

**APPENDIX 8: 2006 DRAFT SUPPLEMENTAL ENVIRONMENTAL
IMPACT STATEMENT PUBLIC HEARING**

**NOVEMBER 30, 2006 PUBLIC HEARING
SIGN-IN SHEET**

SIGN-IN SHEET
Public Hearing
Southern Connector/Champlain Parkway
Burlington, Vermont
November 30, 2006

Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
AUSTIN HOLZER	374 FLYNN AVE	802 862 8002	Austinholzer@verizon.net
Peter VonDoepf	43 Home Ave	802 862 7290	P.VonDoepf
COREY BERMAN	392 North Ave	203 980 5117	cbg021@yahoo.com
John Hawkins	360 Flynn Ave	343-8951	
Robert Wolf	41 Caroline St.	658-3912	
Ernie Bliss	80 Box 568 Montpelier VT		
Alex Reutter	95 Van Patten Derby VT	657-4071	macreutter@comcast.net
Jim De Voe-Talbot	173 173 Locust Terr.	540-0104	
Don Slisk	213 St. Paul St	860-6144	sliskd@plattsburgh.edu
ROBERT MARSHALL	161 AUSTIN DRIVE #9	862-3146	Rmarr@smogbank.net
Elizabeth Hughes	198 Home Avenue	862-8181	elizabeth.hughes@vtw.edu
Jeane Kazjea-Valliere	86 Lyman Ave.	864-0993	Kazjea@riseup.net
Chuck CATlett	27 Ferguson Ave	660-8899	chuckcatlett@ad
Angela Dugette	27 Ferguson Ave	578-2509	duggetan13@yahoo.com
Ethan Fern	444 S. Union St. #22	658-5667	efenn@alumni.uchicago.edu

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Pat Hanson	78 Lyman Ave	863-2014	pl.hanson@verizon.net
Sharie Elrick	8 Conger Ave	238-1249	
JEDROLD C. MANOCK	14 KINGSLAND TERR.	355-6169	JCMANOCK@AOL.COM
Rene Kaczka-Valliere	86 Lyman Ave	864-0993	
HARRY CLARK	8 CONGER AVE	233-4200	harryclark@verizon.net
Leonel J. Bourgeois	321 FLYNN AVE.	864-5836	
Anne Damrosch	368 Flynn	865-7838	annedw@adelphia.net
Sara Brown	65 Charlotte St Burl	859-1888	ebrown@greatharvest.com
Pete Warren	123 Foster St	863-0130	
Nicole Ballinger	"	"	
Nancy Wood	Burlington Business Assoc	863-1175	nwood@gmaill.net
Kini Fox	92 Hone Ave	865-4692	leiserfox@hotmail.com
May Jane Banks	905 Pine St	864 9141	
Nichole Fitzgerald	25 Lyman Ave	864 9011	nic911vt@burlmont.com
Cabe Arnold	974 Pine St.	238-2244	djrisevt@hotmail.com

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Eric Fitzgerald	25 LYMAN AVE. BURL	802-864-9011	r2ggae7@gmail
J.M. THONET	2 ARTHUR COURT BURL.	860-7506	jmthonet@yahoo.com
Susan Comerford	140 Wells St. B	822-5915	
PETER CLARKE	4, HASWELL ST, APT 1	859 0083	
Scott BARBIERI	984 PINE ST	870 1029	ScottB@Burton.com
R. PAUL SMITH	155 AUSTIN DRIVE	864-7573	NELSMITH@TOGETHER.NET
Cathy Rahill	174 Herme Ave	606 00818	CathyRahill@veriz.net
David Barber	166 Locust Terrace	864-6193	saganstationdfb@yahoo.com
Joan Shannon	41 Central	860-7489	
Kirstin McCracken	314 Flynn Ave	863-3288	Kshome33@hotmail.com
BOB DION	161 Austin DR	862-7615	BOBDION9@CS.COM
Julie Beth Hinds	City of South Burlington 575 Dorset	846 4106	jhinds@sburl.com
Greg Goyette	30 Bane Street	860-0380	greg.goyette@verizon.net
Lynn Imperatore	169 Ferguson Ave.	862-7735	IMPCAR@SOVER.NET
Mike Katz	233 Saint Paul St, Apt 4	865-0021	michael.katz@stater.com

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Karen Hawthorn	P.O. Box 4060 Ac. Brook VT-05406	862-0480	kushworth@adelphia.net
Andrew Saver	1037 Pine St.	859-0097	ANDYSAVER@VERIZON.NET
Erica Green	20 Arthur Ct	862 9730	esgreen05@hotmail.com
Lawrence Ribbecke	317 FURNN AVE	862 3555	lribbecke@AOL
Bob Bridges		518 453-4527	
Basil Vansuch	76 Home Ave	658-0963	
Gary Causser	111 LYMAN AVE	863-5646	CAUSER@SOUTER.NET
Nancy Nesbitt	149 Locust St	6608271	NANCYNEB@SOUTER.NET
LISA CRISER	92 HOME AVE	865-4692	
Rick Davis	1229 Notchbrook Rd #14	STOWE VT 253-0140	D.DAVIS@8957@aol.com
Phil Keay	21 Alder Lane	862-5270	on full
Allan Hunt	89 MAPLE ST		HUNTING@78521@aol.com
Diana Doll	234 Pine St	865 0068	
Lewis White	P.O. Box 300 Colchester	862-9093	
Andrea Gray	153 Howard St	864-4668	andrea.gray@verizon.net

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Victoria Welch	Burlington Free Press	651-4849	vwelch@bfp.burlingtonfreepress.com
Chapin Spencer	58 Louger Ave	652-2453	chapin@localmotorist.org
Rebecca Granis	58 Conger Ave	860-7321	rgelfing@gmail.com
Nancy Owens <small>Donal Dugan</small>	96 Ferguson Ave	600-9954	redworks@verizon.net
Janet Heady	183 Luquas Ave	862-2912	—
Ken Robie	20 Kimball Ave So. Burl.	651-1746	ken.robie@state.vt.us
Tom Ruffe	301 Flynn Ave Burl	864-2528	TRU2834849@aol.com
Jeanette Ruffe	" " " "	"	jruffe@aol.com
Rob Sikora	FHWA	828-4573	ksikora@hwa.dot.gov
Kelvin CHU	103 Lyman Ave	656-0064	Kelvin.chu@uvm.edu
Sonja Schuyler	100 State Street, Suite 600 <small>Montpelier, VT</small>	229-4600	sschuyler@joomail.com
Maura Griggs	317 Flynn Ave	862-3565	mgriggs@verizon.net
ROBERT CHAPMAN	435 FLYNN AVE	865-3668	rob.chap3@verizon.net
Clarence Manna	70 So. Crest	864-6009	—
Peter Beault	82 Hone Ave	318-3371	ATTW3@AOL.COM

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Julia Clarke	4 Haswell St. Burlington		SAHKE-LO@hotmail.com
Eric Kronk	75 Scarff Ave. Burk	865-4970	
Ron Hernandez	234 Pine St	652-3373	
Chance Cullen	380 North Ave #4	(508) 89-7997	Chance_Cullen@yahoo.com
LEO LISTI	1053 Pine Street	802-864-5884	leo-listi@jtdk.com
Pat Doukovec	26 Harbor Watch Rd.	864-8015	
Joanna Perron	974 Pine St.	598-1801	jperronr@hotmail.com
Dori Weigand	94 Caroline St	860-7576	doweigand@usm.com
Molly Fleming	425 Flynn Avenue	860-7295	mcfleming@hotmail.com

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Name	Address	Telephone No.	E-Mail
PLEASE PRINT CLEARLY			
Thomas D. Case	67 Marble Ave Burl.	951-9552	
Mark Foster	419 Flynn Ave Burl	865-3300	
Mark Flogeol	87 Howard St.	658-5573	
JACK MUESS	79 Caroline ST	864-7307	
Maare McBride	11 Birchwood CT S.B.	658-9484	mmcbride@cons.vt.edu
Timothy Paul Kozak	42 Pitkin St. Burlington VT	862-3323	tykozak@eddelphia.net
Scott Johnstone	32 Birchwood Ln.	864-6826	sjohnstone@eddelphia.net
Ly Thompson	64 Charlotte St	864-9202	lthomps@vt.edu
Chris Calvey	169 Ferris Ave	865 862-7733	ccalvey@vt.edu
RICHARD GAMARHE	15 LYMAN AVE	862-7677	
COLIN BLOCH	20 FERBUSON		

**NOVEMBER 30, 2006 PUBLIC HEARING
TRANSCRIPTS**

STATE OF VERMONT

RE:)
)
SOUTHERN CONNECTOR/)
CHAMPLAIN PARKWAY)
MEGC-M5000(1))
BURLINGTON, VERMONT)

PUBLIC HEARING

NOVEMBER 30, 2006
7:00 P.M.

CHAMPLAIN ELEMENTARY SCHOOL
800 PINE STREET
BURLINGTON, VERMONT

JOHANNA MASSE, RMR, CRR
COURT REPORTERS ASSOCIATES
117 BANK STREET
BURLINGTON, VERMONT 05401
(802) 862-4593

1 MAYOR KISS: So apparently a large
2 turnout. I'm Bob Kiss, the mayor of Burlington. I'd
3 like to welcome everybody here to Champlain School.

4 Years ago I coached a basketball team with
5 Bernie Sanders for his son and my stepson as they
6 played basketball in grade school on this very court.
7 It seems like a long time ago, and a lot of things
8 have changed since then, including, with the election
9 results this year, Bernie is now a senator in
10 Washington, so it's amazing how the continuity of
11 Burlington is a long history, and it's connected in a
12 lot of ways.

13 But anyhow, we're not here to talk about
14 basketball tonight. We're here to talk about
15 transportation. This is an opportunity as part of the
16 formal review of the Environmental Impact Statement,
17 what's proposed now as the Champlain Parkway. Steve
18 and Justin are going to go through all the sort of
19 ground rules for this process, but it's obviously
20 something that's been discussed in Burlington for
21 almost 40 years.

22 I would say this isn't the Southern
23 Connector. It is the Champlain Parkway, and it still
24 deserves a lot of comment and work, and tonight is
25 another step in that process. So I'm glad that you

1 turned out. I think it's important for the people of
2 Burlington to participate in this discussion. It's
3 part of defining the future. That's absolutely true.
4 So I'd like to turn it over to Steve Goodkind.

