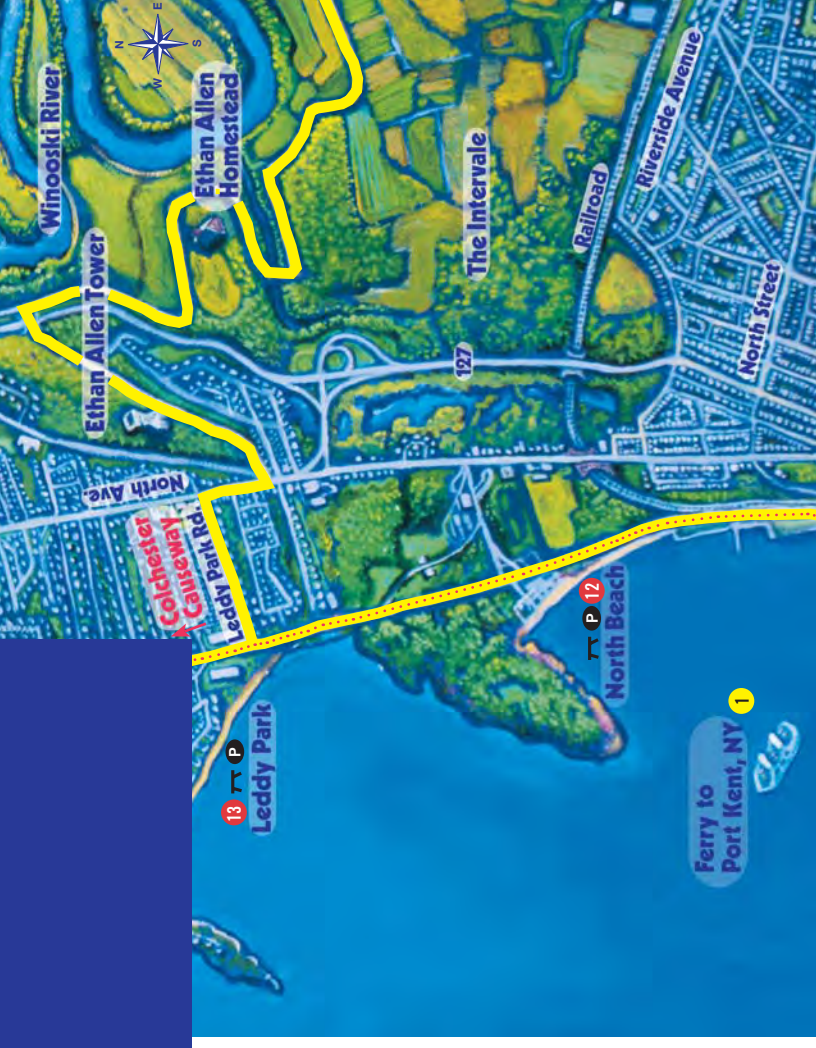


1 The Lakeshore

- The sixth-largest lake in the U.S., Lake Champlain stretches 120 miles from Canada's Richelieu River to Wood Creek in Whitehall, New York. You are looking at its widest point: 12 miles between Burlington and Port Kent, New York. The Adirondack Mountains on the New York side rose as the result of a continental collision over a billion years ago. Geologists believe they are still growing.

- The lake is named for the French explorer Samuel de Champlain, whose arrival in 1609 opened the lake region to centuries of European military battles over its possession. These waters were sailed by ships engaged in the French and Indian Wars, the American Revolution and the War of 1812. Today's lake contains artifacts and shipwrecks from all these eras. The Philadelphia, one of General Benedict Arnold's Revolutionary War gunboats, was rediscovered in 1997 after 221 years at the bottom.

- Also lying beneath these waters are the wrecks of commercial and recreational vessels, including the many canal boats and steamers that once plied the lake in its years as a busy commercial waterway. Lake Champlain's Underwater Preserve System includes the wrecks of the world's only known horse-powered ferry, the Burlington Bay Horse Ferry **1**, along with the O.J. Walker **2** the General Butler **3**, the A.R. Noyes Coal Barge, **4** and three others.



- Your trip begins and ends at Union Station, **5** where showers, a health club and bicycle lockers and racks are all available. Described at its 1916 opening as a Grand Central Station in miniature, this depot served passenger and commercial traffic on the Rutland and Central Vermont railroads — thus the name Union Station. The decline in passenger travel after World War II caused the station's closure in 1953.

