

Winooski Avenue Transportation Study
Public comments as part of alternatives evaluation
Fall 2019

From: Glenn Eames
Sent: Wednesday, December 4, 2019 10:21 PM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Winooski Ave Walk/Bike Proposal

Dear Bryan

I am writing to voice my support for the draft proposal outlined in the Winooski Ave. Transportation Study. In particular I endorse the portion of the proposal that creates continuous bike lanes for the entire length of Winooski Ave. This has been a goal of the City and of the cycling community for at least 20 years. Numerous studies and surveys conducted by the city of Burlington have endorsed this . With completion of this plan we will finally have a genuine north to south continuous cycling route through the city.

I would urge that the proposal not be reworked for the section north of Pearl Street. A Parking Management Plan should have an opportunity to mitigate parking impacts.

Let's move forward as soon as possible with bike lanes between Main Street and Pearl Street.

A controversy around parking removal should not again sabotage or delay a comprehensive plan to improve cycling and pedestrian safety.

Thank you for taking my comments.

Regards,
Glenn Eames

From: Ian Stokes
Sent: Thursday, December 5, 2019 2:37 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan Slason <Jonathan.Slason@rsginc.com>
Subject: Bike lanes and parking spaces on Winooski Avenue

Hello Bryan, Nicole, and Jonathan,

I hope I'm not too late to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team.

I'd like to address specifically the question of parking spaces on Winooski Avenue: If the infrastructure improvements result in more people traveling by bicycle on Winooski Avenue then fewer people will be driving and wanting to park their cars (parked bikes take up much less space!)

Personally I'm an example - every week I travel to Old Spokes Home at the north end of the Avenue - by bicycle, or in winter by mixed-mode (I put my bicycle on the Link Bus). If I didn't use my bike I'd be using a parking space. Winooski Avenue is a key component of my bike route from the ONE to the Bus Depot, City Market and other downtown destinations.

The more people travel safely by bicycle the fewer parking spots will be required, along with many other benefits. The infrastructure improvements under consideration will be an important contribution to encouraging more bicycle use and making it safer.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

Ian Stokes
Richmond, VT

From: Kiki Ryan

Sent: Wednesday, December 4, 2019 8:46 AM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Subject: North Winooski Redsign | Supporting the Businesses

Hi Brian, Nicole and Jonathan!

I am following up to express my concerns with the redesign of North Winooski Ave. I've looked over the planning and ideas in your report and it does seem like a tough plan to make everyone happy, but I believe it can be done without removing so much parking. As a community member living on that street, the lack of parking spaces seems detrimental to the residents, and especially the businesses that have popped up in the last few years.

I've been in Burlington for 5 years now, and just recently was fortunate enough to plant my roots in this town by purchasing a home in the part of town I love the most. As I watch it continue to thrive, it's important we can invite others to our part of town, both other residents and people just visiting. The Old North End has a charm and characteristic that is so much different than the tourist part of Church Street, and I believe in the next few years it will only get better, as long as we continue to support the local businesses around us.

If we lost parking spaces, it's not possible to expect everyone to walk to these locations, especially in our harsh winters. It is also not possible for the local neighborhood alone to fund and support the residential local businesses. With customers having no where to park, I fear these establishments will suffer. They will struggle without parking since we do not have the luxury of downtown parking garages, or even parking lots for these businesses.

As a resident who sees what goes on day to day, parking is taken up on the street almost at all times, with people struggling to find parking on busy nights. With this redesign, is there a plan for where the

overflow vehicles will go? I read the solution of parking spots with time limits, but does that mean residents need to move their cars to avoid tickets? Will bike lanes only take over parking during certain times of day/year?

Removing 120 parking spaces, let alone even 20, effects more people than the ones who are biking. With that change, we are adjusting for the minority of people in the city, who can only bike and walk a few months out of the year. As a biker myself, I do agree that past Pearl Street towards Main there needs to be a bike lane or other safety measures in place, but the residential areas and businesses around them should not have to suffer to accommodate downtown rush hours. During the busy times, North Union has a one way bike lane that leads to the Old North End that I and other bikers use. Is it possible to just continue the one way on North Winooski down to Main?

I hope there can be a solution that does create safety and convenience for the people who chose to bike as their main (or only) form of transportation. However, I hope that your team takes into account how much the residents and local businesses would be losing if a substantial amount of parking is taken away.

Thank you for your time and for the work you do to make the city better!

-Kiki

From: Michael Long

Sent: Tuesday, December 3, 2019 5:35 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Subject: Winooski Avenue Corridor

Hi Bryan, Nicole, and Jonathan,

I write in support of the proposed re-design of the Winooski Avenue corridor to improve the safety and utility of this major north-south conduit. Such a re-design is long overdue and will represent perhaps the most comprehensive, competent, and confident step yet in upgrading our transportation infrastructure for the century already two decades underway. I commuted often by bicycle to Colchester High School from Burlington for forty years and was hit twice by vehicles and car-doored once in the process. There were no provisions to accommodate bicycles over this period until the Riverside Avenue redesign which would have prevented my being t-boned on Colchester Avenue had it come along sooner. I don't doubt it has prevented many vehicle-bicycle collisions since its completion.

I understand the outcry over parking; there is always an outcry over parking. However, there should have long since been an outcry over our fragmented, catch-as-catch-can bicycle "network." We have paid mere lip service to bicycling for far too long when it could in fact be — within Burlington and between Burlington and nearby towns — a transportation mode that is not only viable but often far superior to the motor vehicle.

Private vehicle storage is a poor use of public streets, and while its arguable that residents on short local streets have some claim on the parking there, on major arteries like Winooski Avenue general public claims take precedence.

Housing and commercial space developed in the 19th century did not consider 21st century traffic and parking, but recent development had every responsibility for doing so and has no legitimate claim to on-street parking.

To compromise bicycle lanes to cater to vehicle storage in public thoroughfares would erect a roadblock between Burlington and the future. Please see this through.