5 MR. GOODKIND: Sure.

6 MAYOR KISS: The director of the
7 Burlington Department of Public Works.

8 MR. GOODKIND: Thank you, Mayor.

9 I'd like to thank everyone for coming
10 tonight. We have a pretty simple agenda. This is a
11 public hearing, and it really consists of two parts.
12 First, very briefly, Justin's going to go through the
13 project. He'll go through the process. I'm not going
14 to get into detail on that, either. And after that
15 really the main part of the meeting is the time for
16 public comment, and all comments will be recorded.
17 There are people here from Federal Highway, state
18 transportation agency, our consultants, city of
19 Burlington, the mayor's here, the city councilors are
20 here, and again, the main purpose of this meeting is
21 to listen after we give an overview. We'll give you
22 some idea of what the project is about.

23 Just one other housekeeping thing.

24 There's rest rooms through the doors. I think most of
25 you came in on the bottom floor. And other than that,

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1 I think I've said enough, and I'll turn it over to
2 Justin.

3 Justin's been our project manager for
4 about five or six years on this project, and I think a
5 lot of you have seen him at some of the public
6 meetings we've had, but again, tonight, other than
7 just providing some general information, this is a
8 time for you to give us feedback, not us to talk to
9 you.

10 So here you go, Justin.

11 MR. RABIDOUX: Thank you, Steve, Mayor,
12 everyone, for coming tonight.

13 I want to go over a few more items and
14 expound a bit on the definition of public hearing.
15 Because this is a federally mandated public hearing as
16 part of our federal permit process, and as such, its
17 sole purpose is a brief overview of the project and
18 then to solicit input either through a comment or a
19 question from the public.

20 Unlike the four meetings we held back in
21 July and August where there was a debate, there was a
22 Q and A format, that will not be occurring this
23 evening. Tonight is for the public to provide
24 comments, input, and ask questions. Those questions
25 will not be answered tonight. They will not even be

1 responded to this evening. And a little bit later
2 we're going to get into the process of the slide show.

3 Steve had mentioned some of the people
4 that are here: Ernie Blais, who's the head of Federal
5 Highway, and Federal Highway Administration oversees
6 this project and any other one in the state of
7 Vermont; Rob Sikora, who's the environmental project
8 manager for this project and any other one in the
9 state of Vermont, is here; both the Ward 5 city
10 councilors are here this morning; Mayor Kiss is here.

11 We have six consultants with us this
12 evening, and Circumferential Highway fame, Ken Robie
13 from the state of Vermont and Wayne Davis from the
14 state of Vermont. So anyone who's worked on the
15 project in the last five to eight years, they're here
16 tonight. We want to hear what you have to say.

17 And with that said, we'd like to get
18 going. I'm going to try to be as quick as I can. We
19 have about 60 slides or so. You should all have them.
20 The handout's in the back if you don't. And also, if
21 you haven't yet, please sign in. And it's very
22 important that we can read what you sign in. Some
23 people weren't able to be made aware of this meeting
24 through direct e-mails if we can't read your e-mail
25 address and that type of stuff.

1 So here we go. I'll try to get in and out
2 of this in 20 minutes and turn it over to the public.

3 This is why we're here tonight.
4 Self-explanatory.

5 The opportunity to provide comments. They
6 can be done this evening. We have a stenographer here
7 recording everything that we are saying, and as such,
8 when it is time for comments, we're going to ask that
9 you come forward, and actually, we'll move the mic up
10 a little bit and you can speak into the microphone so
11 the court stenographer can properly hear and record
12 everything that you have to say.

13 If you don't want to ask a comment tonight
14 or if you want to add additional comments, right up
15 here you can send -- send a letter to either Rob
16 Sikora or Wayne Davis or you can go to that e-mail
17 address right there and send us an e-mail, and it
18 comes right to the state, the city, and Federal
19 Highway.

20 This evening is the only time during this
21 process in which oral comments are going to be
22 received and recorded and further incorporated into
23 the project. So if you bump into one of us in the
24 next week or two and you got something to say or ask
25 about in the project, keep in mind that it would be

1 best if you did that through a written format.

2 The comment period on the project ends on
3 December 29th of 2006. After that point that closes
4 the public comment period, and we'll talk about what
5 happens after that.

6 This project and any other project in the
7 state is governed by the National Environmental Policy
8 Act, NEPA. It requires federal agencies to consider
9 the environmental impacts and propose actions and what
10 are reasonable alternatives to those actions. Federal
11 agencies prepare a detailed statement known as the
12 EIS, Environmental Impact Statement. For those of you
13 that don't know, the city of Burlington has prepared
14 an EIS, and it's been approved by Federal Highway.
15 That is available. We'll go over that later where you
16 can get either a hard copy, a CD, or you can get it
17 on-line at the state of Vermont's Web site.

18 And the purpose is to declare a national
19 policy that encourages productive and enjoyable
20 harmony between man and his environment. We are
21 quoting directly out of NEPA. To promote efforts
22 which will prevent or eliminate damage to the
23 environment and biosphere and stimulate health and
24 welfare of man and to enrich the understanding of
25 ecological systems and natural resources that are

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1 important to city, state, and then I would add the
2 nation.

3 I'm pretty sure that this doesn't come as
4 a surprise to anyone in the audience. Here's the
5 project study area.

6 Environmental Impact Statements primarily
7 state the project purpose and need, and then it goes
8 on to evaluate the impacts of the project and weigh
9 them against the purpose and need. The purpose and
10 need is broken down into project history, a
11 description, the project need, and then the project
12 purpose.

13 This is probably a longer slide than for
14 any other project save one, perhaps. And I'm not
15 going to read all of these other than to say that this
16 isn't the first EIS we've written on this project, and
17 most people in this room probably have a story as to
18 this project was so close to going out to bid,
19 et cetera, et cetera, so we're all very familiar with
20 the long and glamorous history of the Champlain
21 Parkway project.

22 To briefly describe each segment of the
23 project, and it's broken down into three segments,
24 Sections 1, 2, and 3 referred to as C-1, 2, and 3,
25 with the C standing for C, just for contracting and

1 construction purposes.

2 The C-1 section, which is actually the
3 part that's built today. The Champlain Parkway
4 project will consist of reconstruction of that portion
5 of 189 that's built today that comes off of 189, goes
6 under Route 7, and stops just south of Home Avenue.
7 It will include a lane reduction from its current four
8 to two lanes, installation of historical light
9 fixtures. The extra space that used to be those two
10 lanes that are going to be removed turns into a nice
11 22-foot-wide landscaped median to provide a gateway
12 into Burlington. That section is a little over a half
13 a mile long, and again, it's built today and also has
14 a bike path adjacent to it.

15 The C-2 section takes the road basically
16 along the same alignment from Home Avenue to Lakeside
17 Avenue. That's all new construction, full-depth
18 construction. Any properties that were needed for the
19 construction of this project were acquired a long time
20 ago. That's not to say -- there are now -- with
21 tighter design standards, tighter permitting
22 regulations, there are a few small strips of land we
23 would need on a temporary basis during construction
24 from some of the adjacent property owners, most of
25 which we've already spoken with.

1 It's a two-lane road with left turn lanes
2 at traffic signalized intersections, and those signals
3 will be along C-2 at the intersection of Home, Flynn,
4 and Sears Lane. On the east side of the Champlain
5 Parkway there's a ten-foot-wide bicycle-pedestrian,
6 shared-use path, and again, it's a little over half a
7 mile long, and it will have the same lighting and
8 landscaping amenities throughout the entire project.

9 This is one piece of the project that
10 we're mentioning for the sake of the process. It's
11 referred to as C-8, and in the 1997 EIS it was part of
12 the road that would go through the Barge Canal. That
13 has since been dismissed. It's discussed briefly in
14 the EIS and discussed a lot more in previous versions
15 if you wish to learn more about it. It was a
16 four-lane roadway. It stayed off of Pine Street, it
17 stayed off of Lakeside Avenue, but as I think
18 everybody here knows, that was dismissed a long time
19 ago through you due to the Pine Street Barge Canal
20 Superfund site, and neither the city, state, nor
21 Federal Highway has evaluated that any further.

22 The C-6 section, which was first
23 introduced in the 1997 EIS as a temporary detour
24 around the Barge Canal until the Barge Canal could be
25 mediated -- remediated and future roadway construction

1 could take place, well, it has since grown up from a
2 detour to the final solution. It bypasses the Pine
3 Street Barge Canal Superfund site, utilizes existing
4 Lakeside Avenue, and exits Pine Street in Burlington
5 and with a connection into what's referred to in a lot
6 of city planning documents as a City Center District.

7 This is the only part of the project in
8 which we're presenting two alternatives. Everything
9 south of Lakeside Avenue is the same for either
10 alternative. Build Alternative 1, and if you're
11 looking at the boards over to my left on the front
12 right, the top two -- the top two boards represent
13 Build Alternative 1. The bottom boards represent
14 Build Alternative 2.

15 You can see in the board in the upper
16 right, we go on Lakeside Avenue to Pine Street, head
17 north on Pine Street, and then the road heads due
18 northwest in back of the Gregory Supply building and
19 through the Vermont Railway property, and that ties
20 into existing Burlington streets at the bottom of the
21 intersection of Battery and Maple Street.

22 Build Alternative 2 is what's shown on the
23 bottom, utilizes existing Lakeside Avenue and existing
24 Pine Street north all the way to Main Street. That's
25 C-6 Alternative 2.

1 Project need. To deal with congestion.
2 There was insufficient capacity to appropriately
3 service traffic volumes and provide appropriate access
4 into and out of Burlington. Safety: Concerns are
5 created by vehicles utilizing roadways that
6 functionally operate at a higher classification level
7 than originally intended during their design and
8 construction in Burlington decades ago. And a
9 deficient north/south corridor. The mix of local and
10 through commuter traffic in the neighborhood areas,
11 including trucks, created by a lack of a north-south
12 arterial to access the Center City District.

13 Project purpose. Very similar to need.
14 Improve access from 189/Route 7 interchange into the
15 city of Burlington Center City District and the
16 downtown waterfront area. Improve circulation,
17 alleviate capacity overburdens, and improve safety on
18 local streets within the study area; provide traffic
19 relief in the southwest quadrant of the city;
20 eliminate disruption to local neighborhoods and
21 separate the local and commuter traffic; and to remove
22 the truck traffic from the local street network.

