

5. SCOPING, AGENCY COORDINATION & PUBLIC PARTICIPATION

5.1 Scoping, Agency Coordination

The FHWA is the lead federal agency for this 2020 LS DSEIS. FHWA, the Vermont Agency of Transportation (VTrans) and the City of Burlington are funding this Project, and the City of Burlington is responsible for implementation of the Project.

There is no formal scoping process required for a LS DSEIS. Meetings were held with individual resource agencies throughout the course of this Project to obtain input on environmental issues. Monthly coordination meetings with representatives from the City of Burlington, FHWA and VTrans were held from August 2019 through March 2020.

5.2 City of Burlington/Public Involvement

5.2.1 Public Participation

EO 12898 requires federal agencies to work to ensure greater public participation in the decision-making process. Furthermore, FHWA Order 6640.23A directs FHWA to identify and address disproportionately high and adverse impacts to minority and/or low-income populations. By providing targeted public involvement opportunities and considering the results thereof, public participation provides the framework to address and document major proactive efforts to ensure meaningful opportunities for engagement of the EJ population.

5.2.2 Public Outreach Since 2009 FSEIS

Since the 2009 FSEIS and 2010 ROD, the City has provided opportunities for public engagement and comment on the Project and issues related to traffic along the Pine Street Corridor. During the period of May and June 2010, four separate public meetings were held to discuss the following topics: mobility, neighborhood and community issues, economic development, and environmental concerns. These meetings were held throughout the Project Area and at City Hall.

In December 2014, an open house was held for the King Street Neighborhood to discuss traffic calming measures. This open house was held at in the Bobbin Mill Community Room, located just south of the Maple and King Street Neighborhood. Meeting participants shared the following observations, concerns, and suggestions at this meeting:

- It is challenging to cross Maple and South Champlain Street because drives make rolling stops
- Large vehicles cause crashes and turning conflicts at the intersection of Maple and Pine Street.
- Drivers ignore the stop signs and speed on King Street.
- Pine Street backs up with traffic and people use two lanes to turn right at Maple Street.

- There is heavy traffic volume in the residential area and drivers seem unaware of the neighborhood.
- Some drivers avoid Pine Street and use St. Paul as an alternative route, but the on-street parking there narrows the street and decreases visibility.
- Maple Street is a truck route, not King Street. Some residents would prefer to have no trucks on Maple Street after the Parkway is constructed.
- Four-way stops create poor capacity and increase driver frustration. Traffic signals are predictable but increase speeding. Residents wanted to know if there would be more left or right turns at the lights.
- Residents asked if it would be possible to make safety improvements after the Parkway if changes affect the traffic model.
- There is poor street lighting at intersections and off of Pine Street.
- Residents asked if the traffic data collected for the Project should be expanded to include blocks west of St. Paul Street and if there was a need for traffic volumes by hour.
- Residents asked if crashes could be avoided during construction.
- Residents asked if it would be possible to do one-way roads in pairs to allow for bikes and new streetscape. There is also concern that one-way streets could increase traffic volumes and speeds.
- Residents asked if the City could reduce speed limits, especially on King Street.
- Drivers try to avoid congestion on Main Street by using King Street and Maple Street.

Figure 5-1: December 2014 Public Meeting Flyer

**TRAFFIC CALMING OPEN HOUSE FOR
THE KING STREET NEIGHBORHOOD**

What concerns you about traffic in your neighborhood?

Join your neighbors, city staff, and our consulting team

See examples of traffic calming options & learn about the process

Help develop traffic calming and enhancements for your neighborhood!

Light refreshments available. Children welcome!

**December 18, 2014
5:30 – 7 pm**

**Bobbin Mill Community Room
245 Pine Street**

The Bobbin Mill Community Center is the gold building to the right of the parking lot from Pine Street (a "Bobbin Mill Apartments Community Center, 245 Pine Street" sign is on the side of the building.) The Community Room is accessed from the lobby.

Can't attend or have questions?
Nikole Loich, 865-5833 or nloich@burlingtonvt.gov