Sincerely,
Michael Long

From: Curt McCormack
Sent: Tuesday, December 3, 2019 12:19 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; Erik Brown Brotz
Subject: One More Winooski Ave. Comment

Hi Brian,

Having already given "comments" at the several meetings, I would like to offer a broad view or a view of a broad underlying premiss: A person riding a bicycle and a person walking has a right to relative safety. A person driving a car has the same right. But do they have a RIGHT to a parking place on public land? A free parking place?

We may WANT to provide convenient on-street parking on both sides of every street but this does not rate as high as safety. It (convenience) does not rate as high as encouraging non-polluting transportation.

While we always want to have consensus on particular projects, when we do not have it, this is no reason to not act. I believe if a popular vote were taken of the Winooski Ave. Corridor study recommendation, a majority would support it. But even if it only had minority support, I think of the great, but often misunderstood, U.S. constitutional right to 1. equal treatment under the law and 2. minority rights. I don't know of any legal challenge of a roadway treatment. Sovereign Immunity may protect towns/states from a challenge. I offer this as something to help guide us.

Thank you for all of your work on this,
Rep. Curt McCormack

From: Erik Brotz
Sent: Tuesday, December 3, 2019 7:52 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan Slason <Jonathan.Slason@rsginc.com>
Cc: [10 recipients]
Subject: Comments on Winooski Ave.

To the Winooski Ave. Transportation Study project team:

I am writing to express my strong support for the current proposal for changes on Winooski Ave. While I have several suggestions for improvements below, I think overall it strikes a reasonable balance between the various needs for this important transportation corridor.

I particularly want to encourage the project team not to withdraw the current proposed plan for the northern section and rework it prematurely to address concerns about parking removal. While I understand that many people are concerned about this issue, I think the proposed Parking Management Plan is a very reasonable first step to work towards a solution. It may not be possible to make everybody happy, but I do believe that there are many opportunities to reduce the impact of removing on-street parking, and that no changes to the plans should be made before these have been thoroughly explored.

I also suggest that the plan be proposed in a way that does not allow the controversy regarding the northern section to sabotage or delay the critical changes being proposed for the downtown and southern sections of Winooski Ave. It is most important to move forward as quickly as possible to implement changes in the downtown section between Main St. and Pearl St. to improve safety and comfort for cyclists and pedestrians, and also to improve safety and traffic flow for motorized vehicles. This has been talked about for well over a decade with no action, and the time has come to actually do it.

Here are my more specific comments on the proposed plan.

It is very important to have continuous bike lanes though the entire corridor to improve safety and to increase the number of people who are biking. It would be much better to have protected and/or separated facilities for bikes, and I believe that the plan should acknowledge that this is still the long-term goal, as described in PlanBTV Walk-Bike. But the current proposal is the minimum viable plan for continuous bike facilities on this critical transportation corridor.

The most important section for improvement is the portion between Main St. and Pearl St., and the current proposal will represent a huge improvement. To make it even better, I support the proposal made by Local Motion to install a median strip with turn pockets for the few places where left turns are necessary. This will further slow traffic and make it more pleasant and safer for pedestrians and cyclists. I also think that it will be necessary to eliminate left turns at either the entrance to City Market or Bank St. I do not think there is room for the volume of left-turning traffic for each of these two destinations in the same lane. While there is probably more value from a safety perspective in eliminating left turns into and out of City Market, it is probably easier to eliminate left turns onto Bank St. The impact can be mitigated by wayfinding signs directing people to the parking garage via College and Center Street, and via Cherry St.

For the portion south of Main St., I think the current short-term plan is reasonable and easily achievable in 2020, and I encourage you to move that forward as soon as possible.

For the northern section, I think it is very important to have continuous bike lanes, and the current plan is a good way to achieve that goal in the short term. I think, however, that the plan could be improved in the portion between North St. and Pearl St. by retaining parking on the east side instead of the west side. This would put the northbound counterflow bike lane next to the parked cars, so that passengers opening doors could see cyclists coming, reducing the risk of dooring. It would also allow the southbound lane to be a protected lane, to complement the northbound protected bike lane on Union St. This same design could also be used in the section between North St. and Union/Decatur.

There is no way to provide continuous bike lanes in the northern section without either reducing on-street parking or narrowing/removing the greenstrip. Reducing on-street parking is the most reasonable way to do this; I think that a parking management plan will go a long way toward mitigating the impact of this change. I do not support narrowing the greenstrip (and removing trees) in order to widen the roadway, now or in the future. This would make the streetscape much less pleasant and usable for everyone, especially pedestrians.

I also do not think there is much value to re-opening Winooski Ave. to two-way motorized traffic, except for the potential transit improvements. Motorized traffic can easily use Union St. or other parallel streets to go the Old North End as they do currently. I do think there is potential value to improving transit connections, but that would come at a cost of widening the streets and/or reducing bike connections.

I think it is reasonable to pursue demonstration projects for roundabouts at North St. and Union/Decatur, although I am not convinced that this is the best approach for these intersections. I also think that more emphasis should be placed on pursuing long-term plans for roundabouts at Main St. and Riverside Ave. Although both may have right-of-way challenges, I think these can be addressed with sufficient planning and will to move towards acquiring the necessary right-of way.

Any roundabout that is included in this corridor, or on any street with a bike lane, must provide a way for cyclists to go through the intersection without merging with traffic. Forcing cyclists to merge with traffic at intersections considerably degrades the value of having bike lanes in the first place. At the very least the design should include ramps that allow cyclists to access the pedestrian crossing, but it would be much better to have a separate crossing specifically for cyclists.

Finally, please ensure that the plan for this street includes streetscaping and amenities to make it more enjoyable for pedestrians (and all users), especially in the downtown portions. These include more trees, benches, parklets, public art, and reduced/narrowed curb cuts.

Overall I think it is very important to make these changes towards a more bike-friendly and pedestrian-friendly community. In addition to the safety improvements mentioned above, one of the most critical reasons to do this is to help move us away from dependency on cars and fossil fuels. But it is also important to make our city, and this street in particular, more people-oriented and thus enliven our community connections.