23 The two alternatives that we just
24 discussed were both scoped and evaluated, and that
25 information is in much more detail in -- the EIS is

1 1500 pages long. Much more detail.

2 Scoping of alternatives. We briefly just
3 discussed two alternatives that were carried further
4 for evaluation. I'm not going to read all of these
5 other ones because they're listed right in front of
6 you. These are a list of some of the alternatives
7 that have been discussed, and there's some additional
8 technical information in the appendix of the EIS, but
9 these were not carried further for evaluation. And I
10 think I counted at least ten bullet points there.

11 And this quickly is a quick map of what
12 some of those were, and that's to build to Lakeside
13 Avenue only and stop the project at that point.

14 Some combination of one-way street
15 patterns utilizing Champlain Street, King, Maple,
16 Pine, and there were a lot of derivations off of this,
17 as you can imagine, in terms of who's north, who's
18 south, and east and west.

19 The alternatives that were evaluated were
20 the two that we just discussed, and also in any
21 project you have to consider the impacts of the
22 no-build alternative if nothing were to happen.

23 The two build alternatives in the
24 no-build: C-1 remains as is, and it is not utilized,
25 it is not open to traffic, and it sits there as it has

1 for 20 years. And in the no-build nothing will occur
2 on Sections 2 or Section 6.

3 Very informative.

4 Build Alternative 1, this is the part that
5 stays along Pine Street and it heads northwest through
6 Vermont Railway. C-1 and C-2 are the same in both
7 alternatives. I'm going to read them real quickly.
8 Transition from 189 onto a city street, reduces the
9 roadway from four to two lanes with that 22-foot-wide
10 median. C-2 is new roadway on new alignment.

11 And here's where Build 1 differs. Along
12 Pine Street and any part of C-6, it was full-depth
13 reconstruction, meaning a minimum of three, four feet
14 to rebuild your entire road base; undergrounding of
15 all the existing area utilities that are out along
16 Pine Street today, and there are a lot of them. In
17 doing so, undergrounding those utilities, they have to
18 go somewhere.

19 On Riverside Avenue, which we're just
20 about done, and it looks great if you happen to drive
21 by, we had to dig a ten-foot-wide trench and put those
22 utilities underground on Riverside Avenue. There was
23 space on Riverside Avenue. There was no space on Pine
24 Street the way things are currently configured, so
25 this plan would involve relocation, combination of the

1 existing utilities to make room for the undergrounding
2 of the aerial utilities, phone, power, cable, telecom.

3 Traffic signals would be at the
4 intersection of the Champlain Parkway/Lakeside Avenue,
5 and there's an existing intersection at Lakeside and
6 Pine. There would be a new signal at the Pine Street-
7 Battery Street section, which is what we're calling
8 the part of the road that goes through Vermont
9 Railway, the Battery Street Extension. And there was
10 an existing signal at the bottom of Battery and Maple
11 and also Battery and King. Those are existing.

12 And this would involve continuous
13 sidewalks on both sides of Pine Street. Right now on
14 the south side there's a gap of a few hundred feet --
15 I'm sorry, on the west side of Pine Street, and
16 additionally, and this is no small bullet, and it's
17 not last due to its scope, rail mitigation. To put a
18 new road alignment through an existing rail operations
19 without impacting them is not feasible, so in doing
20 so, you have to pick up and relocate their operations,
21 and that would be -- the area identified presently is
22 to the south located in back of the Vermont Transit
23 facility that faces Pine Street.

24 And there's Build Alternative 1 with the
25 traffic signals shown in green.

1 That's what we have today for C-1.

2 Probably doesn't look much different than that and
3 hasn't in a long time.

4 And this is a little artist's rendering of
5 what it would look like if you have a scale of that
6 22-foot-wide median. It gives you the same light
7 fixtures that the city of Burlington has used on state
8 and federal projects as recently evidenced by upper
9 Main Street, the bottom half of North Street, and the
10 Riverside Avenue project.

11 And this is the C-2 section that just
12 shows the one lane in each direction with the
13 ten-foot-wide bicycle path to the east.

14 Quick cross-section of what Pine Street
15 would look like under this build alternative. Again,
16 it's right in your handout. I'm not going to march
17 through it east to west.

18 And this shows the route it would take and
19 what's circled in red is through the existing rail
20 yard, and that's what we've been referring to, the
21 Battery Street Extension. This is probably Iteration
22 No. 90, and Bob Badger's here, and I know he can smile
23 now, of Clough Harbour.

24 This is -- this was our final rail
25 mitigation plan, and it's -- even though the project

1 has all those other EIS's we discussed, this is really
2 the first time that the project have worked
3 collaboratively with Vermont Railway to say, "Okay.
4 This pile of rocks here, when a road comes through,
5 where does that pile of rock go? How do your trucks
6 get to it? How do your trains get to it? How can you
7 run your business?" This is that -- we have this in
8 much more gory detail, both visually and written down,
9 if you choose to see so.

10 Build Alternative 2 involves using C-1,
11 C-2 as previously discussed, and the C-6 section stays
12 just on Pine Street. And what that means for Pine
13 Street and Lakeside Avenue, Lakeside Avenue gets
14 full-depth reconstruction up to the intersection with
15 Pine Street, and that would include some drainage
16 improvements that are right outside of, well, frankly,
17 our window at the Department of Public Works. There
18 would be a grinding down and repaving of existing Pine
19 Street. Kind of a face lift. New streetlights, so
20 Burlington Electrical Department would design and put
21 in similar streetlights to what was shown on some of
22 the artist's renderings.

23 There's an existing traffic signal at
24 Lakeside and Pine. There would be under any scenario
25 a new traffic signal at the intersection of the

1 Champlain Parkway and Lakeside Avenue. And probably
2 the biggest change in this project over the last --
3 that's occurred in the last year that differs it from
4 previous versions is Build Alternative 2 would include
5 traffic signals at the intersections of Pine Street
6 with both Maple and King Street. And again, either
7 alternative would involve continuous sidewalks on both
8 sides of Pine Street.

9 It's an Environmental Impact Statement.
10 You evaluate your impacts on the environment. It's
11 about as straightforward as things get sometimes in
12 these processes. And this is a list. This isn't the
13 entire list, because there are some -- there were some
14 items within this evaluation that do not pertain
15 either to our project or to Burlington or to Vermont.
16 These are -- these are the list of environmental
17 factors that are discussed in detail in the EIS.

18 I'll hit the main bullets. Transportation
19 system; land use, socioeconomics; your land and water
20 resources; vegetation and wildlife resources;
21 historical and archeological resources; air quality;
22 noise environment; public conservation and also public
23 recreation lands; indirect and cumulative impacts; any
24 hazardous materials that are known to be present; and
25 also what the visual setting, what are the aesthetics

1 of the proposed project.

2 Our traffic operations, as discussed in
3 the EIS and even a lot of that -- all that raw data's
4 in the appendix of the EIS. It uses the model that
5 was approved by the Chittenden County Metropolitan
6 Planning Organization and subsequently by the state of
7 Vermont, and what we looked at was -- ETC stands for
8 estimated time of completion of 2008, so you evaluate
9 your -- the year and the day that you open the project
10 for its traffic impacts, and then you also have to
11 project out 20 years forward, so that's your ETC plus
12 20.

13 You look at the existing condition, how it
14 exists today, what would happen under the no-build
15 scenario. TSM and TDM are acronyms for transportation
16 systems management and transportation demand
17 management. That's things such as utilizing public
18 transit, park and rides, share -- share pool to work,
19 high-occupancy vehicle lanes. Again, some things that
20 aren't entirely prevalent to the state of Vermont.
21 And then you also -- you evaluate all of those for all
22 of your build alternatives.

23 This is -- we kicked this around a bunch
24 as to how to compare the impacts in a quick visual
25 form of the three alternatives and traffic. What we

1 decided to do was to show you with line weight and
2 color -- I realize you have black and white, but the
3 line weight, what the ADT, the average daily traffic,
4 of each segment of road is; and then also with the
5 colored circle dot at the main intersections, the main
6 signalized intersections, what your vehicular level of
7 service is. Level of service evaluates the delay a
8 vehicle faces as it approaches and goes through a
9 signalized traffic intersection. And this is -- this
10 is how things project out with the no-build
11 alternative, the Build Alternative 1 and Build
12 Alternative 2.

13 Again, I realize there's a lot of
14 information just in those three sheets. Tonight is
15 not your only opportunity to comment. So you have
16 the -- you can digest this. Comments will be received
17 till December 29th, and all comments, whether they
18 come this evening, via e-mail, or with a letter, will
19 be given the same weight and evaluated with the same
20 level of scrutiny.

21 And again, we sense the main difference
22 between the two alternatives really focuses on the
23 north end of the project, the intersections with King
24 and Maple Street. We further broke down and listed
25 some average daily traffic volumes in that area,

1 throughout the network, under the no-build, Build
2 Alternative 1, and Building Alternative 2.

3 These -- these were the -- these are the
4 impacts of Building Alternative 1. And this slide and
5 what I'm about to say doesn't -- doesn't attempt to
6 quantify or qualify or provide any value judgment to
7 those. That's all within the EIS. We looked at the
8 impacts of traffic. What are the impacts of the
9 volume of the traffic? Because traffic means a lot of
10 things to a lot of different people. There's volume,
11 there's level of service, noise generated by traffic,
12 and air pollution generated by traffic. And air
13 pollution kind of goes hand in hand with congestion,
14 which goes hand in hand with level of service.

15 Impacts of Building Alternative 1 on the
16 rail yard; what were the impacts on CCTA and their bus
17 route; city of Burlington operates an existing -- the
18 park program, downtown park and ride. Downtown
19 employees or anyone, for that matter, can pay a fee
20 for a monthly permit. They can park down at the south
21 parking lot of the Gilbain property, General Dynamics.
22 It's on the south side of Lake Street. What are the
23 impacts to that facility under this alternative. And
24 what are the impacts for bicycles and pedestrians
25 of -- of Alternative 1.

