

**Bikeway Connectivity, Pedestrian Safety, and Stormwater Management in Burlington's Old North End  
Public Meeting  
August 19, 2020**

**Members of the Public:**

Jill Allen, Liz Curry, Robert Herendeen, Greg Hostetler, Laura Jacoby, Sean Melinn, Jonathon Weber

**Project Team:**

Elizabeth Gohringer, Burlington DPW

Lucy Gibson, Toole Design

Marshall Distel, CCRPC

Bryan Davis, CCRPC

**Presentation:**

1. Elizabeth introduced the project team and the background to this project
2. Lucy reviewed how to use the Zoom virtual meeting tools
3. A recorded video provided project information and reviewed the draft concepts for discussion
4. Public comment:
  - Jill is a member of an ONE transportation equity committee, how can the public comment? Lucy shared the slide with contact information. Jill is also interested in ADA guidance for curb ramps.
  - Laura notes that bumpouts and planters can impact pedestrian view and ADA access for wheelchairs.
  - Liz is a long time ONE resident and her family is multimodal. Curious about policy goals behind the project objectives. She's not a bike advocate because that creates hierarchy and excludes those most vulnerable. More parking is needed at BPD and Commodore Point which didn't include enough parking. Sara Holbrook parents drop off/pick up traffic. Families don't jump on bikes in middle of winter to drop off and pick up kids. She likes many of these changes like bike access and slowing traffic, but means you're impacting parking for those living difficult lives. Translating materials is great but doesn't help businesses with delivery truck needs. Reminder of North Street reconstruction that purposely left out bike lanes because traffic is slow enough for uses to mix. Bikes in roadway slow buses. Northgate residents are not riding bikes. She would like this project to take more time, have more conversations, make incremental changes. We're going to have cars no matter what.
  - Lucy responded that the project impetus is from planBTV Walk Bike. Improvements for pedestrians too. Minimal changes to parking proposed.
  - Laura thought project came from families wanted better connections to Battery Park. Be sure to reach out to childcare center on North Winooski.
  - Elizabeth notes to Liz that this is conceptual phase and these aren't engineered drawings. No parking would be removed. If parking changes were planned then further engagement would happen.
  - Greg – people are more important than cars and free car storage, hierarchy is that cars are prioritized. We are bike advocates because we want a safe way to get around town. Changes proposed are generally good. Describes bad experiences as cyclist. Need something to slow down drivers. Loved the rain garden ideas. Bumpouts on the whole in favor of but be careful so

they don't cut off bike lanes. Add sharrows if needed. Likes rectangular rapid flashing beacons (RRFB). Were roundabouts considered for bigger intersections? Other question: for two-way streets, they feel over-built, has city considered taking space away from cars to create bike lanes?

- Jonathon – provided comments on Konvieto site from project website. Similar thoughts as Greg, would like to see better integration with Park St. Not sure if there's a bike lane? He would like to see a southbound bike lane on Park/Battery south of Sherman St. Conflicted about North Ave – wants to see bike lanes in both directions on North Ave for entire length, but also knows the history with the avenue and wonders if it's better to wait until number of users (bicyclists) are higher before pushing it. Follow planBTV for bike lanes on North Ave, good improvements for peds.
- Robert – to get people to use public transport, then cars need to be slower than transit. What about speed bumps that slow everyone?
- Liz – go slow, go together, agree with Bob. There are other ways to discourage driving, she shared these with DPW. Charge everyone with a car \$5/month, would help pay for better multimodal system. Don't think it's that radical to create a road where people have to go slower, but when you boot people out of their cars you're limiting their mobility. Perfect time to go to AALV and other businesses, share this in their languages, get their feedback. Narrowing the road affects Sara Holbrook drop off/pick up. Need to include everyone so that we hear all voices not just dominant ones.
- Sean – lives on North Champlain, bumpouts are great addition. Sees a lot of close calls. Curious about how that integrates with future plans for two-way bike lane on North Champlain, and how that interacts with school.
- Lucy notes that two-way bike lane on North Champlain wasn't drawn in the concepts but has been considered.
- Sean has spoken to a lot of businesses and neighbors about this project, and crossing North Street heading toward the school is concern so glad to see that included.
- Jonathon – crosswalk from Park St to Monroe, glad to see a slide for this, can we consider a raised crosswalk there? People in cars "race" to get to Pearl St light. Could also line up with curb ramp changes.
- Jill – the city reaches out to people and keeps reiterating we're all in this together, which gets translated into different messages, and says masks will be at different businesses not owned by white people on different days, if that kind of spirit and language were incorporated that we're all in this together, use that as we seek input from affected groups for whom English isn't first language. Could help smooth out hierarchical issues.

**Next steps:**

- Posters will be installed at project locations
- Post link to recorded video on project website
- Translate script and post to website
- Project Advisory Committee to meet in early September to review concepts and public comments