Thank you for your attention to these matters, and for all your work on this project.

Erik Brotz
Burlington Walk-Bike Council

From: Drew Pollak-Bruce <dbruce@segroup.com>
Sent: Wednesday, December 4, 2019 11:30 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan Slason <Jonathan.Slason@rsginc.com>
Cc: Erik Brotz <erik@burlingtontelecom.net>
Subject: RE: Comments on Winooski Ave.

Hi Bryan, Nicole, and Jonathan,

I would like to follow up on Erik's note to let you know I agree 100% with each of Erik's points. It is critical to have continuous bike lanes though the entire Winooski Ave corridor. This is a major thoroughfare that 100's of bikers use every day. I use it in my daily commute (East End=>Riverside=>Winooski=>College/Church to get to work and then College=>Union=>Colchester Ave to get home). The City has studied improvements here ad nauseum. Every study has recommended installing bike lanes. Please consider the decades of input that has been collected and do not withdraw the current proposal for the northern section. It has taken a lot of process to get here and it was a solid process. It cannot be hijacked at the end because some people oppose any loss of parking. We heard the vision loud and clear: everyone wants safe travel for all modes on this corridor. Its up to you to find the best way to do that (even if it means losing a few parking spots!).

One other nuance I'd like to add to this is the need for the City to revise our residential parking permit structures so they are based on zones and not the specific street you live on (folks who live on major thoroughfares like Winooski and Colchester Ave generally cannot get residential permits for the side streets near their house, only the for the street they live on). I think this would ease the development of a parking management plan here on Winooski Ave and in the rest of the City.

Thanks for all your amazing work on this project! ~Drew

Drew Pollak-Bruce, CPRP
Associate Planner

From: stuffle

Sent: Wednesday, December 4, 2019 10:10 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; Erik Brotz; Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan Slason <Jonathan.Slason@rsginc.com>

Cc: [10 recipients]

Subject: RE: Comments on Winooski Ave.

I would like second Erik's comments as a Ward 1 neighborhood liason to the Burlington Walk Bike Council. I would stress the need for a fully connected bike lane for the entire corridor. As a longtime advocate for Colchester Ave we are close here to having just a minimal continual bike lane of just paint but sharrow zones still remain in areas with parking. If we are to reach our goal of protected dedicated bike infrastructure anytime soon we must at least achieve a continuous network first. This first step needs to be a continuous dedicated bike lane.

Jason Stuffle
Old East End Neighbors Bicycle Chair
Ward 1 Neighborhood Liason Burlington Walk Bike Council
20 year Burlington bicycle commuter

From: Saunders, Aidan

Sent: Monday, December 2, 2019 3:16 PM

To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Please Include Continuous Bike Lanes On Winooski Ave

Good afternoon,

I live on North Winooski Ave between Pearl and North streets and am very much in favor of continuous bike lanes for all of Winooski Ave. Without bike lanes in both directions I am forced to ride my bike against traffic when coming home which makes for a considerably unsafe commute. Not only will continuous bike lanes make my life better but they will also make commuting across Burlington on a bicycle much easier for all riders. Please allow the Parking Management Plan to identify ways to mitigate the parking impacts before writing a new proposal for the section north of Pearl St., but please move forward as soon as possible with the road diet and bike lanes on the section between Main St. and Pearl St., the most trafficked part of Winooski Ave. Thank you and have a nice day.

Aidan Saunders,
North Winooski Ave. Resident

From: Matthew Vaughan
Sent: Monday, December 2, 2019 8:32 AM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Feedback on Winooski Ave design proposal

Hi Bryan,

I am writing to express my support for the removal of on-street parking spaces to support dedicated bike lanes for Winooski Ave, as presented at the Oct 22 meeting I attended. If anything, this plan does not go far enough to remove on-street parking and create safe, protected spaces for people to travel safely on bikes.

Please do not allow the speculative and unsupported concerns of a few private business owners impact your proposal to City Council. You have presented a reasonable proposal that compromises well on multiple issues, and can be implemented quickly and inexpensively. This public street should be used for moving people safely, not storing unused private property.

Thank you,
Matthew Vaughan
36 Walnut St

From: Janine Fleri
Sent: Friday, November 29, 2019 11:25 AM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Winooski Avenue Corridor Project Parking Considerations

Dear Bryan,

As someone who works at the top of North Winooski Avenue, I wanted to share some points of concern that I hope the planning committee will seriously consider. First and foremost, as this project gets more attention and I see more reactions like "Good, more people can just walk/bike/take public transit!" the clearer it becomes that the issue of ableism needs to be introduced to the conversation. As someone with an invisible disability, it is a constant frustration to have others assume the abilities or wellness of total strangers under the guise of improving the community.

As someone who spent ten years navigating public transportation with a chronic bowel disease, the opportunity to become a car owner, while a privilege, has been a huge boon to the management of my health and attendance at work. It takes an entirely different level of wellness to hop in your car and walk a short distance to your job or home once parked than it takes to stand outside in Vermont weather waiting for a bus or shuttle that might never come. Since gaining the autonomy to drive myself, I no longer keep underwear in my purse or spare pants in my desk which is a small victory unto itself.

When I was looking for work four years ago, parking was a big consideration in my search. I discounted potential positions at UVMCC and Champlain College because of their lousy parking situations. Even in a carpool scenario, the loss of freedom to come-and-go as needed would have a negative impact. Just two weeks ago I was hit with a stomach flu, which is double trouble when you don't have a colon - I went from throwing up in the bathroom at my office to my car and in under twenty minutes I was vomiting in the comfort and privacy of my own home. That would have looked very different under alternative circumstances. (I think we can agree, Burlington has enough street puke to clean up without my adding to it.)