1 Alternative 1 has, as I discussed earlier,
2 minor strip takings of right-of-way, and those are all
3 temporary easements for the purposes of construction.
4 It impacts the former Burlington Street Department
5 building which the city of Burlington still owns.
6 There's an impact to the southwest portion of the
7 Gregory Supply lot, and to the point where their
8 lumber shed would have to be relocated to accommodate
9 the road and there's the obvious impact to the
10 Burlington rail yard. Impacts to wetlands, water
11 resources, historical and archeological resources, and
12 hazardous materials.

13 Same items for Building Alternative 2.
14 The main difference in Building Alternative 2 is you
15 don't see Burlington rail yard, you don't see Gregory
16 Supply, you don't see the former Street Department
17 building because the road stays on existing Pine
18 Street. Everything else is pretty much the same.

19 I talked about the right-of-way process
20 and how a majority of the land was -- was acquired by
21 at that time the state of Vermont on behalf of the
22 project, and that was done under the Uniform
23 Relocation Assistance and the Real Property
24 Acquisitions Policy Act of 1970. However, today --
25 that was 35 years ago.

1 If you at all read the paper or kind of
2 follow development, it's pretty onerous on applicants,
3 on appellants, so your impacts -- even though you
4 might be building a 22-foot-wide road with five-foot-
5 wide sidewalks, your impacts spread beyond that in
6 terms of how you have to protect the soil that you
7 disturb on-site, how you have to protect the public
8 for safety measures, and all of those other factors
9 require your right-of-way to construct the project to
10 expand and widen, so there will be at some point --
11 and actually get to the last bullet here, we have - I
12 don't remember the time frame. It was a little while
13 back - at least attempted to meet with all adjacent
14 property owners who we would need right-of-way from.

15 Some people did not respond. Some people
16 responded and said, "No, thank you." A lot of people
17 came and met with us. If you're one of those
18 properties, you still want to have those discussions,
19 that's why we're here. Each -- each easement, each
20 construction easement, that lane is of a value to you
21 as a property owner, and therefore, our use of it is
22 of a value to us, and we do an appraisal to determine
23 what the fair market value is for that impact.

24 The city council, acting as the governing
25 authority in Burlington, would hold a necessity

1 hearing, meaning is the land proposed to be acquired
2 on behalf of the project, is it necessary to construct
3 the project. The city council, much like they did on
4 the other project I mentioned, they can issue an
5 affirmative finding; they can amend the findings. So
6 these are all processes that are in front of us. And
7 then finally you go through acquisition and
8 compensation for the use of that land.

9 Any project going through an EIS has to
10 take a look at its impacts on environmental justice,
11 specifically its Executive Order 12898, to ensure that
12 minority and low-income communities are not
13 disproportionately impacted by federal action. And in
14 Burlington we have one of these communities that
15 intersects with the proposed Champlain Parkway.
16 That's the Old North End Enterprise Community as shown
17 on this map. Basically it's everything north of King
18 and Main Street all the way out to the belt line. So
19 it's a majority of kind of downtown and the City
20 Center of Burlington. We do hit the north end of it
21 as our project. One of its alternatives proposed to
22 stay on Pine Street north all the way to Main Street.

23 The conclusions of -- the conclusions
24 contained within the EIS with regards to environmental
25 justice state that both Build Alternatives 1 and 2

1 result in an acceptable level of service, which is,
2 again, the measurement of vehicular delay at
3 signalized intersections within the enterprise
4 community. Both building alternatives improve
5 mobility and access to and from the enterprise
6 community. And neither building alternative would
7 require a widening or an adverse permanent taking of
8 any lands within the enterprise community.

9 Section 4(f) deals with public resources,
10 historical resources. It was part of the 1966 United
11 States DOT Act. A Section 4(f) resource is a public
12 park, recreation land, wildlife and waterfowl refuges,
13 or historic sites, and where we really start to impact
14 that in Burlington is with the historic sites and to
15 some minor extent recreation land, because South Park
16 or Calahan Park is certainly within the project study
17 area in Burlington, as are a few other parks, you'll
18 see. Any taking of 4(f) land can only occur when
19 there is no prudent or feasible alternative to the use
20 of that land and all possible planning is done to
21 minimize harm to whatever that resource may be. A use
22 of a 4(f) resource occurs when land is acquired from
23 that 4(f) resource and it's then incorporated into a
24 federal transportation facility project.

25 These are the resources within the study

1 area. We have four historic districts. There are two
2 additional eligible structures to be determined to be
3 historic. The archeological site is the rail yard.
4 And then you can see the eight or so parks listed
5 under Parks and Recreational Areas.

6 The impacts and mitigation under each
7 alternative. Building Alternative 1 impacts the Pine
8 Street historic district, which again involves a
9 former Street Department building and the Rutland
10 railroad, and there has been a lot of work done over
11 the years on behalf of both the Champlain Parkway
12 project and others working in the area, and all that
13 information is on file. At the time it called for the
14 potential relocation of the Pine Street old Street
15 Department building to relocate it on its property.
16 If the road needed to go through it, could you pick it
17 up and move it. And that was one of the things that
18 was evaluated. Additionally, we had to do a National
19 Register nomination for the Pine Street historic
20 district just to make sure everyone that was aware and
21 interested in impacts on historical districts would be
22 aware of this project and its associated impacts.

23 Building Alternative 2 touches the Battery
24 Street historic district with minor temporary takings
25 needed for the installation of traffic signals at King

1 and Pine and Maple and Pine. And that would -- those
2 signals would be done using historically compatible
3 fixtures, and we have all the old pictures in
4 Burlington, so we meet that threshold.

5 Just for the sake of comparison, the two
6 alternatives, and again, Building Alternative 1 is
7 what's on the top display, goes to the rail yard,
8 undergrounds utilities, relocates utilities, fully
9 rebuilds Pine Street. \$35 million. Building
10 Alternative 2 is the exact same thing, Lakeside Avenue
11 and then stays on existing Pine Street. That's \$18
12 million.

13 What happens next after this meeting,
14 after this hearing? The written comment period for
15 the draft supplemental Environmental Impact Statement,
16 which is what is in front of the citizens of
17 Burlington today, ends on December 29th, 2006, after
18 which time the city will take those comments, they
19 will respond to them, make any design changes that are
20 necessary or desired, and they'll issue their final
21 Environmental Impact Statement. Within that final EIS
22 contains not only the public's comment but its
23 associated response and resolution, if any. So
24 everything you say tonight, in addition to being
25 recorded and taped on Channel 17, it gets typed up and

1 printed in the final EIS.

2 After that's complete, after the city
3 works with the state and the Federal Highway to
4 finalize the final EIS, the final EIS is then
5 submitted for review by Federal Highway and is then
6 again made public, after which time Federal Highway
7 can at a bare minimum of 30 days and at a maximum of
8 years issue a record of decision.

9 Record of decision is -- if you've ever
10 done any permitting in Burlington, it's the same thing
11 as a planning/zoning condition of approval. It's what
12 Federal Highway says, "Here's -- here's what we think
13 of your project's findings; and if we approve its
14 construction, here are the conditions under which it
15 will be built." And it obviously identifies a
16 selected alternative. And then from that point on you
17 can begin construction, but all along concurrently we
18 would continue to work on final design. We would
19 continue to obtain other permits that are necessary
20 for the project.

21 Document availability. The document is
22 the draft supplemental Environmental Impact Statement.
23 You can go to the state of Vermont's Web site at
24 aot.state.vt.us, and from there it's very easy to
25 find -- on the lower right-hand corner of that page

1 under VTrans Spotlight they have a box of about a
2 dozen or so projects that you can link right to. This
3 one happens to be the most recent one, so it's the top
4 project. I believe it's entitled Burlington Southern
5 Connector or Burlington DSEIS, but you'll easily
6 recognize it.

7 It's also available for viewing, the
8 entire document in its -- it's probably -- it's a
9 healthy two three-ring binders thick. It's down at
10 our office on Pine Street. It's down in Montpelier if
11 you happen to be down that way at both AOT and FHWA's
12 office. Copies are at the Fletcher Library on College
13 Street, the Champlain College library on Willard
14 Street, and at Bailey Howe up on -- up at UVM. If you
15 would like a CD of that or if you would like an actual
16 written copy of the EIS, just simply contact the city
17 of Burlington through its Public Works Department at
18 863-9094, or again, you can download it off from --
19 from the Internet.

20 One last time, I think this is our
21 ultimate slide, and from that point on we'll turn it
22 over to you folks. This is the second slide. This
23 goes through what the commenting procedures are. In
24 fact, it was our last slide.

25 The good news is this evening we're

1 fortunate enough to have Channel 17 taping it for us,
2 and it will be aired in the future, but also we're
3 fortunate enough to have a court stenographer here
4 recording everything we're saying. In order for the
5 court stenographer to hear everyone, we're going to
6 ask that you come up, and we're going to put the stand
7 right here and make your comment right here so it can
8 be properly recorded.

9 We apologize for the inconvenience, and
10 I'm not sure how this would work. Normally we would
11 just point to hands and you would speak from where you
12 sit, but if people want to come up and line up
13 around -- on my right side, your left side, and from
14 this point on, I believe we've covered everything on
15 our end. The meeting now becomes public comment.
16 Your comment can be -- it can be a comment; it can be
17 a value judgment. It can be a question about the
18 design. Whatever you want to say. If you don't want
19 to say something tonight and you want to provide it
20 written, we've discussed that already.

21 Thank you very much for bearing -- I think
22 I blew my 20-minute estimate, but anyways, it's now
23 open to the public, and we will be here as long as the
24 last comment is heard.

25 (Applause.)

1 MS. DOLL: Let me know if this is adequate
2 or inadequate. As a resident of the north end of Ward
3 5 --

4 MR. RABIDOUX: I'm sorry. Real quick. If
5 you could, state your name and your address. Thank
6 you.

7 MS. DOLL: Yup. Diana Doll, 234 Pine
8 Street.

9 VOICE: Can't hear you.

10 MS. DOLL: You can't hear me? Okay.
11 Closer? How's that?

12 Okay. I live at the north end of Ward 5
13 up near the intersection of Pine and Maple and am
14 concerned about the impact that Building Alternative 2
15 down at the bottom would have on the residents and the
16 neighborhoods up at that end. As you know, it's
17 already quite a congested and slow-moving area, and I
18 didn't bring the traffic control summary with me. I
19 wish I had, because it stated an increase from roughly
20 12 or 14,000 vehicles currently per day up to 17, 18,
21 or 19,000. So an increase of somewhere several
22 thousand cars, but percentagewise that seemed like a
23 30 percent or so increase. That's -- I'm roughing it
24 here, but, you know, if you imagine one-third,
25 roughly, more vehicles coming up Pine Street to the

1 north end and impacting on that whole area, it's
2 already pretty crammed, as we know, so just in terms
3 of the livability, the noise, the air quality, the
4 pedestrian and bike accessibility and safety, although
5 it seems like a plan has that last part in
6 consideration.

