



*A Study by the City of Burlington Department of Public Works in conjunction with the
Chittenden County Regional Planning Commission*

Public Meeting

Wednesday, November 13, 2019 5:00 PM – 7:00 PM
Old North End Community Center, Allen Street, Burlington

The presentation is available on the project website: tiny.cc/WinooskiAveStudy

This meeting was videotaped by Channel 17: <https://www.cctv.org/watch-tv/programs/winooski-avenue-transportation-study-public-meeting>

1) Welcome & Agenda Review

The meeting was called to order at 5:15PM by Chapin Spencer, Director of the Department of Public Works (DPW). He reviewed the agenda and introduced Jon Slason of RSG.

2) Project Background

Jonathan described the Winooski Avenue Study as a comprehensive transportation study of the entire Winooski Avenue corridor, developing multimodal improvement strategies that address safety, capacity, and connectivity. The final deliverable will be an actionable implementation plan with near- and long-term recommendations.

The City is studying Winooski Avenue to create a comprehensive plan in this heavily-used geographic gateway to City. The multimodal facilities are inconsistent and not intuitive. Seven of the twenty priority intersections identified in planBTV Walk Bike are along Winooski Avenue and 16 percent of bicycle crashes and 17 percent of pedestrian crashes in the City in the past five years occurred here. VTrans has identified six high crash locations along this roadway. The potential to reconnect Pine Street and St. Paul Street will create additional opportunities for change along Winooski Avenue. Finally, planBTV Walk Bike recommends protected bike lanes along the entire length of the corridor but details are not provided.

The Corridor Vision:

- Traveling along and across Winooski Avenue will be safe, inviting, and convenient for people of all ages and abilities using any mode of transportation.
- Walking and bicycling will be viable and enjoyable ways to travel this corridor. Improvements will encourage active travel and alternatives to personal vehicle use.
- Businesses will flourish with an activated streetscape and convenient access along and near Winooski Avenue.
- The mobility and parking needs will be balanced for property owners, residents, businesses and the greater transportation system.
- The street can adapt to changes to the transportation system and land use.

This meeting is the third public meeting with the final meeting before the City Council in early 2020. The draft and final report and implementation plan will be completed in 2020.

3) Project Options - Development Process

Jonathan reviewed the three broad design alternatives that were presented at the public meeting on June 4, 2019:

- Alternative 1: Conventional Bike Lanes
- Alternative 2: Protected bike Lanes with limited widening and limited parking
- Alternative 3: Two-way protected bike lanes within existing curbs

Jonathan described some of the insights that Bryan Davis of the CCRPC collected from the NPAs, city committees, business owners, residents and stakeholders during an outreach effort in the spring:

- Continuous, dedicated bike lanes are critical, and protected lanes are preferred.
- Street trees and green strips are crucial for an inviting corridor.
- Main to Pearl is aggressive/stressful/dangerous/unattractive.
- There is a high demand for parking on North Winooski.

4) Project Options - Evaluation Process

Within the three alternatives, the project team rated all 13 variations in an evaluation matrix, using the following criteria: Bicycle Level of Stress & Safety, Pedestrian Quality of Service, Change in Parking Spaces, Street Trees Impacted, Change in Green Strip Width, Cost, Transit Quality of Service, Neighborhood Access, and Vehicle Operations & Safety. The intersections were also rated in an evaluation matrix using a broader set of criteria. After the initial evaluation of calculated metrics and engineering judgement, alternatives were filtered to be functional, practical, balanced, and consistent.

5) Concept Corridor and Intersection Options

The team applied the corridor vision to the near-term options and the results follow:

- Improves safety and convenience for all users
 - Re-allocates road space between Main Street and Pearl Street
 - Shortens intersection crossings and calms traffic at intersections
- Creates connected, contiguous north-south bike facilities
- Retains existing parking along west side of the corridor
- Improves business/resident access for all modes by making it two-way north of North Street

Riverside Avenue to North Street

Highlights: Retains west side parking (76 spaces)
Removes east side parking (64 spaces)
Stormwater management opportunities
Pedestrian improvements at intersections

Connectivity: 2-way vehicle lanes, northbound and southbound bike lanes

A Parking Management Plan will identify strategies to manage Winooski Avenue parking. The plan will be completed before pursuing any changes to North Winooski.

North Street to Pearl Street

Highlights: Retains west side parking (46 spaces)
Removes east side parking (45 spaces)
Retains southbound vehicle lane
Creates northbound and southbound bike lanes

Stormwater management opportunities
Pedestrian improvements at intersections

A parking management plan will be conducted to identify strategies to manage Winooski Avenue parking. The plan will be completed before pursuing any changes to North Winooski.