I can only speak for myself here, but I know that I am not the only chronically ill employee in this area concerned by the potential parking changes. Hopefully they will chose to reach out to you as well. Folks with chronic illness already have a lot of agency taken from them by their own bodies - we don't need well intended but misguided community members minimizing our autonomy as well.

While I appreciate the importance of improving safety for all who use the roads, there are other safety concerns that arise with the proposed loss of parking spaces. I personally already have three less parking options because of creepy residents that have made me uncomfortable when parked on certain side streets that are not as populated or well lit as North Winooski Ave. When I think of the number of folks frequenting this area who are popular targets for harassment (women, immigrants, people of color, lgbtq+), the idea of losing safe parking options is very concerning.

I understand that there can be an argument made regarding the classism of favoring cars over more affordable modes of transportation like bikes. I certainly don't disagree, but would like to point out that it is equally classist to remove a free resource of any kind from a neighborhood largely populated by low-income housing as well as nonprofit and small, independently owned businesses.

Please know I am in no way defending the way many motorists conduct themselves - but that is one more reason this project concerns me. Adding more construction to the city will only make drivers angrier. Additionally, I have seen how some bus and shuttle drivers perform and frankly, no one should have to put their lives in those hands if they don't have to.

Unfortunately, the biggest problem as I see it is not the layout of the roads or number of bike lanes, but people and how they choose to behave. With existing bike lanes on North Winooski and North Union, I would encourage a focus on improving safety and conduct with the existing infrastructure to prove it

can even happen. There are many responsible cyclists, and I greatly appreciate them and want them to be able to travel safely; however, there are also many casual bikers that don't utilize the existing bike lanes properly, so will adding more really improve that? And if drivers aren't being held accountable for their reckless moments, are they really going to change just because the roads do?

I wish I could say I have a proposed solution here, but we both know if there were a simple answer it would have presented itself by now. I know others have requested pausing the changes to North Winooski Ave. and moving forward with a focus on the biggest problem spots south of North Street. I think that is sound advice with the hope that this project can find a way to improve conditions and expand options for people who would like to *choose* to walk or bike or utilize public transportation more often. However, it should not come at the expense of other commuters and community members losing their own freedom of choice.

Thank you for taking the time to read this and for the ongoing efforts to cultivate feedback.

With best wishes,
Janine Fleri

From: John Leddy
Sent: Friday, November 22, 2019 12:35 PM
To: Bryan Davis <bDavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Subject:

Hello Bryan, Nicole, and Jonathan,
I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team. I am a resident of the Old North End and use Winooski Avenue multiple times a week by foot, bicycle, and car. I am concerned with the safety of all users on this street and look forward to improvements to this stretch of roadway. Once implemented, the proposed changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have **continuous** bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,
John Leddy
100 Lafountain Street

From: Dan Cunningham

Sent: Sunday, November 17, 2019 1:52 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Cc: Karen Paul <kpaul@burlingtonvt.gov>; jshannon@burlingtonvt.gov; allegra@localmotion.org

Subject: Winooski Ave bike lanes

Hello Bryan, Jonathan, and Nicole,

I strongly support physically protected bike lanes on Winooski Ave. My firm is hiring a lot of people into Vermont, mainly millennials, and biking / walking is one of the highest items of priority for them. In general they do not want to live in the suburbs and sit in traffic, they want to live in Burlington and own somewhere between zero and one cars.

The fact that Harley-Davidson is investing major sums into electric bicycles should tell us all something.

Protected bike lanes will create tremendous usage. The demand is out there and once we get a real protected lane in Burlington, it will be clear to see. Arguably we have one on the waterfront bike path, and the traffic on that path is high.

Dan Cunningham
Burlington, VT

p.s. Hopefully some type of east-west bike corridor is somewhere in the plans in the near future, especially at or south of College Street.

From: Eliza Spalding

Sent: Friday, November 15, 2019 1:21 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; nlosch@burlingtonvt.gov; jonathan.slason@rsginc.com

Subject: Winooski ave bike lanes

To whom it may concern,

I am writing to express my wholehearted support for the addition of bike lanes and improved pedestrian walkways and crossings on N. Winooski Ave between Pearl and Main St. (As well as other areas studied that are lacking safe bike and pedestrian options throughout the city).

As a bike commuter and someone who formerly worked on N. Winooski Ave. I have witnessed countless cyclists and pedestrians get hurt or have close calls on a daily basis because of the lack of safe pedestrian and bicycle infrastructure on that stretch, myself included. With the Howard Center right there and many bus stops nearby, many of our communities most vulnerable people rely on access to that area. Though the changes may inconvenience a handful of drivers, being able to access that part of town by foot or bicycle in a safer way will vastly improve the safety and well being of a great many members of our community.

While accessibility means something different to everyone, I believe that many community members who are against the installation of bike lanes at the cost of parking downtown, are mistaking

convenience as accessibility, and fear big changes that will ultimately lead us towards safer and more environmentally sustainable and equitable future. Parking and vehicles are so often a luxury, and those with access to those things tend to only chose an alternative out of necessity. Our community members who do not have access to the luxury of a vehicle, do not get to choose, but deserve the same level of safety navigating the community as those who do.

A few specifics about the project:

- While protected bike lanes are great in theory, they pose a challenge and safety risk for people who rely on a bike to get around in the winter because they can not be easily plowed.
- I picked up the packet of information on the project at the library, and of the project variations shown, Alternative 2 looks the best to me as a cyclist.
- Bike lanes between the sidewalk and street parking feel safer as a cyclist than bike lanes between parking spaces and a lane of moving traffic.

Thank you for your time and dedication to making Burlington a safer place. Feel free to contact me in you have any questions.