7 What else? Oh, yeah. So with that amount
8 of traffic coming up or exiting and stoplights at
9 those intersections, I'm picturing very long lines
10 idling at the red lights, longer than they already
11 are, and then people, you know, gunning it to get
12 through the green lights and coming in on these
13 one-block streets in every direction, so I would -- I
14 would wonder about an alternative.

15 This -- this is Alternative -- Building
16 Alternative 3 where north-driving traffic still comes
17 north on Pine Street to Maple as a one-way up in that
18 residential section and south-heading traffic heads
19 south on the Battery Street portion which would be a
20 one-way heading south, so half the traffic would be --
21 you know, split the traffic in half instead of jamming
22 it all into one area or the other, and that would also
23 alleviate impact on the businesses and residents at
24 the Battery and Pine intersection.

25 I think that's about it. Thank you.

1 MR. HUNT: My name is Allan Hunt, a
2 lifelong Burlington resident and property owner and
3 resident at 89 Maple, which is also very close to the
4 corner of Pine and Maple. I also wanted to coin a
5 term. I believe we're in the Old South End as opposed
6 to the New South End, and in the Old South End, as the
7 previous speaker alluded to, we have constant gridlock
8 traffic from 6:30 a.m. to -- you know, pick a number.
9 6:30, 7 o'clock at night, stop and go all the time.
10 Trucks, cars, whatever, buses. And Alternative -- I
11 didn't realize that we had two alternatives. I was
12 sort of informed at previous meetings that they had
13 kind of bagged Alternative 1 and you were focusing on
14 Alternative 2, so that's really -- my comments are
15 addressed to Alternative 2.

16 To add to that traffic load seems absurd.
17 The King Street-Maple Street neighborhood, which has
18 been the recipient over the past 20 years of a lot of
19 investment on the part of the city, it's a low-income
20 neighborhood. I don't think that's changed. Lots of
21 low-income, affordable housing now has been built or
22 mostly renovated there, and now we're talking about
23 dumping a whole bunch more traffic into that area. To
24 me is not good public policy.

25 You know, I bought those properties 20

1 years ago thinking the Southern Connector was going to
2 make that neighborhood a real gem. I believe it still
3 remains a gem. I'm not sure it's going to continue to
4 be a gem if Alternative 2 is selected. It doesn't
5 seem to me to be economic justice of unduly burdening
6 a low-income neighborhood. Yes, it does remove some
7 traffic from points south, but to then dump it all
8 into one area on the north -- the Old South End or the
9 north end just seems to be a poor alternative.

10 I take some encouragement that perhaps
11 Alternative 1, which I think does make some sense,
12 does divert some traffic out of the highly dense
13 populated residential area that we live in, the Maple
14 and King Street areas, and puts it down into an area
15 which is better able to accommodate traffic. It to me
16 is a much more preferable option.

17 Thank you.

18 MR. KACZKA-VALLIERE: We'll see if you can
19 hear me with the mic this low.

20 My name's RenT Kaczka-Valliere. I'll give
21 you the correct spelling later, so -- good evening.
22 Thank you for holding this public meeting. I -- I
23 live at 86 Lyman Ave. with my partner, and we -- we
24 rent there, and I oppose the Southern Connector, and
25 I -- not only do I oppose it, but I oppose it for --

1 for reasons that go beyond just traffic -- traffic
2 maintenance.

3 Let me back up here. I forgot to mention
4 that I am a Green Party candidate, and I'm running for
5 city council for Ward 5. I meant to say that before.

6 We do not need another road to repair
7 or -- I'm sorry. We do not need another road to
8 repair, and neither can our planet repair the harm
9 that we are continuing to inflict. Global warming
10 demands that we decrease traffic, not increase
11 traffic. We know that Vermont's environment and
12 economy are affected by global warming.

13 The warming -- the warmer winters are
14 resulting in shorter maple sugaring seasons. Earlier
15 this year long-term -- longtime sugar maker Burr Morse
16 told the Free Press, "The sugar maker is the canary in
17 the mine shaft when it comes to global warming." This
18 40-year-long proposal that we've heard about this
19 evening is also that canary in the mine shaft. It is
20 archaic. It has been riddled with problems from the
21 start. We live in a different world than we did 40
22 years ago. Our planet requires us to look 40 years
23 ahead. We must think long term. We need to be
24 proactive, not reactive. We need to be progressive,
25 not regressive. These are the values of Burlington.

1 We need to think of new strategies to move
2 us forward. That's why I propose a monorail transit
3 system. I support this because monorails are safe and
4 quiet. They're environmentally friendly. Monorails
5 are cost effective, and this monorail would relieve
6 automobile and bus traffic from Pine Street.

7 I suggest that we have Bombardier in
8 Plattsburgh construct the project. They've done a
9 project in Las Vegas. The construction and operation
10 would create new jobs.

11 As for the location, Interstate 189 would
12 exit into the monorail's park and ride. The monorail
13 would then start at the end of C-1 section and be
14 elevated above the existing railroad tracks. I
15 propose that Vermont Transit be situated at the end of
16 Interstate 189, thus eliminating bus coach traffic on
17 Pine Street and Flynn Ave.

18 I know this is only one alternative to the
19 parkway. I hope you recognize there are other
20 solutions. We need to be the progressive city that
21 people think we are, and there is little progression
22 with finishing this archaic proposal.

23 (Applause.)

24 MR. CLARK: My name's Harry Clark. I live
25 at 8 Conger Avenue, and actually I'm going to be

1 pretty much echoing those statements that the -- all
2 the work that's been done here on the Southern
3 Connector over the last 30 -- 35 years, it's all to
4 improve traffic flow, and we all know in the city of
5 Burlington we have a severe traffic problem. It's not
6 just Flynn Avenue. It's not just Home Avenue. It's
7 everywhere. In the afternoons you can't get up and
8 down Pine Street. You can't get up and down Main
9 Street. You can't go anywhere in the city because of
10 the traffic, so to intentionally route traffic deeper
11 into the city with an additional thoroughfare just
12 doesn't seem to make sense.

13 What we need to do is capture traffic at
14 the periphery of the city right where 7 and 89 -- 189
15 are right now -- I don't happen to see a map that
16 would show that exactly. This one here, right in this
17 section here is more than enough room to create a
18 parking garage. It's at the edge of Route 7, at the
19 end of 189, and it's at the periphery of the city.
20 Not down at the CCTA lot, which, by the way, was not a
21 planned development. That just kind of happened over
22 the years. So what I'm thinking is we need to get
23 vehicles out of the city and keep them at the
24 periphery and encourage public transportation, and I
25 think that would be a better answer than spending \$18

1 million on a project like this.

2 Thanks.

3 MR. BARBER: My name is David Barber. I
4 live at 166 Locust Terrace in Burlington, and I am
5 here to talk about Building Alternative 1.

6 It seems the big holdup on this -- the
7 idea of banning this section is the rail yard's
8 objections, and to me I think that's a huge mistake.
9 I think the city has not vigorously, you know,
10 negotiated with the railroad. I'm disappointed the
11 railroad's not here.

12 Is there a representative of the railroad
13 here tonight? Okay. I take that as a no.

14 Their Christmas wish list, this being the
15 holiday season, sure, they -- I'm sure they'd love a
16 lot of things, but they've had 30 years, at least 20
17 years actively, to begin moving rail operations out of
18 this area, and these gravel piles they're talking
19 about that have to be relocated, these are very recent
20 within the last 10 to 15 years, and I'm disappointed
21 with the city planners that they have not been taking
22 pictures and have been actually allowing them to
23 expand and move rail operations into this area.

24 This is the solution that everybody
25 expected that would take traffic off of the

1 neighborhood -- the neighborhood on Pine Street. The
2 King Street neighborhood, historic neighborhood.
3 These -- these figures that you see on Page 22, the
4 lower graph on Page 22 of your handout, that the
5 traffic flows go from 16,300 down magically to 8,400
6 when the block Pine Street nears Main Street. Does
7 anybody seriously believe that all these cars are
8 going to somehow magically float away on these side
9 streets when you have traffic signals? The full load
10 of 16,300 cars is most likely to go all the way to
11 Main Street.

12 The earlier studies show that the full
13 load of cars come from Main and Battery, which they
14 have at 14,600, back to Pine on this alternate route,
15 and now somehow magically that goes from 14,600 down
16 to 11 -- 11,100. When the previous studies showed
17 that logically everybody would use a new highway from
18 the end of Battery Street at Maple through the rail
19 yard. So they're just -- these are not realistic
20 numbers. These are not at all.

21 And getting back to the rail yard. I --
22 I'm very disappointed, again, after the last meeting
23 we had here that was down at the Public Works
24 Department that we don't have a blowup somewhere here
25 available for the public on the rail yard.

1 You provide a tiny little -- let's get
2 back to it. Rail yard mitigation plan. You provide a
3 tiny little picture here, all right, which you can't
4 read because it's so small, the fine print, and again,
5 if you point it out, the -- the recent operations of
6 the rail yard, of the Vermont Railroad -- Railway,
7 these are recent operations within the last 10 to 15
8 years where they get crushed stone in via rail or they
9 get it in by truck, they dump it in these piles, and
10 then they use it for their projects as needed, and why
11 is that the city's problem that they -- they've been
12 doing this as a new operation, really not rail
13 related? Because rail related is stuff that goes and
14 stays on railcars, in my opinion.

15 They're using this as a bulk storage
16 facility, which was grandfathered out of existence.
17 We didn't want any oil tank farms there, we didn't
18 want any bulk depots, and this is a bulk use that is
19 just not appropriate. So again, I mean, when you
20 showed on your slide earlier the rail yard claimed
21 they needed several of these sidings which have been
22 abandoned for years and aren't used, you can tell they
23 aren't used, because if you go down there today and
24 you look at these rail sidings, they are rusted, and
25 the ties are rotted and overgrown. If they were being

1 used, there would be rails -- traffic on them. They'd
2 be shiny rails and, you know, the weeds would be
3 knocked down by the rail traffic.