Pearl Street to Main Street

Highlights: Improves utilization and safety of existing road capacity, enhances quality of service for pedestrians, and reduces stress for bicyclists

Connectivity: 2-way vehicle lanes (1-lane northbound and 1-lane southbound), two-way left-turn-lanes, northbound/southbound bike lanes

Main Street to King Street

Highlights: Retains west side parking (13 spaces)
Eliminates east side parking (12 spaces)
Maintains two-way vehicle traffic
Creates new northbound and southbound bike lanes

King Street to Howard Street

Highlights: Retains west side parking (87 spaces)
One-lane southbound vehicle lanes
Northbound and southbound bike lanes

In addition to these shorter-term options, there are long-term options that allow a response to changes in land use, parking demand, management strategies, and other significant projects, such as Great Streets. The option to widen the roadway to increase vehicle parking supply, provide space for protected bike lanes, and/or improve pedestrian amenities is maintained. From North Street to Pearl, the roadway can be widened for continuity of two-way vehicle lanes from Main to Riverside, northbound and southbound bike lanes, and west side parking. From Main Street to King Street, the roadway could be widened for protected bicycle facilities.

5) Next Steps

The South (Howard to Main), Downtown (Main to Pearl), and North (Pearl to Riverside) segments can be pursued independent of one another. The southern section can be implemented more quickly (approx. one calendar year by DPW) due to fewer conflicts. The downtown section improvements would be medium-term (approx. 2-3 years). The northern segment needs to first have a Parking Management Plan to determine the impacts of the recommendations.

Q&A

Note: The Q&A occurred at two separate times during the meeting; all comments are listed below.

- Stu McGowan: The report should include all of it – biking and parking. I've seen 30 years of great progress in the ONE.
- Jason Van Driesche: Winooski Avenue is the number one concern of bicyclists and pedestrians and has been for a long time. The recommendations are practical, fair, implementable, and it's the right plan at the right time.
- Q: Why was a two-way roadway not recommended? A: This would have required widening of the roadway; this can be a long-term option.
- Q: I've lived on N. Winooski for ten years. Removing parking will hit a lot of people; many

- don't have off-street parking available. I support bike lanes, but we need overnight residential on-street parking.
- Q: My landlord told me to park on the street instead of on the grass (City doesn't allow parking on the grass). Are you looking at resident only parking? A: A Parking Management Study will look at all the options.
 - Q: Explain the connectivity problem that is trying to be solved. I don't see it – I've been working on N. Winooski Ave. for 10 years. A: Some modes aren't direct due to the road changing from one-way to two-way.
 - Laura Jacoby: Why is multimodalism a priority for the City? A: planBTV Walk Bike articulates the reasons.
 - Dave Hartnett: The study removes 76 parking spaces on Winooski Ave. while the neighboring street has resident-only parking. That's a problem. It's nice to have events like this, but is this wasting our time because the City has already determined the outcome? DPW has said that roadway design is changing whether we want it to or not. A: We did not come into this study with a foregone conclusion. The City Council will make the final decision.
 - Q: Have you studied whether or not bicyclists follow the rules of the road? It's one extra block from Winooski Ave. to Union to ride in the correct direction. Bikes need to follow the rules.
 - Brian Pine: Can we have our cake and eat it too? Bikes and parking? A: The roadway is only 58-66 feet wide and any widening beyond the existing roadway becomes a long-term strategy due to cost. There are some improvements we can do within the existing roadway.
 - Rick Sharpe: Why not use parking to separate the travel lane from the bike lane like they do in Montreal? Cars can protect the bikes. A: Multiple driveways make this strategy difficult.
 - Q: In the southern section, from King to Howard, the bike lane is against traffic. Bollards are needed, especially because of distracted drivers. A: There is no buffer shown due to the limited width of the roadway.
 - Q: Would diagonal parking provide more parking spaces? A: The width isn't available in the current roadway. Diagonal parking adds between 10-15 percent more parking.
 - Karen Yacos: A lot more people are looking to use roads than previously. We need to use the corridor better and we need infrastructure that works for everyone. We have a document signed by 80 people supporting protected bike lanes.
 - Erik Hoekstra: The scariest part of Winooski Ave. for bicyclists is the downtown section because there is so little space for a bike. Can everyone win? It's expensive to have everyone win, but it could be done. We should not be afraid to make this a long-term goal. Parking is important because local businesses rely on a regional customer base. The long-term and short-term should not sacrifice one mode over another.
 - Q: Is a Parking Management Plan a normal process in a study like this? A: No. It will be in addition to this study.
 - Q: Everyone should get a dash cam to protect themselves against bad bicycling behavior.
 - Q: The design from King to Main shows parking between the bike lane and the roadway. I'm concerned about curb cuts. Would there be room for everyone if Winooski and Union formed a one-way pair of streets, like they have in Montreal? A: Studies show that a one-way pair would require Union to be widened and there would be a substantial parking impact. One-way traffic design is not as popular anymore because of the benefits of two-way travel.
 - Q: What is the cost of this study and the improvements? Who pays? Chapin Spencer: The study costs approx. \$160,000 with 80 percent paid by the federal government and 20 percent paid by the City. We don't yet have estimates for the improvements.
 - Q: We have a climate emergency and we must support less intense modes of transportation. Will there be less or more trees?
 - Q: I own two buildings on Winooski Ave. Traffic is most intense between 5-6PM and there is no one on the street after 9PM. Essential parking for late evening businesses is available. I like

the bike lanes too.