Sincerely,
Eliza Spalding

From: Greg Hostetler

Sent: Friday, November 15, 2019 7:28 AM

To: Bryan Davis <bdavis@ccrpcvt.org>; Nicole Losch <nlosch@burlingtonvt.gov>; jonathan.slason@rsginc.com

Cc: Allegra Williams <allegra@localmotion.org>; Erik Brown Brotz <erik@burlingtontelecom.net>

Subject: Comments on the Winooski Ave Corridor Study

Dear Bryan, Nicole, and Jonathan,

I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team. While I would like to see more low-stress bike infrastructure in the long term, the near term option does an excellent job of balancing multiple uses with limited public right-of-way. Once implemented, the proposed changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

I live and work on North Winooski Ave and I know from personal experience that better bicycle infrastructure is desperately needed. I realize that there is also high demand for parking on my block, but that is not surprising because it is currently free and unrestricted. This right-of-way is valuable public space and it is not fair to dedicate so much of it to the storage of people's personal property. I realize that some people need cars, but it would be completely reasonable to ask people to pay \$20 per month

for a residential parking permit. It is a small fraction of the overall cost of car ownership, and much less than the \$50-75 per month that people pay for off-street parking in the neighborhood.

We have challenges with affordability in Burlington, and affordable transportation (walking, biking, and public transportation) needs to be prioritized throughout the city.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

Greg Hostetler

11/6/19

Bryan Davis from the project team handed out fliers along the corridor for the 11/6 business stakeholder meeting and for the 11/13 public meeting, and informally met with Rob Meehan, Director of Feeding Chittenden. Rob gave a tour of the facility and described some of their transportation challenges, some of which are the result of the building location on a corner and having been added on to several times, resulting in a unique building footprint that didn't plan for parking needs. There is limited onsite parking, and ADA spots fill quickly during busy events like the Thanksgiving drop-offs/pick-ups. Large delivery trucks accessing the site for unloading disrupts normal parking maneuvers. As the largest direct service emergency food provider in Vermont, Feeding Chittenden serves over 11,000 people each year and it's critical that people are able to access their location.

From: Peggy O'Neill

Sent: Wednesday, November 13, 2019 5:50 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan.Slason@rsginc.com

Subject: Winooski Ave corridor

Hello Bryan, Nicole and Jonathan,

I had hoped to attend the Winooski Avenue Corridor meeting this evening. Unfortunately, I'm not going to make it, and this will sit in your inbox until later this evening. I hope the crowds were civil!

I am writing to let you know that the current plan for Winooski Avenue proposed by the Transportation Study Team should be implemented. I understand that you will get some push back about anything that touches parking, however, this plan is a reallocation of the public right of way that serves more people in more equitable ways. Our streets are for moving people and goods safely and effectively through our city, not for exclusive use of automobiles.

As Jeff Speck mentioned in his talk at the Davis Center last month, we have planned, now it's time to implement. PlanBTV Walk Bike calls for protected bike lanes along the entire length of Winooski in its 5-year action plan. This will go a long way toward improving accessibility, safety and connectivity within

Burlington. I also want to underscore the importance to addressing the dangerous stretch of Winooski Ave, between Main and Pearl Streets, through the proposed road diet an installation of dedicated bike lanes.

Thank you for your efforts to improve safety for all users through our city.

Best,
Peggy O'Neill
52 Overlake Park
Burlington, VT

From: Jack Hanson
Sent: Wednesday, November 13, 2019 3:25 PM
To: Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan.Slason@rsginc.com; Bryan Davis <bdavis@ccrpcvt.org>
Subject: Winooski Ave Comments

Hi Nicole, Jonathan, and Bryan,

I strongly support protected bike lanes the length of Winooski Ave. We've been talking about this intersection for 20 years --- now we are finally changing it, so let's do it right and make it meaningful. Protected lanes is what gets folks who are not comfortable riding to get out there. I don't believe the current proposal goes far enough since the lanes are mostly unprotected. This proposal is of course, better than the current configuration of Winooski Ave, and I certainly support it over the status quo, but again, I believe we should go further.

Thanks and see you tonight!
Jack

From: Benjamin Bloom
Sent: Wednesday, November 13, 2019 8:31 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; Nicole Losch <NLosch@burlingtonvt.gov>; Jonathan.Slason@rsginc.com
Subject: Support for Winooski Ave. changes

Hello Nicole, Bryan, and Jonathan,

I am writing to express my strong support for the current plan proposed by the Winooski Avenue Transportation Study Team. Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

As a city resident who primarily gets around the city by bike, I have yet to find a path to City Market that would make my wife comfortable. Making these changes would go a long way towards improving safe access.

As the North Avenue project demonstrated, road diets benefit everyone from people driving in a now straight line, to people on bikes with a designated space to ride, to people on foot trying to cross the road to get on or off busses or to access local businesses. A 4 lane road has no place in a downtown area.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

-Ben

Benjamin D. Bloom

802-578-2679

www.benjamindbloom.com

From: Linda Li

Sent: Wednesday, November 13, 2019 8:44 AM

To: Bryan Davis <bdavis@ccrpcvt.org>

Subject: Winooski Ave parking issues

Hi,

I'm a staff member at CHCB. I can't make it to the meeting today but I want to voice my concern with parking shortage.

I noticed there are a lot of empty parking lot on this block. e.g. the old old spoke and the one transportation garage next door. If you want to cut down street parking, please open up those parking space.

We're not getting less cars, if you decrease parking space, it'll just push everything down, and there are not that much street parking on the block of north end studio.

Thank you for your consideration

Linda Li, LICSW

Clinical Social Worker

Community Health Centers of Burlington

From: Brianna Jasset

Sent: Wednesday, November 13, 2019 12:37 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Subject: GOAL: A Safer Winooski Ave

Hello Bryan, Nicole, and Jonathan,

I am emailing to express my support for protected bike lanes to be installed on Winooski Ave. Below I have pasted the comments I plan to deliver tonight:

Hello, my name is Brianna Jasset. I live in the old North end. and am an intern for the Center for Research on Vermont. Biking is my primary form of transportation. I don't have a car and don't have the means to buy one. Currently, I do not feel safe on most roads in Burlington while Biking. This makes what should be the simple task of getting from place to place, very stressful.