- After decades of use by the Green Mountain Power Company, the station was bought in 1985 to form the core of the Main Street Landing complex, now a national model for the reuse of historic buildings and the eco-friendly development of housing, offices, art studios and restaurants.



The Burlington Bike Path - a 7-mile shoreline recreation path.

Carolyn Bates

- In the early 1990s, Burlington began to transform its waterfront from a defunct industrial site into a valuable public resource by focusing on the natural beauty and recreational potential of Lake Champlain. Included in the plan was the bikepath, which stretches from

Oakledge Park at the north to the mouth of the Winooski River, and the Burlington Community Boathouse **6**, built in 1991. ECHO **7** educates the public with hands-on ecological and cultural exhibits, including a shipwreck and live aquatic animals. The museum offers a \$1 discount to visitors who arrive by bike. Just show your helmet!



The Lakeshore

0.0 miles Loop begins at the lakeside of Union Station. Head north on bikepath along lake.

2.5 miles Turn right at Ledy Park and leave parking lot on Ledy Park Road.

- At the other end of Waterfront Park **8** is the U.S. Coast Guard Station **9** and the Lake Champlain Community Sailing Center **10**. The center offers instruction, rentals and storage, and is equipped to serve disabled sailors.
- Overlooking the waterfront is Battery Park **11**, the site of an American encampment in the War of 1812, active when British ships were in firing range.
- North on the bikepath is the Urban Reserve, purchased by the citizens of Burlington in 1991 to allow for public choice in the area's future development. Ducks, sandpipers and other water-loving animals have made their homes here. Past the Urban Reserve is North Beach Park **12**, with one of Vermont's finest sand beaches, a bathhouse and an adjacent city campground. Further on is Ledy Park **13** where you'll leave the bikepath. Use caution as you cross North Avenue to enter Ethan Allen Park.

2 Ethan Allen's World

- This park is named for Vermont's Revolutionary War hero, Ethan Allen, who farmed the land you are bicycling on today. Allen gained national fame as the flamboyant founder of the Green Mountain Boys, his band of backwoods soldiers. His adventures — and his rowdy love for freedom — are legendary. It has been said that Allen's independent thinking and stubborn nature live on in Vermonters today.
- Soon after you begin your ride through Ethan Allen Park **14**, you will see a sign on the left marking a footpath to the Ethan Allen Tower **15**. The tower was erected in 1905 as a memorial to Allen, by the Sons of the American Revolution. It was constructed on Indian Rock, so named for the site's significance to the local Abenaki tribe that controlled this region before European settlement. The tribe used this promontory to monitor the movements of enemies on the lake. You are welcome to enter the tower from Memorial Day through Labor Day, to enjoy one of Burlington's most spectacular views of the Adirondacks.
- The trail next opens to offer the first of many views of the Intervale, a fertile floodplain, and the Winooski River. You will learn more about the floodplain and its conservation as you traverse it in the following segment.



Ethan Allen's World

3.1 miles	Turn right on North Avenue. Ride on sidewalk or roadway (depending on your abilities).
3.3 miles	Cross North Avenue to enter Ethan Allen Park.
3.8 miles	At fork, stay right.
4.3 miles	Cross bridge and turn left onto bike-path to Ethan Allen Homestead.



Ethan Allen's Homestead.



The path to the Intervale.

After a short ride you will see the Ethan Allen Homestead historic site and museum **16**. The Homestead is the only surviving Allen residence, and an example of what prosperous colonial farms were like. Although it appears modest to us today, when Ethan and his large family lived here this was considered a substantial home.

In the 1780s, Allen's house was on the edge of the frontier. Near the highest navigable point of the Winooski River, it was a connection between the vast interior of New England and the outside world, through the Winooski, the lake and the St. Lawrence River.

As you enter the Homestead the pavement ends. Here you might enjoy walking up the driveway to see the Allen farmhouse much as it may have looked in 1787. Let your imagination take you back to colonial Vermont. After exploring the farmhouse and the museum, continue your bike ride; the views of the river are essentially the same as those Ethan Allen enjoyed.

Find out more about life during Allen's time at the historic site's Education Center, in the large gray barn. Inside, you can explore Vermont history and archaeology through multimedia shows, hands-on exhibits and guided tours of the historic house. The historic site and museum managed by the Ethan Allen Homestead Trust, on lands owned by the Winooski Valley Park District, are open daily during the summer and fall months. Call (802) 865-4556 for specific dates and times.