- Q: Is the two-way traffic necessary? I haven't heard about connectivity being an issue during my 25 years of working on Winooski Ave. A: GMT avoids Winooski Ave. because of limited connectivity.
- Q: I'm scared of biking on Winooski Ave. We're being ignored. I cannot bike there and I'm scared of climate change. We must act. Bike lanes are important to battle climate change.

The formal meeting adjourned at 6:30 and participants were able to visit stations depicting the design alternatives to submit additional written comments. Participants' comments on the alternatives will be posted on the website.

See next page for attendance sign-in

Attendance
Members of the Public

Christopher	Adams	Erik	Hoekstra	Carol	Pritchard
Kim	Anderson	Maxwell	Horovitz	Amy	Provencher
Tiki	Archambeau	Greg	Hostetler	Linda	Provost
Dale	Azaria	Eric	Hurley	Rebecca	Roman
Alysia	Beaman	Laura	Jacoby	Quinn	Salinder
Teagan	Betori	Maisie	Jarrell	Patricia	Seelan
Bill	Bissonette	Brianna	Jasset	Jason	Segelman
Duncan	Boyd	Josh	Katz	Karen	Sentoff
Melissa	Bradford	Jeffrey	Kaufman	Rick	Sharp
Kortnee	Bush	Jane	Knodell	Britt	Shattuck
Linda	Campbell	Damon	Lane	Joy	Snow
Dave	Cawley	Larry	Lewack	Phinneus	Sonin
Devin	Crowley	Caryn	Long	Evan	Stainman
Dan	Cunningham	Michael	Long	Jim	Sullivan
Lowell	Deschalenes	Derek	Lorrain	Emily	Tompkins
Shawn	Dolan	Mary	Manghis	Joseph	Vandette
Howard	Dolan	Jaclyn	Mason	Jason	VanDriesche
Nancy	Dolan	Ruth	Masters	Samantha	VanGerbig
Ryan	Doyle	Curt	McCormack	Robert	Viskup
Glenn	Eames	Liz	McDonnell	Philip	Wagner
Jim	Elsman	Luke	McGowan	John	Ware
Tim	Farbisz	Stu	McGowan	Joan	Watson
Zack	Flaherty		Merriman	Jonathon	Weber
Eliana	Fox	Kirsten	Shapiro	Jacob	Weinstein
Perri	Freeman	Jim	Meunier	April	Werner
Alexander	Friend	Kelly	Meunier	Melinda	White Bronson
Andrew	Frost	Patrick	Murphy	Keith	Wight
Ian	Galbraith	Kaleb	Olsacher	Josh	Wilcox
Marcie	Gallagher	Liam	O'Sullivan	Jamie	Williams
Drew	Gingras	Solveig	Overby	Jerry	Williams
Justin	Graham	Steph	Pappas	Taran	Wise
Liam	Griffin	Caitlin	Pascucci	Kurt	Wright
Madison	Hajjar	Jessica	Pierce-LaRose	Karen	Yacos
Jack	Hanson	Brian	Pine	Cali	Zipparo
Marc	Heinzer	Maeve	Power		
Jacob	Hinsdale	Barb	Prine		

PAC: Erik Brown-Brotz, Alex Bunten, Jacob Flanigan, Devin Mason, Sean Melinn, Karen Paul, Max Tracy

CCRPC: Eleni Churchill, Bryan Davis

City of Burlington DPW: Nicole Losch, Chapin Spencer

Consultant Team: Corey Mack (RSG), Diane Meyerhoff (Third Sector Associates), Jonathan Slason (RSG), Julia Ursaki (Dubois & King)

Comments Submitted for the Record at the Meeting

(note that other comments received via email are compiled in a separate document)

Champlain Housing Trusts' Concerns re: Winooski Avenue Corridor Study

Since the early 1990's, CHT has made significant community investments in the Greater Archibald Intervale Neighborhood, which includes North Winooski Avenue. The Foodshelf (now Feeding Chittenden), Legal Aid, the Multi- Gen Center (now Children's Space and Outright), Thelma Maple Coop, the Bright Street Coop, the Bus Barns, George Little Park, Pathways, and numerous other rental and homeownership properties on Winooski Ave were all initiated by CHT as community investments. We are likely the largest single land and property owner on the street.