Simply trying to get to work or the grocery store should not be something that causes great stress but it can feel like that for bikers like for myself. I often resort to biking on the sidewalk. Biking on the sidewalk is illegal and I have to navigate pedestrians and driveways but it is still better than risking my life by sharing a lane with cars. There needs to be a separate protected lane on the road where bikers like myself can travel with the same ease as busses or cars or pedestrians. I know I am not the only resident in Burlington that does not own a car and I'm sure they feel the same as I do. My team and I surveyed 60 people on Winooski ave and out of those 53% of the people claimed biking as their primary mode of transportation. And out of those 60 people, 38% claimed that they have had an unsafe encounter on the corridor. quotes from these interviews included:

"I'm Too scared to bike on Winooski"

"I feel like I'm in the way"

And

"I try not to use Winooski Ave, I will avoid it on my way to work"

In many cases, biking is not a choice. The lowest-earning quartile of Americans make up almost 40% of the bike commuting population. Biking should not be seen as a recreation or leisure activity it is a form of transportation like a bus or a car. The installation of bike lanes would allow those who do not feel safe enough to bike, whether it is a choice or not, to finally have an appropriate place on the road. Everyone deserves to be able to get around in Burlington safely regardless of if they have enough money to buy a car or not.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,
Brianna Jasset

From: TONY Redington

Sent: Tuesday, November 12, 2019 7:03 PM

To: Nicole Losch <NLosch@burlingtonvt.gov>; Bryan Davis <bdavis@ccrvcvt.org>

Cc: Jonathan Slason <jonathan.slason@rsginc.com>

Subject: Thank You!

Good Day Nicole and Bryan:

Thank you so much for your commitment of time this morning to provide some detail on the various categories of analysis for the corridor and intersection assessment tools on the Winooski corridor study.

As clearly stated at the end of the well over an hour dialogue, if the community can agree on a full set of bike lanes on each side of the street along the corridor I can support the design as it is a quantum leap from the current barrier for establishing an eventual safe and separate set north and south bike lanes--cycle track. As also stated, the primary problem for me as a "customer" is the lack of safety at intersections and, again, that can be addressed as long term scooping takes place. Again, in the context of 8/80 street design (a design safe for 8 years old and 80 year olds) as an 80 year old am restricted to sidewalks except on "local streets" unless there is cycle track--before it went down last year a now it is up again on North Union regularly use it--in between times sidewalks only! Painted lanes on the Winooskis are not "8/80" safe.

There are weaknesses to the current approach which I will comment on separately--these include how well businesses in ONE are served, an insistence on wide nature strips which should not receive the priority given, and questions about individual intersection performance roundabout versus signal (crucial in my view in regard to pedestrian safety and Vision Zero).

Finally, it is fair to say that not only do we have a climate emergency which this corridor plan does not either recognize or address, but we have an all modes safety emergency propelled by three decades of malign neglect at all levels of transportation administration--FHWA, VTrans, CCRPC and City (recall safety is "critical" in BTV Transportation Plan [2011] but hardly gets lip service evidence there being no safe-for-all-modes roundabouts anywhere on a busy public street in the City or CCRPC). We did not get to 18th in the world in roadway safety form number 1 in 1990 without systemic safety program failure with now 23,000 excess deaths nationwide, a 45% increase in ped deaths since 2010, and no significant safety investments anywhere in our current CCRPC TIP. The challenge here in Burlington with a fatal every three years--a majority ped/bike and almost all at signalized intersections should give us pause. Ditto the annual 150 injuries (1/3 ped and bike) and over 600 property damage only crashes (PDOs) with about 10% Citywide on the Winooskis.

This generation will be judged by how we respond to the climate emergency and in transportation how our street designs and investments respond to the roadway "fatality emergency." BTV set the standard for how to respond in 2014 with the North Avenue Corridor Plan, a corridor blessed by an extra wide ROW and little parking demand. PlanBTV Walk Bike and CCRPC "Active Transportation Plan" (both adopted in 2017) did their part. We can and must move in terms of predicted safety performance as close to the North Avenue standard as possible (Cambrian Rise intersections excepted!).

Again, thank you for your time--consider this as some comments on the draft corridor material which will be supplemented later. And, yes, plan to make at least one of two public meetings this week--missed the PAC session last month as I was observing the Montreal evolved designs and e-bikes/scooters. Attached is a happy scooter user sans helmet on De Maisonneuve adjacent the Forum.

Yours truly,

Tony Redington
Safe Streets Burlington
20 North Winooski Ave Apt 2
Burlington, VT 05401

From: Michelle Downes
Sent: Tuesday, November 12, 2019 10:07 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Cc: bhogan@burlingtonvt.gov
Subject: Support of Winooski Ave Bike Lanes

Hello Nicole, Jonathan, and Bryan,

I am writing to express my support of the current plan to install bike lanes on Winooski Avenue. As a mom to two small children who frequently commute by cargo bike in and around Burlington I feel it is important to make local biking safe and accessible to all.

These changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor, including myself and my family, and will better connect the existing bike network within the city. I urge you to ensure continuous bike lanes throughout the corridor, especially between the busiest (safety challenged) area between Main and Pearl Steets.

Thank you for your consideration and all you do to make Burlington safe and welcoming to not only motor vehicles but also pedestrians and cyclists as well.

Regards,
Michelle Downes

From: Lauren-Glenn Davitian
Sent: Tuesday, November 12, 2019 5:47 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; Eleni Churchill <EChurchill@ccmpo.org>
Subject: North Winooski Avenue Corridor Opinion

Thanks Bryan for all of the work that you have been doing to encourage public input on the Winooski Avenue Corridor. I am not sure if I can attend Wednesday but wanted to share a note that I posted on FPF this evening. This sums up my thoughts on the current heuristic plan on your diligent efforts.