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3 The Intervale

- Now, you'll be venturing into the Intervale, a floodplain along the Winooski River that is rich in natural resources and historical significance. This is Burlington's last remaining farmland, a remnant of the city's ancient agricultural roots. Today's Intervale is undergoing a renaissance as a fertile center for organic farming and ecological innovation.
- "Intervale" is a New England term for riverside lowlands. Overall, this large floodplain covers 3,900 acres, with about 60 percent in neighboring Winooski and Colchester. On the edge of the Intervale, 2,000 and 4,000-year-old Abenaki Indian sites have been found. Excellent farmers, the Abenaki based their diet on corn, beans and squash that they grew. Evidence of experimentation with cold-resistant corn crops in the Intervale dates back 600 years.

- After Europeans displaced the Abenaki in the Intervale, farming here continued. Following the American Revolution, Intervale landowners grew crops for their own consumption and sold the surplus. Farmers switched to dairy around 1850, when Central Vermont Railroad's extension of its tracks into the Intervale made it possible to sell milk to a national market.



Farmham

- Within this rapidly growing urban area, many naturalists of the early 1900s regarded the Intervale as important plant and wildlife habitat.



The Intervale

4.7 miles

Follow green posts with bicycle icon through the Intervale.

Famed conservationist and UVM professor George Perkins Marsh compiled an inventory of Vermont plants in the early 1900s, which featured many Intervale plants.



The scenic Winooski River.

- Keep an eye out for animals! You may glimpse a great blue heron, a kingfisher or an osprey diving into the river for fish. Trackers who regularly monitor the Intervale's diverse wildlife have confirmed the presence of beavers, raccoons, foxes, fishers, coyotes, deer and an occasional moose.

- By the middle of this century, urban development and commercial farming had impacted the Intervale's ecosystem. The town dump, a sewage pit and a junkyard of 350 cars became a serious threat to the river and wildlife. Then in 1985, Gardener's Supply Company **17** moved to Intervale Road, bringing with it a host of people who had sustainable agriculture in mind.



The Intervale Foundation

Farming in the Intervale.

- After starting the Intervale Community Farm **18**, an organic farm that grows produce for 400 member families, Gardener's Supply founded a non-profit organization called the Intervale Foundation. The Foundation's first project was Intervale Compost **19**, the largest community composting facility in Vermont. You can see the 10 acres of brown windrows on the left as you ride by. Each year, the project produces 7,000 tons of compost to restore the Intervale's farmland and for commercial sale that funds the ongoing work of the Intervale Foundation.

- Next you'll see more organic farms **20**, many of which got their start with the Intervale Foundation's Small Farm Incubator Program. Today, 10 organic farms in the Intervale employ approximately 30 farmers — and they've set the goal of growing 10 percent of Burlington's fresh food here in the Intervale.

- Building on this farming foundation and Burlington's desire to become the nation's "most sustainable city," an "Eco-Park" **21** is emerging in the Intervale. Here, wastes from the production of one product will be used as fuels for other processes, completing the cycles of a healthy ecology. For example, excess heat from Vermont's largest source of renewable electricity, the McNeil Generating Station **22**, which burns sustainably harvested wood chips, may be used to heat greenhouses that grow vegetables year-round. Experiments with biomass digesters and other green technologies are already underway in the Intervale.

- Take a moment to tour the lovely display gardens around the Gardener's Supply store.

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4 University Row

- Climbing a long hill out of the Intervale's natural seclusion, you will finally reach North Prospect Street, for many years called "the road to the Intervale." Along here are several good examples of the elaborate, turn-of-the-century "shingle style" architecture.

- As you approach Pearl Street, use caution through this awkward and busy intersection. Then notice on the left the University of Vermont's stately University Row **23** along its ten-acre historic Green **24**. Chartered in 1791, the same year Vermont became the Union's 14th state, UVM was the fifth college founded in New England. Founder Ira Allen, Ethan's brother, donated the land for the University's original buildings. The Green has been a campus focal point for more than two centuries. This is a nice place to take a rest while viewing the landmark architecture of University Row. At College Street, take a left onto a bikepath that travels across the Green.

