



## Lake Monsters' future in doubt under MLB restructuring plan

SPORTS, 20A

# Burlington Free Press

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## How cars and bicycles can **CO-EXIST** traveling on Winooski Avenue



Burlington residents assess plans to re-imagine traffic flow to promote safety, 4A

A cyclist shares the road on Winooski Avenue at Pearl Street on Wednesday. This part of Winooski Avenue is generally considered unsafe for bicycle traffic. JOEL BANNER BAIRD/FREE PRESS



USA TODAY, 3A

### Protests catch fire

Resistance in Hong Kong coincides with mass demonstrations around the world.



LOCAL NEWS, 5A

### Leroy Headley added to Most Wanted List

Authorities believe man shot and killed Anako "Annette" Lumumba in 2018.



SPORTS, 21A

### UVM men's basketball to face a difficult test

Anthony Lamb and the Catamounts go up against the No. 7 Virginia Cavaliers.

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## Vermont

# How should Burlington update Winooski Avenue?

Joel Banner Baird Burlington Free Press  
USA TODAY NETWORK

If there's a balance to be found in Burlington between cyclists' safety and motorists' need for more space, it has not yet been found.

The decades-long debate has built up a fresh head of steam with the prospect of two-way bicycle lanes for the full length of Winooski Avenue — and the loss of several dozen parking spaces — as early as next year.

More than 100 residents gathered Wednesday night at the Old North End Community Center to critique the 13 options currently on the drawing board.

## The most likely upgrade

They came close to reaching a single consensus: Between Main and Pearl streets, a stretch of the downtown's primary north-south corridor devoid of bicycle lanes, things get downright scary.

Squeezing motorists there into two lanes — with a center lane for turns — might do the trick, according to designs by Resource Systems Group, the engineering contractor working for Burlington Public Works and Chittenden County Regional Planning Commission.

It's a fix that easily passed a snap, straw poll midway through Wednesday's meeting.

Other, more ambitious and expensive plans north of Pearl should be shelved until parking needs are ironed out, said Erik Hoekstra, managing partner of Burlington-based Redstone, a business that has investments in the Old North End.

## Whose cost — and who benefits?

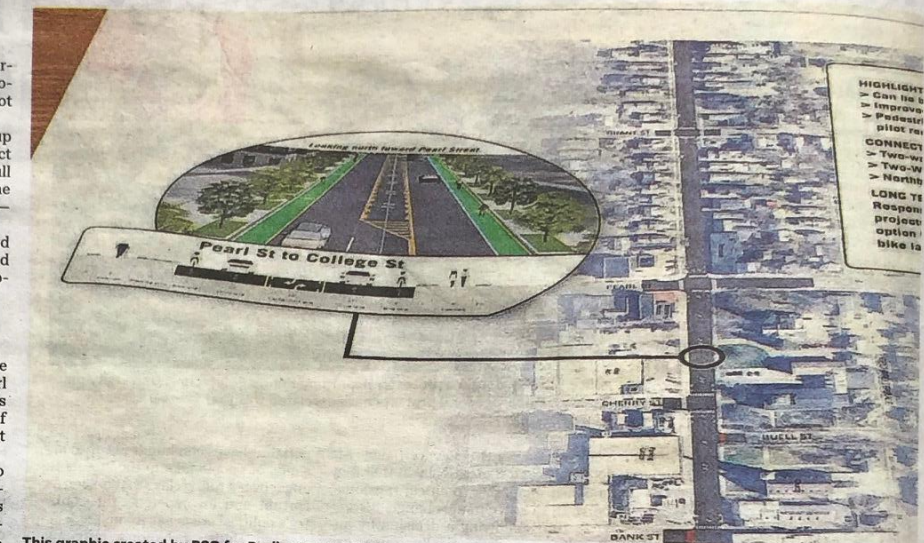
Carol Pritchard, owner of Boucher and Pritchard Funeral Home and Cremation Services on Winooski Avenue, urged cyclists to temper their expectation that winter streets should be groomed for two-wheelers, at considerable expense.

"It's like buying a convertible," Pritchard said. "You spend a lot of money on it, you drive it for maybe four months out of the year, and then you park it in the garage."

Might some upgrades pay their way? Improved safety and health — and reductions in fossil fuel use — are commonly touted as some of the benefits.

Cheaper access to employment is another plus, said Karen Yacos, executive director of nonprofit Local Motion: Biking has gained popularity as practical transportation, most conspicuously among families and new Americans.

The growing popularity of electric-assist bicycles will test the city's commitment to energy efficiency on the



This graphic created by RSG for Burlington Public Works and the Chittenden County Regional Planning Commission features two-way vehicular and cycle traffic as well as a center turn-lane on Winooski Avenue between Main and Pearl streets. COURTESY OF RSG VIA THE CITY OF BURLINGTON



More than 100 people gather at the Old North End Community Center in Burlington to hear a presentation on proposed safety upgrades to Winooski Avenue. Later in the evening, participants debated the possible loss of parking spaces.

JOEL BANNER BAIRD/  
FREE PRESS

roads, Yacos added.

## Avenue with a split personality

From the get-go, Winooski Avenue presents challenges to anyone but pedestrians because it flip-flops between being a one-way and two-way street.

Not just once, but twice: Traffic heads north and south from Riverside Avenue

to its intersection with Decatur and South Union streets — and then becomes southbound only until it hits Pearl.

Two-way traffic (and no bike lanes) define the avenue between Pearl and Maple streets. Then? One-way south again until the avenue's terminus at Howard and St. Paul streets.

Nicole Losch, a transportation plan-

ner with the Public Works Department, believes Winooski Avenue's transitions are bound to be somewhat difficult.

"This is just one of the challenges faced by New England cities that were designed for horses," Losch said.

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