Dear Jack Hanson, Thanks so much for your update on upcoming important community planning meetings. As a North Winooski Avenue business operator, I am concerned about the removal of parking spaces from our corridor. This discourages the development of small business that we have worked over the past 30 years to cultivate. It undoes three decades of public policy. That policy is to promote local business so people don't drive to the suburbs. This is a positive environmental policy. I would advise against the loss of 109 parking places. There are at least 20 organizations in a one block radius that generate the need for public parking for workers, clients, customers, and vendors. This capacity is often fully used, particularly when local organizations come to the neighborhood for en masse in-service events. Some thoughts to chew on. Thanks for your public service!. Lauren-Glenn

From: Cameron Savage

Sent: Tuesday, November 12, 2019 10:05 AM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Subject: I support for the current plan proposed for Winooski Avenue

Hello Bryan, Nicole, and Jonathan,

I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team. Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

I work on King St. and S. Winooski Ave. In the summer months I commute via bike to do my best to keep a car off the road (and it's often faster to commute via bike with all the traffic). My bike commute through Burlington is often very streamlined and safe, but the section along Winooski Ave in particular can be harrowing and very dangerous. The way the street is designed encourages drivers to drive fast and make constant lane changes. The lanes are confusing and narrow, and I can see why drivers get frustrated.

Bikers and Pedestrians in this section of the street are often a second thought for drivers and it's dangerous. Specifically the section in a block radius of the Main St. intersection. As I've biked through this intersection on my commute and walk through it almost daily, I see countless instances of car and pedestrian/biker interactions that could end with an accident. On my bike going northbound through the Main St intersection, I've had cars pass me in the single lane there. They've gone inches from me as I'm already inches from the curb. The other thing I see constantly as a pedestrian, is drivers not seeing people walking during the walk-sign, or just thinking they have the right of way anyways. I've seen people nearly get hit more times than should ever happen.

Change needs to happen to make it clearer to drivers how to navigate Winooski Ave. We need to re-organize the lanes to help bikers and pedestrians, but also reduce stress on the drivers, so they don't feel the need to drive erratically. Adding bike lanes from my experience both provides a safer route for bikers, but also subconsciously makes drivers slow to a safer/more efficient speed.

Lastly, working in this area for the past year, I've noticed that many school children walk through the intersections along Winooski Ave (particularly in the downtown area). We need to make this area safer, if only for them.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

Cameron Savage

517-712-6116

cameronsavage1@gmail.com

From: JASON STUFFLE

Sent: Tuesday, November 12, 2019 4:00 PM

To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com

Subject: Full Continuous Bike Lanes for Winooski Ave

Hello Bryan, Nicole, and Jonathan,

I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team.

It is CRITICAL to provide equitable access to the PUBLIC RIGHT OF WAY. With Winooski Ave being a major corridor this needs to be a top priority since it will benefit so many PEOPLE!

Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,
Jason Stuffle
316 Colchester Ave

From: Kimberly Anderson

Sent: Tuesday, November 12, 2019 1:44 PM

To: Bryan Davis <bdavis@ccrpcvt.org>

Subject: Public Comments

Hi Bryan,

I'm having staff members question where to make their public comments if they can't attend the meeting tomorrow. I gave one employee your personal email because I couldn't find anything on the website... but then I thought I should check in with you before you get peppered by my staff. 😊 Let me know what's best.

Here's a comment that was sent to me from someone who used to live in Sweden:

I saw the news story last night and it sounds like the Winooski Avenue Corridor project would make parking even more difficult - with the result of more people parking on the private streets, which will annoy the local residents.

It seems to me there would be enough room to widen the sidewalk and make the area closest to the street the lane for bicycles. This seems much safer to me. In Sweden, where there is not a road that does not have a bike path on it, it's set up sidewalk, bike path, street. Generally the curb is between the bike path and street. This is safer for all. If a pedestrian wanders into the bike lane, they have angry cyclists telling them to watch out on their left, alerting them that they have moved into out-of-bounds territory. Bike paths have their own mini traffic lights - AND if a biker goes through a red light (which many here seem to think they're entitled to do), they can get a ticket. If they're not old enough to have their driver's license, enough of these offenses result in a postponement of their being allowed to get their driver's license.

Thanks,
Kim

From: Marcus Keely
Sent: Monday, November 11, 2019 12:21 PM
To: Jonathan.Slason@rsginc.com; NLosch@burlingtonvt.gov; Bryan Davis <bdavis@ccrpcvt.org>
Subject: A Safer Winooski Avenue

Good Afternoon Bryan, Nicole, and Jonathan.

I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team. Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave!

Sincerely,
Marcus Keely

From: Alicia Cunningham
Sent: Sunday, November 10, 2019 10:00 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Subject: Bike lanes along Winooski Ave

Hi Bryan, Nicole, and Jonathan,

I'd like to add my support to that of Local Motion for the installation of a safer biking and walking corridor along Winooski Ave. Ultimately I would like to see physical barriers erected between bike and vehicular traffic. I know that is incorporated into one of the proposals.

As a city we should prioritize biking and walking as a mode of transportation. Not only is it an important step in reducing our carbon footprint, but it also creates a more cohesive community and improves public health. If we want to see more people choosing biking and walking over driving, we need to make these options safer.

Thank you,
Alicia Cunningham
45 Overlake Park
Burlington

From: William Kruesi
Sent: Saturday, November 9, 2019 8:23 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Subject: Bicycle traffic to new YMCA

To: Winooski Avenue Transportation Study Team

Winooski Avenue is the primary North-South route for pedestrians and cyclists to reach the Greater Burlington YMCA. Every morning there are 8 - 10 bicycles on the bike racks beside the current YMCA building at the corner of S. Union Street and College Avenue. A dedicated bike lane helps ensure safety from car and truck traffic, and to automobile drivers from bike riders wandering out of their line of travel. Thank you very much for supporting this upgrade to the city's streets and traffic patterns.