- [By the way, if you have an interest in fine art, depart slightly from the tour's path on North Prospect Street to visit the University's Robert Hull Fleming Museum **25**, 0.2 miles to the left on Colchester Avenue (museum on right). The museum, designed by the nationally renowned firm McKim, Mead and White, in a handsome Colonial Revival style, has a permanent collection of more than 20,000 works including American, European, African, and Ancient Egyptian art.



University Row

7.6 miles Cross Riverside Avenue.

8.1 miles Cross Pearl Street.

8.4 miles At College Street, turn left onto bike-path through the historic UVM Green. Cross Main Street and stay on path. Return onto Prospect Street and look for Maple Street soon after.

● The most northerly building on University Row, and likely the first to catch your eye, is Ira Allen Chapel. Designed also by the firm McKim, Mead and White, the chapel was completed in 1926. Its impressive bell tower has become a landmark for people approaching Burlington from almost every direction.

● On the chapel's lawn is a headstone marking this as the burial place of John Dewey (1859-1952) ²⁶. Dewey is best-known as the "Father of Progressive Education," a movement that flourished in the early part of this century and continues to inform scholars. Though his theories were controversial, Dewey is still highly regarded as one of America's leading philosophers.

● Second in University Row is Billings, the last and largest of a series of libraries designed by famous American architect H.H. Richardson. Built in 1885, Billings is typical of the Richardson Romanesque style, characterized by rough contrasting stones, towers, and a wide entrance arch. Billings served as the University's library until 1961, and was converted into a Student Center in 1963.

● Next is Williams Science Hall, named for UVM graduate Dr. Edward H. Williams. Williams wanted to donate an art building, but a friend convinced him to finance a science center instead. Built in 1896, Williams was the first completely fireproof building in the United States. In 1972, Dr. Williams's original intention was realized — the hall was converted into UVM's art building.



UVM Old Mill, 1825, and the Green.

● Next is Old Mill, the oldest academic building on campus and a prominent symbol of UVM. The Old Mill once held the entire college, and it still houses several academic departments. Originally constructed in 1825, the building was rebuilt in 1882 in High Victorian Gothic style. In 1998, the interior was completely reconstructed and the exterior was restored to the 1882 appearance.

● The fifth building is the Romanesque Revival-style Royall Tyler Theatre. Originally built as the campus gymnasium in 1901 and also used as a civic center for the community, the building was converted in 1974 into a 291-seat theatre. The final structure on University Row is Morrill Hall, built in 1907 as the home of the University's Agricultural College.

● At Morrill Hall, follow the bikepath that crosses Main Street and goes by Pomeroy Hall. You will enter the Mansions of the Hill segment once joining South Prospect Street.

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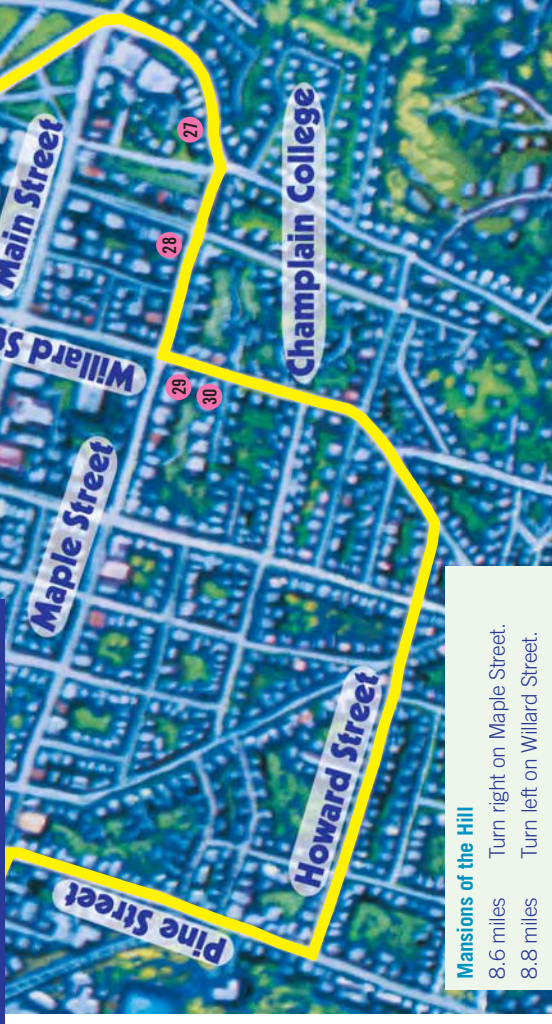
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5 Mansions of the Hill