4 They've got rail sidings they never used
5 that we're going to have to pay to relocate and
6 rebuild? This is -- this is a really padded excuse
7 for them to say that they cannot function in their
8 current operation unless they get this, this, and this
9 and that. I'm just really disappointed with the city
10 that we're not vigorously pursuing this. This is what
11 we were promised for years, and to dump it all into
12 the historic neighborhood is just wrong.

13 Thank you.

14 (Applause.)

15 MR. HOLZER: My name is Austin Holzer. I
16 live at 374 Flynn Avenue.

17 I live in the residential section between
18 Shelburne Road and Pine Street. We were renters of
19 this property in 1986, and we decided to purchase the
20 property hearing that the Southern Connector would be
21 completed in about two years. 1988. You've all heard
22 this story.

23 I speak in strong support of the project,
24 and I like the new name, Champlain Parkway. I have
25 the utmost respect for the designers and city planners

1 who have and are working on this much-needed project.
2 It has been difficult, complicated, and a demanding
3 process. The public has stated their suggestions,
4 some very valid and some of them simply red herrings.
5 I have one suggestion, that be sure that sound
6 barriers are constructed between the parkway and any
7 residential properties.

8 Again, I strongly support moving ahead
9 with this project, the Champlain Parkway. The parkway
10 will solve most of the traffic, safety, and noise
11 problems that have plagued our community. I really
12 want to see us get along and complete this project.

13 Two comments. I'm confused as to why
14 there's going to be significant additional traffic
15 dumped downtown. I think really what we're looking at
16 is simply traffic coming off of I-89. It's -- I don't
17 see where there's going to be any needed -- or any
18 additional traffic. And I basically am in favor of
19 Option 1, although I see Option 2, and again, I'm
20 confused as to where this additional traffic is coming
21 from.

22 Thank you.

23 (Applause.)

24 MS. SHANNON: This is really low.

25 I'm Joan Shannon, and I'm a Ward 5 city

1 councilor.

2 The city council voted to proceed with
3 this new proposal. Preceding that vote, I asked the
4 following question: After the studies are done for
5 this proposal, would the city council have another
6 vote on this? Mayor Clavelle answered, "Yes. This
7 will come back to the council." Based on that, I
8 voted in favor of moving forward with this proposal.
9 I believed the new proposal provided an opportunity to
10 make this road what it always should have been, an
11 access road to the enterprise zone businesses.

12 Unfortunately, Mayor Kiss has decided not
13 to honor the commitment of Mayor Clavelle and has
14 stated that he does not intend to bring this to the
15 council for a vote. And this is my only input, which
16 is why I'm here.

17 Also, unfortunately, it does not appear to
18 me that the opportunity to build this as an enterprise
19 access road to relieve neighborhood traffic was taken
20 advantage of. The primary goal of this road continues
21 to be to provide better access to the waterfront and
22 downtown despite the fact that there are no
23 substantive changes to the bottleneck at Maple and
24 Pine.

25 I've heard some of the planners say that

1 it was never the intention to improve access to
2 downtown with this road, so I want to quote the first
3 sentence of the project purpose in the DEIS: "The
4 purpose of the Southern Connector is to improve access
5 from the vicinity of the interchange of I-189 and
6 Route 7 to the Burlington CCD and the downtown
7 waterfront area." CCD I believe is the downtown
8 district. Why is there no change to the objective
9 despite the agreement from Burlington to give up the
10 major improvements of the C-6 section which would make
11 the connection to the waterfront and downtown
12 districts?

13 The reason there is some support for this
14 project is due to the potential traffic relief that
15 would be experienced by some neighborhood streets,
16 primarily between Home and Flynn Avenues. Why is this
17 not the primary purpose of the road? Why were no new
18 alternatives looked at to meet this objective? Do the
19 creators of this plan acknowledge that this is where
20 the support for this project lies? Why not consider
21 limiting the access of this road to trucks and
22 commuters traveling to the enterprise zone?

23 In 2003 I asked DPW to investigate the
24 possibility of installing traffic lights at Pine,
25 Maple, and King intersections in order to alleviate

1 the huge traffic backup at that intersection. I
2 received a letter back from Corey Line of DPW
3 explaining that without turning lanes the intersection
4 would not benefit from a traffic light. I was also
5 told that there was no room for turning lanes. This
6 made sense to me, and I stopped pursuing a traffic
7 light at the intersection.

8 The success of this intersection is
9 paramount to the success of the road. If that
10 intersection fails, there will be increased traffic
11 burden on the side streets. If it succeeds, the
12 traffic burden on side streets will be relieved. I
13 think that that intersection is of primary importance.

14 This DEIS proposes to add traffic lights
15 at the Pine, Maple, King intersection. It proposes no
16 turning lanes. Traffic studies project an increase of
17 1600 vehicles a day at the intersection. The DEIS
18 claims that this scenario will improve traffic flow at
19 the intersection. How can that be? Why does the DEIS
20 give a different result than DPW projected in 2003?

21 I also wanted to address the environmental
22 justice issue. And in the presentation Justin had
23 noted the North Street area as an enterprise
24 community, and I wondered if the lakeside community
25 was not an enterprise community. And also the

1 Maple-King neighborhood I thought was an enterprise
2 community. Won't they be negatively impacted?

3 Our CFO reported at a meeting last Tuesday
4 that Burlington does not currently fund road and
5 sidewalk maintenance at necessary levels. How will we
6 maintain this new road? Will it be at the expense of
7 other city streets, or will we not provide necessary
8 maintenance like the other roads?

9 Thank you.

10 (Applause.)

11 MS. GRAY: My name is Andrea Gray. I live
12 at 153 Howard Street just near the intersection of
13 St. Paul.

14 We do experience a rush hour, but, hey, I
15 live in the city. I don't have a problem with this.
16 So I'm here to question and really try to understand
17 the necessity and the merit of this project, and
18 actually it was interesting for me to hear from a
19 gentleman on Flynn Avenue, because I would like to
20 hear more from the people who are going to benefit
21 from this, because I can't really figure out exactly
22 what the benefit is.

23 The last time I went to one of these
24 meetings, it seemed that Alternative 2 was heavily
25 favored, and -- and as with many speakers before me, I

1 really question what's going to happen to that King
2 Street-Maple Street neighborhood. Right now as people
3 come in town, they're fairly evenly distributed. You
4 have, you know, Willard and Union and St. Paul and
5 Pine, and I suppose people who are commuting may stick
6 to their current routes, but I think this gateway to
7 Burlington, I think they're trying to increase the
8 people coming off of 189 and funneling them in and
9 increasing the traffic on Pine Street and at that very
10 clogged-up intersection that people have been talking
11 about there at -- in the King Street neighborhood, and
12 I just think it seems criminal to -- to run any more
13 traffic through that intersection than currently goes
14 through there.

15 And some other concerns I have is I am an
16 avid pedestrian. I try to walk whenever I can, not
17 take my car, and I'm often walking on Pine Street. I
18 often cross Pine Street, and this is just not a
19 terribly pedestrian-friendly situation to actually
20 increase the traffic on Pine Street if this is the
21 plan, and we are so lucky to be living in this gem of
22 a city right on Lake Champlain. From what I can see,
23 we are creating a bigger obstacle between the citizens
24 and Lake Champlain.

25 One more thing I question. Maybe I'm

1 thick about this, but it seems to me that Pine Street
2 will no longer be a way that I can get to Queen City
3 Park. This will be truncated, and I think it does
4 have an adverse effect on traffic flow when through
5 streets are no longer through streets.

6 Now, I know I brought this up at another
7 meeting and they said that this example has nothing to
8 do with anything, but the urban renewal area downtown,
9 there are many through streets that we can't go on
10 anymore, and this has affected the traffic patterns,
11 obviously.

12 Winooski Avenue's a four-lane street.
13 Battery Street's a four-lane street. These are very
14 busy streets, and they're much busier if -- they would
15 be if people could travel through Champlain Street and
16 Pine Street, so I think that we should question that
17 we can't go through on Pine Street anymore to Queen
18 City Park Road when this is built. Unless I'm wrong
19 about that. I think that redistributes traffic, and I
20 really think distributing traffic as evenly as
21 possible is the best solution.

22 So -- but I really would like to hear from
23 these people who have something to benefit, because I
24 understand that Flynn Avenue is busy, and I hadn't
25 really thought about that, but I want to know, what do

1 we have to gain?

2 And then one more thing: Alternative 2
3 does not feature underground utilities, and if I
4 thought there was one little bright light about this
5 whole thing, is we're talking about the gateway to
6 Burlington, this, you know, great new thing here on
7 Pine Street, and Alternative 2 is still going to have
8 all the utility poles and the wires and all that. I
9 mean, I think that's the greatest thing if there is a
10 great thing about this, and that's not even going to
11 happen unless they go with Alternative 1.

12 So let's hear something good about this,
13 because I just don't get it.

14 (Applause.)

15 MR. SMITH: Paul Smith. 155 Austin Drive.

16 I also support the moving of car traffic
17 out of Burlington and to intercept the passenger loads
18 that's on -- at the extreme ends of it, catch it with
19 mass transit and then bring it in. However, realizing
20 things sometimes don't go the way we'd like them to,
21 if we must go ahead with this program, then I'd like
22 to see that Alternative 1 is -- is looked at
23 seriously. Intercept the -- moving -- moving the
24 additional traffic, even if it's not additional
25 traffic, moving that traffic through the Maple Street

1 area seems like it's going to do as much harm as is
2 gained at the Home Avenue end of things, which is --
3 which is a positive thing, but why throw it on
4 somebody else's back? There may even be, as some
5 people have mentioned, an economic issue there.

6 And, two, if we bring trucks down 189 and
7 drop them on to the loop there where it swings around
8 to Home Avenue, I live near there, and we can already
9 hear the truck traffic, the train traffic just fine,
10 and I can't imagine what it's going to be like with
11 trucks coming downhill 55 miles an hour slowing down
12 to, I gather, 35 miles an hour. That's a lot of
13 opportunities for Jake brakes and so on, so we better
14 do a very good job of noise abatement and/or slow them
15 down well back, like in the area before they get to
16 Route 7 or just at that point. Do not let them get
17 around that corner, because there's a lot of people
18 living very close to that, and that noise will be
19 obnoxious.