Over time, others have followed and the street is now transformed with restaurants, retail and neighborhood and regional services, a pretty eclectic mix that serves the neighborhood as well as people who travel a distance.

There is no public parking available other than on street parking. Only two or three properties have spaces available for visitors. The reduction of on street parking without significant off street public parking options will have a negative impact on non-profits and business along this part of the corridor. The table below expresses the walking distances between locations and public parking opportunities existing in the downtown as no large public parking opportunities exist in the old north end outside of the downtown garages.

Complete Streets requires the balancing the right of way for all modes of transportation. The plans for the section of Winooski Avenue north of North Street espoused in the near term improvements in the Winooski Avenue Corridor Study does not do that. The current off –street public parking presents challenges for folks with mobility impairments, children and everyone in the winter.

Origination Location	Off-street Public Parking Locations	Walking times
Community Health Center at Riverside and Winooski Avenues	Church Street Marketplace Garage	~19 minutes
Community Health Center at Riverside and Winooski Avenues	Lakeview Garage	~22 minutes
Drifter's Café and Bar at Winooski Avenue and North Street	Church Street Marketplace Garage	~9 minutes
Drifter's Café and Bar at Winooski Avenue and North Street	Lakeview Garage	~14 minutes

An article by the DC Policy Center "The demographics of walking and biking to work tell yet another story of gentrification" found that "Policies that promote walking, biking, and living near public transit do not offer relief from these trends, as the most economically vulnerable residents of the city live too far from their places of work to walk or bike." And "that transit-oriented development programs can create social inequities and increase the pace of gentrification....." <https://www.dcpolicycenter.org/publications/the-demographics-of-walking-and-biking-to-work/>. This is one of numerous other articles about class, race and gentrification that should give planners pause before pursuing this concept.

I've been living in the ONE for nearly 35 years, and have seen immense change happen. When I moved in, there were almost no cars, 45% of residents didn't have a landline, no one had internet until the smartphone revolution happened.

For the first 20 years, most people got around by walking, taking the bus, or a taxi to get groceries. Hardly anyone except kids and the DUI convicted rode bikes.

Things have changed in the last 15 years.

Now more people ride bikes, New Americans and generational poor are buying cars, and the pressures of all these different modes of transportation have recently come to a head.

But one thing has persisted. Burlington for the months of Oct-May are very inhospitable for walking or biking. Snow and frigid cold will do that. You only do those two modes of transportation if you have no other recourse, or you're not going far. Or if you have a lot of money to afford the right bike, the right clothes, and the right attitude for our harsh winters. In other words, a very select, very privileged few.

Another massive change was the amount of businesses that now call the ONE home. Back in the first half of the last century, there were so many businesses scattered all over the ONE, with the central focus being North Street. 6 story wood structure buildings would offer every type of shoe, clothes, repair, or any other type of business you could imagine. Every side-street had storefronts on the first floor, offering kosher meats, funeral parlors, appliance repairing, etc, with apartments on the next 2 or 3 floors.

From about the 1960s-1990s, most of these businesses burned down, were abandoned, or became irrelevant as suburban malls and such made it untenable for small business to succeed.

Then at the start of the 2000s, a few businesses started coming back to the ONE. The majority were food service, offering everything from Nepalese dumplings to Moroccan fare, to bakeries. Some didn't survive very long, others managed to hang on and are now key parts of our community.

Many of us worked really hard, and took great financial risks to accommodate these aspiring businesses. In the last 5 years, the neighborhood has blown up with food, clothes, and other goods from across the world, and from right here in VT.

The bike lane plan for N. Winooski Ave will in one fell swoop, cancel all this progress. Without the precious parking that fuels all these businesses, the majority will fail.

We don't have parking garages, we don't have extra parking spaces, we don't even have parking meters. What we have is a very limited parking situation, that we've all managed to work with, as a neighborhood. Until now.

By eliminating all the parking on the East side of N. Winooski, patrons of both the businesses and the non-profits that line N. Winooski, will be forced to either not come to the neighborhood, or park on side streets where tenants need to park.

There is no easy solution to this problem. As they say, they're not building anymore beachfront. There's no way to create additional parking out of nothing.

I understand the argument that global climate change is more important than business. I've been fighting global climate change in many ways for the last 30 years. But you can't just throw out the baby with the bath water - to continue to provide opportunities for everyone, and also help combat GCC, a more intelligent process needs to happen.

There are other ways to provide a situation where everyone's needs are met, or close to met. By eliminating all those parking spaces, we eliminate all but a select, privileged few. That's not the ONE, Burlington, Vermont I decided to dedicate my life to nearly 40 yrs ago.