- Burlington's Hill Section is known for the stately homes built by the industrialists and public figures who helped make the city what it is today. This part of the city was developed as Burlington grew outward from the waterfront and downtown. The first to build homes here were professors and school employees, a short walk from the University. Later, lawyers, politicians and residents who prospered from agricultural, transportation and manufacturing interests settled in the area, drawn by its great lake views and relative distance from the noise and dirt of the lumber industry along the waterfront.
- In the 1870s, Burlington was the country's third-largest timber port. Lumber had by then become a huge industry, driven by building booms in cities throughout the country and the settlement of the Midwest. Burlington's "Lumber Barons" kept up with the latest building trends and built impressive Italianate, French Second Empire and Queen Anne style homes. Many of these buildings are still standing; most have been put to new uses as apartment buildings, dormitories, fraternities and sororities for UVM and Champlain College.
- A few of the many notable buildings in the *Mansions of the Hill* Segment:



Mansions of the Hill

- | | |
|-----------|--------------------------------|
| 8.6 miles | Turn right on Maple Street. |
| 8.8 miles | Turn left on Willard Street. |
| 9.3 miles | Turn right down Howard Street. |



Edward Wells Home, 1895.



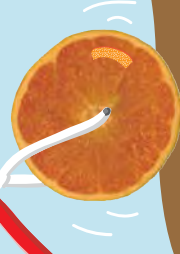
Elias Lyman Home, circa 1884.

● The Clement House **27** at 194 South Prospect Street, was built in 1861 for the University's treasurer, Nathan Strong Hill. This understated building, in the Italianate style, is now home to the UVM Admissions Office.

● The large redstone **28** building at the northwest corner of Maple and Summit was built in 1895 for Edward Wells, a partner in the Wells Richardson patent medication firm. His success enabled him to build "the finest house money can buy" — and indeed it is a fine example of the grand Queen Anne style, with its distinctive turret, sweeping porches and carved woodwork. Guests arriving by carriage would alight beneath the protection of the "porte-cochere" and perhaps join the family for tea on the curved veranda that overlooks the lake. Today the building is the home of Delta Psi fraternity.

● Champlain College's Hill and Lyman halls **29** (at 227 and 237 South Willard respectively) were built in the Queen Anne style for brothers John and Austin Dunham, successful lumber barons. The form of each house is essentially the same, but different details such as the third floor porches — give each building its own personality. How many of these differences can you spot?

- The Italianate-style home **30** at 251 South Willard was built in 1859 for Edward Phelps, a lawyer who served as U.S. ambassador to England in 1885 under President Grover Cleveland. Typical of this style is the home's cube-like form, along with its series of evenly spaced brackets under the eaves of the roof. The porch and south wing are later additions.
- As you pedal down South Willard Street, catch a glimpse of Lake Champlain on your right before heading back downhill.



Bike on over!



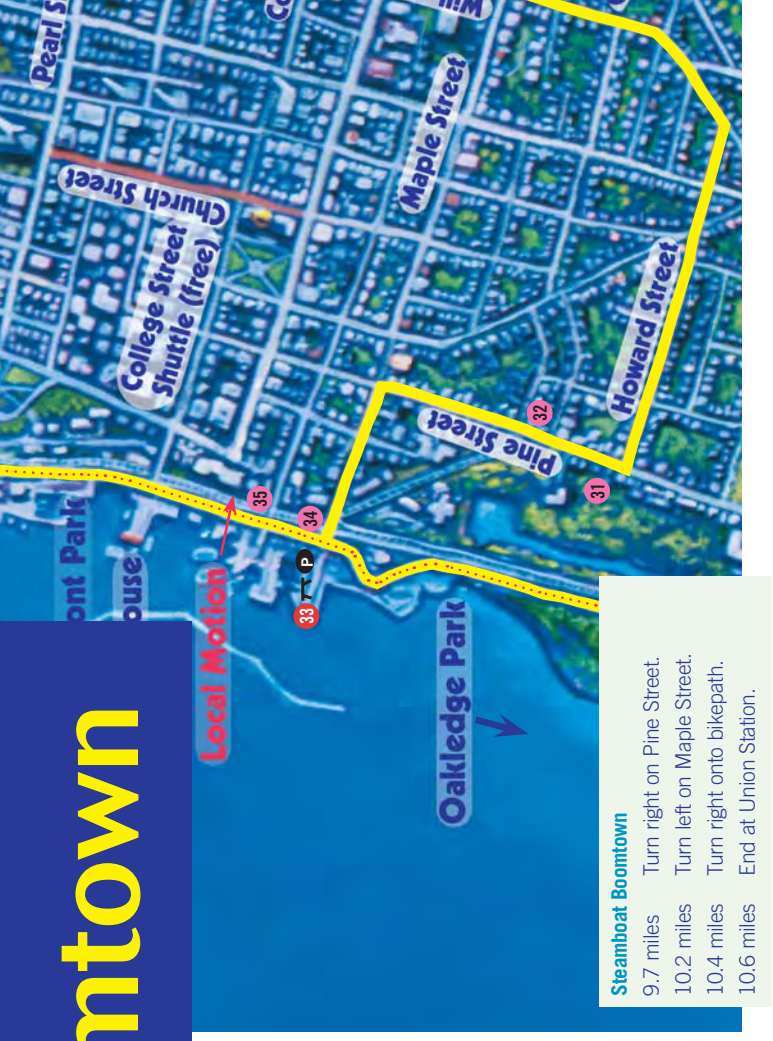
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6 Steamboat Boomtown