20 Thank you very much.

21 (Applause.)

22 MR. FLOEGEL: Hi. My name is Mark
23 Floegel - that's F L O E G E L - and I live at 87
24 Howard Street.

25 First I'd like to second a lot of the

1 things that Joan Shannon said. I appreciate the folks
2 on Home Avenue and Flynn Avenue who want and need this
3 project and need some relief for their neighborhoods.
4 I don't understand why this needs to proceed anywhere
5 north of Lakeside.

6 I'd like to address four things briefly
7 that I'd like to see addressed in the final EIS.
8 First, the C-1 section cuts across the Potash Brook
9 watershed, which is already an impaired watershed, and
10 I imagine there's going to be increased storm water
11 going into Potash Brook from this, and there's going
12 to be a need for mitigation, and I'd like to know how
13 that's going to be mitigated.

14 Second, I'm very concerned about indirect
15 and cumulative impacts from this. I think if we
16 create this new access road into the city, it's going
17 to be a spur to development on Spear Street and
18 Hinesburg Road, and we may see more population and
19 sprawl out there, and it will add cars to the city,
20 contrary to what advocates of this project are telling
21 us. I really do believe we're going to see many, many
22 more cars coming into the city.

23 Third, I'm very concerned for the folks
24 that live in Lakeside about the level of service that
25 they're going to have when all this traffic comes by.

1 I think it's going to be very difficult to get in and
2 out of that neighborhood.

3 And fourth, just realizing tonight the
4 environmental justice portion of this, I'm baffled at
5 the diagram that I saw of the Old North End Enterprise
6 Community. The area that was outlined in the sketch
7 tonight only touches on this area very, very little at
8 the margin, and large areas of low-income housing on
9 Maple and King and Pine are excluded from this zone,
10 so I think any study of economic impacts for those
11 low-income areas and for Lakeside are not being
12 represented in this study, and I would encourage
13 anybody who lives in those areas, I think you'd be
14 well advised to get some legal advice to make sure
15 that your rights are all represented and preserved
16 throughout the process.

17 Thanks very much.

18 (Applause.)

19 MR. CHU: Hi. My name is Kelvin Chu, and
20 I live at 103 Lyman Avenue.

21 My question concerns the C-1 and C-2
22 sections of the proposed construction, and it's really
23 based on two things that were cited in the initial
24 presentation in the project need safety portion and
25 the project purpose. Both of these aspects mention

1 the effect of traffic on local neighborhoods and that
2 local neighborhoods are used as short cuts, so the
3 Southern Connector, all the questions that you've
4 heard and comments that you've heard so far seem to be
5 addressed to traffic coming into Burlington, and I'd
6 like to ask a question about traffic leaving
7 Burlington. So the Southern Connector seems to be
8 well designed to bring more traffic into Burlington,
9 and from the plans that are on display here, it's
10 unclear that the outbound traffic -- am I in trouble
11 now?

12 MR. RABIDOUX: No. You're on TV.

13 MR. CHU: Oh, okay. It's unclear that the
14 outbound traffic will find it easier to use a Southern
15 Connector rather than the current traffic pattern in
16 the south end of Burlington. So currently traffic
17 comes in along Pine Street and then goes on to Home
18 and then to Shelburne and then on to 189, and if you
19 look at the way that the traffic signals have been set
20 up on the Southern Connector C1-C2 portion, there are
21 four lights they have to go through. They have to go
22 through a light on Lakeside, a light on Sears, a light
23 on Home, and a light on Flynn.

24 Currently traffic doesn't have to go
25 through four lights. They have to go through maybe

1 three lights. And when lights and stop signs
2 currently back up, all that traffic gets routed
3 through the neighborhood that's surrounded by Home,
4 Pine, Shelburne, and Flynn, and we see traffic blowing
5 through our neighborhoods all the time. So my
6 question is, In the presentation that we saw tonight
7 there were traffic assessments made of what would
8 happen in the no-build option or the build option, and
9 it didn't seem to me that they took into account
10 directionality of traffic.

11 So my first question is, Did you take into
12 account directionality of traffic, and if not, why
13 not? And second of all, what can be done to act as a
14 disincentive for people leaving the city to cut
15 through our neighborhoods and to use the Southern
16 Connector anyway?

17 Thank you.

18 (Applause.)

19 MR. RIBBECKE: Hi. Larry Ribbecke.
20 R I B B E K C E. I live at 377 Flynn Avenue, and I'm
21 simply here to speak in support of this project. I
22 think that it's not perfect. It certainly has many
23 design compromise in it -- compromises in it that I
24 wish were not there.

25 One thing that I've had a hard time

1 understanding is the sort of folkloric belief that
2 this road will create more traffic. I've had a very
3 hard time understanding why this road isn't the
4 solution to the traffic that's already there. I think
5 that, having lived in Burlington 28 years, I've seen
6 the conditions in this town and the congestion and the
7 number of motorists on the road simply increase by
8 maybe a factor of three, I would say. Three decades.
9 This road isn't creating the traffic. This road is
10 attempting to alleviate that traffic.

11 I have a fear here, and this has to do
12 with what I hear about the way federal funding works,
13 is that the federal government is providing most of
14 the money for this road. I can't imagine how this
15 would happen if that funding were taken away. I don't
16 think we'd have any solution. I don't think we'd be
17 talking about any possibilities for mitigating
18 traffic. And I believe the federal government is
19 capable of and will remove the funding for this if
20 Burlington doesn't act decisively. So I think we have
21 to accept the program the way it is. I would much
22 rather see Build 1 -- is that the Build 1? Can
23 anybody tell me, is that the one that goes down
24 through the railroad yard?

25 VOICE: Yes.

1 MR. RIBBECKE: That's correct? I'd rather
2 see that. That seems like a better solution. But we
3 need some solution. Otherwise we're going to have no
4 solution.

5 Thank you.

6 (Applause.)

7 MR. BARBIERI: Hello. I'm Scott Barbieri.
8 I live at 984 Pine Street.

9 I'm here to speak in support of the
10 project. To address some of the earlier comments,
11 some of the benefits that this project will have,
12 especially the C1-C2 sections, is recombining that
13 neighborhood that lives south of Flynn. That's a
14 neighborhood now that's bisected by Pine Street. Pine
15 Street was built, you know, as a city street, and now
16 it serves as a major artery, and that neighborhood's
17 very much bisected. It's also lax in safety. It's a
18 major walking route for taking my kids to Champlain
19 Elementary. Currently at the levels today there's
20 11,000 opportunities for my kids to have an incident
21 with an automobile on the way to school or the way
22 home from school. And also it's, you know, the truck
23 and bus traffic and the backup on the exit.

24 So I'm firmly supporting it to recombine
25 the neighborhoods. It's a great neighborhood. I have

1 friends on both east and west side of Pine Street,
2 from other kids, baby-sitters, and it's a great
3 section of the town. It's a real gem, and this would
4 pretty much ensure that the quality of that
5 neighborhood maintains -- or grows.

6 You know, I talked about some of the
7 safety from trucks and traffic. To address the other
8 side of it, you know, it's interesting in having lived
9 on the corner of Home and Pine and working in the
10 area, that traffic's going to find the northern part
11 of Pine Street regardless. It finds it now. I'd
12 probably hazard more than 50 percent of every car that
13 gets off at I-89 to get off 7 is going down Home or
14 going down another interchange or coming up from 7 and
15 cruising down Queen City and finding Pine anyhow.
16 That's going to continue. Traffic will find that area
17 regardless.

18 The other thing that nobody's really
19 talked about is the business district south of Maple,
20 north of Flynn, it's probably one of the most exciting
21 south end business districts we have in the town.
22 It's the only business district that's growing.
23 There's wonderful businesses moving in there, and it's
24 one of the few places that a start-up business or
25 medium business can come in, really start, and build,

1 and that's an area that's going to grow. It's one of
2 the last places that are growing, and that's going to
3 have traffic. It's going to have trucks. It's going
4 to need access. This is a way to provide them access
5 to help that grow, and growing that business district
6 is only going to help Burlington.

7 It's only going to bring in vitality that
8 Burlington needs. It doesn't drive to South
9 Burlington and Williston and other places so that we
10 can have a City Center. It also has a thriving
11 business community that has been sorely missed.

12 I'd like to add my comments to the
13 outflow. A couple of speakers ago mentioned that
14 there wasn't a lot of thought to the exit, and I think
15 one of the most overlooked aspects of -- I believe
16 it's the C-1 plan is the dead-ending of Pine Street at
17 the Parkway. Having lived -- living at the
18 intersection of or close to Pine and Home and seeing
19 the, you know, from 4 o'clock to 7 o'clock line that
20 goes from Home all the way to Flynn, 50 percent or
21 more than 50 percent of those cars go straight.
22 They're not going to I-89. They're going down Route
23 7. They go straight. They cut through, go up Queen
24 City Parkway.

25 Once that's dead-ended, it's very natural

1 control to either force them up to Route 7 earlier or
2 to go and utilize -- if they're actually going on I-89
3 or even going south on 7, to utilize the Champlain
4 Parkway. But one small piece actually has a huge
5 impact on the exit from the city and encouraging
6 motorists to use one of the faster exits from the
7 city.

8 Thank you.

9 (Applause.)

10 MR. MARSHALL: My name is Roger Marshall,
11 and I live at 161 Austin Drive.

12 And I'd like to start with something that
13 may be a little bit anecdotal. But this afternoon at
14 about 4 o'clock I was going from the south end to the
15 north end, and I got held up probably ten minutes at
16 the stop sign at the intersection of Pine and Maple.
17 So that the railroad route in Alternative 1 would be
18 wonderful. Just slick as a banana peel. But okay,
19 fine. I'm going up to the north end. But what the
20 hell are all the cars, the commuter cars, going to do
21 down there on Battery Street?

22 I think there's -- coming back, I think
23 that the problem we have is too many cars coming into
24 town, and I disagree with those that say that we've
25 reached saturation or we're not going to have more

1 cars, but you go on Spear Street and see all the
2 McMansions going up and all the development that's
3 going on there, there's going to be more cars.
4 There's going to be more cars coming in from the other
5 towns. And unfortunately, the railroad failed. That
6 would have been a great way to get people into town.
7 What we really need is park and rides and buses coming
8 into town. Get the damn vehicles, SUV with one person
9 at the wheel, out of town. We don't need that.