William K Kruesi
77 Oakcrest Drive
Burlington, VT 05408

From: David Cawley
Sent: Saturday, November 9, 2019 6:57 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Cc: 'Allegra Williams' <allegra@localmotion.org>
Subject: Support for Current Plan for Winooski Ave

Hello Bryan, Nicole, and Jonathan,

I have reviewed and support for the current plan proposed by the Winooski Avenue Transportation Study Team. Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets

(the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

David Cawley
40 Nash Place

From: Andrew Pollak-Bruce
Sent: Friday, November 8, 2019 2:45 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Cc: allegra@localmotion.org; erik@burlingtontelecom.net
Subject: Winooski Ave Transportation Study Comments

Hi Nicole, Bryan, and Jonathan,

Just a quick note to you let you know I support the current plan proposed by the Winooski Avenue Transportation Study Team. It is crucial that we have continuous bike lanes throughout the corridor. I use this coordinator to commute to work by bike every day--winter and summer. While I do enjoy biking, my partner is a student at UVM and our family simply cannot afford a second vehicle. I am also a parent to two amazing kids who need their father to get home safely each day. Please make sure this coordinator is finally safe for all of us who use it!!! We've had enough planning studies to confirm it is what the community wants. We've come the same result multiple times--we need continuous bike lanes on Winooski Ave, particularly in the area between Main and Peal.

Thanks! ~Drew

Drew Pollak-Bruce

From: Phil Hammerslough
Sent: Friday, November 8, 2019 12:10 PM
To: Bryan Davis <bdavis@ccrpcvt.org>; DPW <NLosch@burlingtonvt.gov>; Slason@rsginc.com
Cc: Allegra Williams <allegra@localmotion.org>
Subject: Winooski Ave. Project

I strongly support these recommendations for the corridor and thank you all for your work on this project. Having said this and recognizing how hard you've worked on this endeavor, (and the flack you've taken), there is still a strong predilection towards supporting a car centric perspective.

I realize a paradigm shift in thinking doesn't come easy. It's hard work and old thought processes are sneaky and can take over in the wink of an eye. For example in a recent piece from DPW regarding Winooski Ave. *I think that's what it was), there was the mention of,"preserving parking

wherever possible.” No, no no! It should have been ELIMINATING UNNECESSARY parking wherever possible.

Considering the crisis of our environment and Vermonts’ increase in CO2 emissions it is PARAMOUNT that we design our roads and transportation to encourage Active Transportation; walking, biking and public transportation! . This means considering the comfort zone of all people, 8-80 and making our walking and biking inviting and pleasurable.

Cars, although warm, comfortable and ubiquitous are not effective in urban and suburban areas and do nothing to decrease climate change. They are a seductive mode of transport which must be matched by how we invest and create an environment of Active Transportation that rivals the convenience of the car.

Best regards.
Phil Hammerslough
(an optimist to the end)

From: Jonathon Weber
Sent: Friday, November 8, 2019 11:59 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; NLosch@burlingtonvt.gov; Jonathan.Slason@rsginc.com
Subject: Winooski Avenue Transportation Study

Hello Bryan, Nicole, and Jonathan,

I would like to see more progressive bike infrastructure, especially parking-protected lanes, through this corridor.

However, I am writing to express my support for the current plan proposed by the Winooski Avenue Transportation Study Team. Once implemented, these changes will go a long way towards improving safety and accessibility for those walking and biking along the corridor and will help to better connect the existing bike network within the city.

In particular, I want to express how critical it is to have continuous bike lanes throughout the corridor. I would also stress the importance of addressing the safety challenges between Main and Pearl Streets (the most dangerous stretch) as soon as possible through the proposed road diet and installation of dedicated bike lanes.

Thank you for your consideration and for your efforts to improve safety for all modes along Winooski Ave.

Sincerely,

Jonathon

From: J. G.
Sent: Thursday, November 7, 2019 8:29 PM

To: Bryan Davis <bdavis@ccrpcvt.org>

Subject: Re: Winooski Avenue Transportation Study: Nov 13 Public Meeting

national traffic safety just released a recommendation for all states to require bicycle helmet use..and most importantly.. "VEHICLES AND BICYCLES SHOULD NOT BE IN THE SAME TRAVEL LANES.,,THEY MUST BE SEPARATED"..... THIS STUDY IS ALREADY OBSOLETE...

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 race and gentrification that should give planners pause before pursuing this concept.

Stu McGowan
Stu@Shareyourself.org

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.

From: Kate Lasko
Sent: Tuesday, September 24, 2019 10:44 AM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Re: Winooski Avenue Transportation Study Update

Thank you so much for the update on this project. As a bike commuter, this work is very important to me. Winooski Avenue from Pearl to Main is perhaps one of the most dangerous stretches of road in Burlington for bicyclists. Yet, it is hard to avoid, especially when traveling southbound because of many 1-way streets heading north. I just wanted to voice my opinion that sharing the lane with car traffic is not a good option. That is a very busy road and drivers are impatient. It seems like bike lanes come at the cost of parking spaces, and I see that that is a difficult juggling act, but it's unrealistic to try to plan a safe way for cars and bikes to share a single lane on a busy road. The options with designated bike lanes seem far safer. It is really the only way people can bike across town, especially with school-age children.

With gratitude for your work on this,
k8 Lasko

From: David Lines
Sent: Monday, September 23, 2019 5:07 PM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Re: Winooski Avenue Transportation Study Update

Hi Bryan,

Thanks for all your good work on this. From my read, Alt's 1&2 look like good options. 3 with stacked bike lanes, less so. Assuming that a driving lane will be lost between Pearl and College/Main? That should be smooth sailing! Will certainly help spend some political capital to make it happen when the time comes...

Cheers,
DavidLines

From: Jason Van Driesche
Sent: Saturday, September 21, 2019 9:11 AM
To: Bryan Davis <bdavis@ccrpcvt.org>
Subject: Re: Winooski Avenue Transportation Study Update

Hi Brian. A question. Have the alternatives under consideration been narrowed down to only those with protected bike lanes? If not, why not? As several people have noted throughout the process, anything other than protected bike lanes is inconsistent with what is called for in PlanBTV Walk Bike.

Thanks,
Jason