- Get ready for a long downhill, but do prepare to stop at three crossings. As you whiz down, notice how the buildings become more working-class. At the bottom you'll find yourself on Pine Street, where Burlington earned its reputation as a major center of commerce during the 19th and early 20th centuries.
- At the start of the 1800s, Burlington became the nation's foremost port for importing Canadian lumber. The city really began booming after the Champlain Canal was built in 1823, connecting the lake to the Hudson River and lucrative ports south. When the first steam train engine chugged into town in 1849, the railroad completed a transportation system that could float raw lumber down from Canada on steam-powered boats, then load it here on trains bound for Albany, Boston and New York. During the 1850s and 60s, the heyday of Burlington's timber-trade prosperity, lumber yards and manufacturers filled this bustling, waterside corridor.
- By the 1890s, tariff changes and competition from Western timber had stalled Burlington's lumber industry — but access to the railroad and open factory space enticed a variety of industries to Pine Street. The Maltex Malted Cereal Factory first opened its doors in 1899, in what is still referred to as the Maltex Building **31** at 431 Pine, on the Howard Street corner.



Steamboat Boomtown

9.7 miles	Turn right on Pine Street.
10.2 miles	Turn left on Maple Street.
10.4 miles	Turn right onto bikepath.
10.6 miles	End at Union Station.



Burlington Bay at the height of its lumber boom in the mid 19th century.



Champlain Transportation Dock during the 19th century.

● Here on Pine Street you can still see remnants of the lumber boom. On your right at 320 Pine is the Kilburn and Gates Building **32**, built about 1870 as a furniture factory, which a trade journal described as “the largest furniture factory in the United States, if not the world.” Among the many wood-planing mills that once flourished on Pine Street, the only one still standing is now the Bobbin Mill Apartments.

● Today’s Pine Street continues to be an incubator for new businesses: a number of small, locally owned shops and businesses now occupy these old, subdivided factories. Many of them are craft shops or small manufacturers, maintaining the district’s industrial spirit.

● As you turn left on Maple Street to coast down to the lake, you enter the Battery-King Street Historic District. After the advent of steamboats in 1800s, Burlington became the center of a prosperous and growing inter-lake cargo trade. Perkins Pier **33** was built in 1810 to allow boats to unload large cargoes without having to transfer them to “lighters.”

● Near the corner of Maple and Battery streets, the Old Stone Store **34** at 171 Battery recalls the time, before the Civil War, when this was one of the city’s busiest commercial areas. Built in 1828, the Stone Store received goods by boat and stagecoach, in later years by railroad. Today, a restaurant, shops and offices have revived the traffic at this once-busy stagecoach stop.

● After returning to the bikepath, you will notice the King Street Dock, one of North America’s oldest active ferry crossings. The dock is now owned and operated by the Lake Champlain Transportation Company — a direct descendant of the world’s oldest steamboat company, the Champlain Transportation Company. Next door is the Ice House Restaurant **35**, which was built in 1868 and was still an ice house in the early 1900s. There were a number of ice houses along Battery Street, some with underground tunnels traveling beneath the railroad tracks to the lake.

● The loop, and your tour, concludes with another revived landmark — back at Union Station!

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