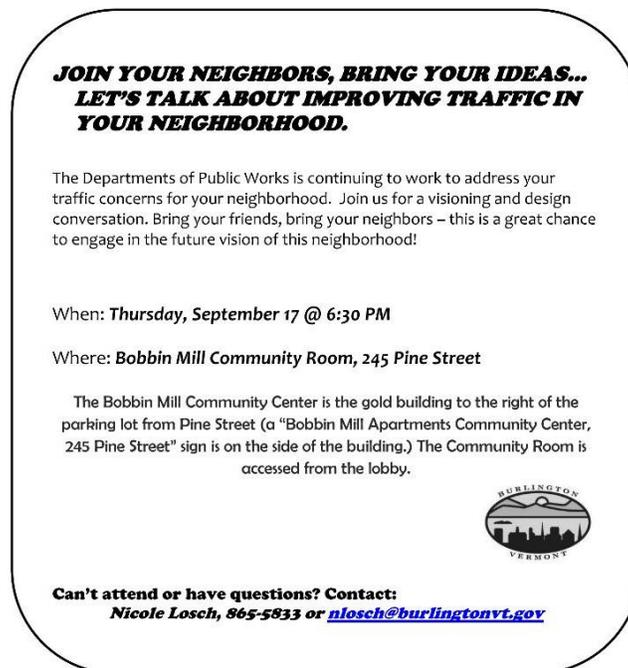


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In September 2015, another meeting was held at the Bobbin Mill Community Room. Flyers were mailed to neighborhood residences and six people participated in the meeting. The City had a poster on display and gave a presentation on traffic calming techniques and streetscaping. Most of the comments received at this meeting were related to work on Battery Street. The idea of using a traffic circle at the intersection of King Street and South Champlain Street was also discussed. Attendees talked about chicanes and parklets with the City's DPW staff.

In November 2015, a public meeting was held at the Champlain Elementary School to present the Pine Street safety enhancements to the Project's design that arose from the preceding public input.

Figure 5-2: September 2015 Public Meeting Flyer



In June 2016, a pop-up engagement event was held at the intersection of King Street and S. Champlain Street to discuss proposed intersection improvements in the Maple and King Street Neighborhood. A flyer was mailed to residents and businesses in the area and people were able to stop by and spend as much, or as little, time as they wanted with City DPW staff. The improvements discussed were unrelated to the Champlain Parkway, but many of the comments received were consistent with the design of this Project. Residents who participated in this event said that they felt that the area was dangerous for pedestrians and they liked the idea of curb extensions and other traffic calming techniques to help slow traffic and improve pedestrian safety. Consistent with the Parkway design, participants asked for improved pedestrian and bicycle infrastructure.

Figure 5-3: June 2016 Public Meeting Flyer

**King Street Neighborhood
Residents and Businesses:**

The Department of Public Works invites you to come discuss the plans for traffic calming in the King Street Neighborhood. City staff will be setting up a one-day demonstration of a curb extension at the corner of King St and South Champlain St and we want to talk to you!

When: **Tuesday, June 21 @ 4 PM**
Where: **The southeast corner of King St and S. Champlain St.**



We've been listening to your feedback and have been busy this winter planning how to make your neighborhood safer and more enjoyable.

Please come out and chat with neighbors and city staff about this progress! Light refreshments available.

Can't attend or have questions?

Contact Nicole Lasch, 865-5833 or nlasch@burlingtonvt.gov

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As a result of these meetings and events, the Champlain Parkway design was revised to include curb extensions. A letter DPW sent to businesses and residents in the area in August 2017 informed the public that “Traffic calming for this neighborhood has been developed in parallel with the upcoming Champlain Parkway project. The curb extensions conceptualized by the neighborhood are now incorporated into the Champlain Parkway design plans. These aim to slow traffic speeds and divert truck traffic from the neighborhood to Pine Street, Main Street, and Battery Street.”

5.2.3 Public Comment Process

A public comment process has been established for this LS DEIS. To inform the community, a public notice will be provided regarding the time and place of the public hearing and the availability of outreach materials on the Project's website. This notice will be distributed using the local newspapers, the City's social media accounts, direct mailings to neighborhood residents, and the Project's website at <http://champlainparkway.com>. Flyers will also be posted in local businesses, organizations, and community facilities. Virtual outreach materials will be posted to the Project's website after the LS DSEIS is made available to the public. A public hearing will also be held. Pending restrictions due to the COVID-19 pandemic and FHWA guidance, this hearing will be held at an accessible location in Burlington and/or hosted virtually. It is anticipated that the public hearing and virtual outreach will occur during the summer of 2020.

After clearance by FHWA, the LS DEIS will be made available to the public and circulated for comments by VTrans to: all public officials, private interest groups, and members of the public known to have an interest in this Project; all Federal, State, and local government agencies expected to have jurisdiction, responsibility, interest, or expertise in the Project; and States and Federal land management entities which may be affected by the Project (40 CFR 1502.19 and 1503.1). Distribution must be made no later than the time the document is filed with the Environmental Protection Agency for publication in the Federal Register and must allow for a minimum 45-day review period (40 CFR 1506.9 and 1506.10). The virtual outreach and public hearing will occur during this time. Any member of the public may submit verbal comments at the public hearing and/or submit written comments via regular mail, email, or through the Project's website.

Project status updates through the Project website, local media, and project open houses will also be provided.

The 2020 LS FSEIS will address the written and oral comments received during the 2020 LS DSEIS availability period.