10 Now, one of the suggestions I have is
11 right here at Home Avenue and the end of C-1 is to put
12 an air rights garage that would go from Industrial
13 Drive all the way out over the new road, over to
14 Burton Snowboard. The city owns a fairly big lot
15 there. This lot can be taken. You'd have an on ramp
16 to the garage along the right-of-way on this side and
17 an off ramp from the garage going the other way, and
18 you'd get several hundred cars off, and guess what?
19 It's right across the way from the garage -- from the
20 bus garage. You go across the upper deck, this air
21 rights structure, you go down a ramp, or however, down
22 to Industrial Drive, catch a bus, and go into town.
23 What could be simpler? We don't need those cars, all
24 those cars, all the cars coming in from Shelburne
25 Road, all that road rage coming into town on the

1 Connector.

2 I think we've got to increase the
3 dimension here and figure out how to reduce the number
4 of cars that are coming into town.

5 Thank you.

6 (Applause.)

7 MR. KOZAK: My name is Tim Kozak. 42
8 Pitkin Street, Ward 3, and I work on Pine Street, so I
9 experience the traffic in the morning and at night,
10 and we do live in the city, and building these roads,
11 the Burlington Free Press, and I have to talk about it
12 now, has done a great job when talking about
13 environmental problems in the state of Vermont and
14 Burlington, and cars is one of the biggest causes of
15 air pollution in the state of Vermont, and Lake
16 Champlain, which everybody wants to save, everybody
17 wants to stop polluting the lake, and here we are 2006
18 in Burlington, Vermont, talking about building two
19 roads closer to Lake Champlain.

20 In Building Alternative 1, we're putting
21 it right up to the lake, and if the Superfund site
22 wasn't there, they would be putting the highway right
23 there along the lake. Building Alternative 1 and
24 Building Alternative 2, we're building more impervious
25 surfaces where the runoff is going to go into the

1 lake. It's going to pollute the lake more. We're
2 going to have more beach closures in Burlington.

3 I've lived in some highly developed areas,
4 and Burlington definitely isn't one of them, and I've
5 seen them promise these roads, it's going to increase
6 traffic flow, but all it does is cause more
7 congestion. It's going to still be the same number of
8 people on Pine Street. People are going to be using
9 Flynn Avenue to access Route 7 going south, and
10 there's just going to be an increase in car traffic on
11 the Southern Connector where they're just trying to
12 disguise it as the Champlain Parkway.

13 There's a great article in the New York
14 Times from Wednesday, October 25th, saying "The City's
15 Waterfront, a Place For People Or Traffic?" It talks
16 about cities like San Francisco; Portland, Oregon; and
17 Seattle that have removed highways along the water
18 because they've now increased green space. And this
19 is only going to cause congestion. It's going to
20 cause air pollution. It's going to increase the
21 asthma rates for children in the city.

22 Building impervious surfaces is not
23 progressive. I propose that we do not build, we
24 invest in the neighborhood, the lakeside neighborhood.
25 We can establish a children's museum down there in

1 this area. We could put a skate park up where we have
2 that road built, but we don't need to be shuffling
3 people in and out of Burlington. We should be keeping
4 the people in Burlington to live and work and not
5 create a highway for them to escape and come into.

6 But, yeah, I'm really concerned about Lake
7 Champlain and the environmental effects on the lake
8 and the air pollution that would be caused by an
9 increase in traffic. Again, the Superfund site is the
10 only thing holding them back from putting a highway
11 right along -- along the lake, and maybe with the Kiss
12 administration and Progressives in the city, you know,
13 can -- can talk about doing something progressive and
14 maybe, you know, increase greenescapes and not cutting
15 off the lakeside community from the neighborhood.

16 There's a great article here about, like,
17 your neighborhoods getting cut off, it's going to --
18 this highway that they're disguising as a parkway is
19 going to block people from accessing the natural
20 beauty of the lake. We really need to look for
21 something progressive in the city, and also look to
22 the Pine Street Barge Canal to preserve as a wildlife
23 refuge in the city. It's one of the last great open
24 spaces in the city. There's beautiful trees and open
25 space there, and Pomerleau Real Estate has tried to

1 develop it and other people have tried to develop it
2 over the years, but thank God they haven't been able
3 to.

4 And that's all I have to say. Try and
5 speak up for the environment and the lake. Thank you.

6 (Applause.)

7 MR. VonDOEPP: Thank you. My name is
8 Peter VonDoepp, and I'm at 83 Home Avenue.

9 And I rise to answer to the question, I
10 believe, Andrea raised about why those of us in the
11 Home, Flynn, and Pine areas feel strongly in support
12 of this project, and I am one of those residents who
13 does feel strongly in support of this project.

14 The situation for those of us who live on
15 those streets is currently intolerable. We have
16 anywhere between 8,000 and 14,000 vehicles moving
17 through our streets every day. It's a situation where
18 our children are not safe, where we have high levels
19 of noise and air pollution, and not something that we
20 want to live with.

21 The situation is so bad it's not a
22 question of our children not being able to play on the
23 streets. It's a question of our children not being
24 able to be on the sidewalks without our guidance. For
25 us it's not a question of hearing the traffic. It's a

1 question of not being able to have conversations in
2 our living rooms during the 5 o'clock to 7 o'clock
3 hours. For us it's not a question of smelling perhaps
4 some truck diesel fuel or exhaust during the middle of
5 the day when we're outside. It's a question of during
6 the summer we have to keep our windows shut because of
7 the smell of the vehicles that go by on Flynn and Home
8 and Pine.

9 For us the Southern Connector represents
10 relief, and although some of the folks are suggesting
11 that the Southern Connector is all about access to
12 downtown and more cars coming downtown, that's not
13 what it's about for us. For us it's about getting the
14 traffic out of our neighborhoods so that we can have a
15 neighborhood again. It's about, for us, enjoying the
16 same kind of air quality, the same kind of safety, and
17 the same kind of comfort that other neighborhoods
18 enjoy. It's about, for us, something that can create
19 the greatest good for the greatest number of people in
20 this area of Burlington.

21 That said, I feel strongly that we should
22 proceed with Alternative 1 to the extent that we can,
23 because we don't want to redistribute traffic to other
24 neighborhoods. We want everybody to enjoy these
25 things.

1 So I speak strongly in support of the
2 Southern Connector. Thank you.

3 (Applause.)

4 MR. REUTTER: I'm Alex Reutter, co-chair
5 of the Burlington Bike Council.

6 We submitted concerns related to
7 bicycle-pedestrian access along this corridor and a
8 memo to DPW in April and would simply like to enter
9 them into public record. The issues raised in the
10 memo range from the technical, such as the wide
11 turning radii at Home, Flynn, and Sears Avenue, to the
12 general, such as the need to upgrade Pine Street as is
13 done in Alternative 1.

14 Rather than read through a three-page memo
15 here, if Rob Sikora is here tonight, I can just give
16 this to him or else I will e-mail it to the address.
17 That's it.

18 MR. ARNOLD: My name is Gabe Arnold. I
19 live at 974 Pine Street, and I'm having a tough time
20 deciding where I come down on this project as a whole.
21 On one hand I want nothing more than to get the
22 traffic out of the street in front of my house. I can
23 barely pull out of my driveway on many days. There's
24 cars congested there all the time spewing out
25 pollution. Stopped cars put out a lot more pollution

1 than moving cars. But on the other hand, I am a
2 strong environmentalist, and I really believe in
3 global warming, and I believe that in the long run we
4 ultimately need to move away from cars and promote
5 alternative forms of transportation and things like
6 that.

7 And so from that perspective, if I look at
8 these two alternatives, clearly to me Alternative 1
9 wins out. I don't think that Alternative 2 solves
10 much of anything. For one, I'm not sure it's going to
11 solve any of the congestion issues. I just mentioned
12 how congested traffic causes a lot more pollution.
13 But also, Alternative 2 involves a shared bike lane,
14 and I don't know if anybody has tried to bike down the
15 shared bike lane on Pine Street right now. It's
16 downright dangerous, and for that reason I think that
17 Alternative 1 really wins out, because it's got the
18 dedicated bike and pedestrian path, which I think will
19 help out a lot, so that's all I got to say.

20 (Applause.)

21 MS. GRIGAS: Hello. I'm Marilyn Grigas.
22 I live on Flynn Avenue, 317 Flynn.

23 And people have wondered why -- what the
24 problem is on Flynn. Well, we have 7,000 trucks go by
25 a day. We're 20 feet from the edge of the road, and

1 our roads were not made for those -- that number of
2 trucks. I am very upset to think that we're going to
3 lose our funding for this project, and I'm upset to
4 think that people think that environmentalism and
5 fairness is -- is either that or the Southern
6 Connector. I don't think those are the choices, and
7 pitting one neighborhood against another is also
8 something that upsets me a great deal.

9 I didn't realize I was in such an
10 exclusive neighborhood, but -- we're not enterprise,
11 but I sure would like some of the air quality down in
12 Lakeside. I walk down there to get air. It's
13 downright dangerous for anyone to live on Flynn, Pine,
14 Shelburne, or Home.

15 I -- in talking to neighbors, I've gone up
16 and down the streets. I noticed, oh, my goodness,
17 there are children living in these houses. I never
18 knew they were there, because they cannot be outside.
19 In fact, I think if this goes through, I don't see how
20 families would continue living and raising children in
21 that area.

22 I -- we are looking forward to a reduction
23 to about 7800 vehicles a day. It will be wonderful.
24 That's about the same number at Maple and King.
25 That's what it will be raised to, about the same

1 number that ours will be reduced to. Shelburne Road
2 residents are looking forward to 19,000 a day from 23.

3 And so I think we need to go ahead with
4 this plan. We're going to lose the funding if we do
5 not. That does not mean that we can't think about
6 park and rides, that we can't think of getting the
7 railroad yard to let us, in another funded event, have
8 our road go through the railroad yard later on. I
9 think that's an absolutely wonderful idea. I would
10 support that. I think there are too many cars, also.
11 I love to ride my bike. It's a little dangerous right
12 now on Pine.

13 Please let's work together and not feel
14 that this is -- that building the Champlain Parkway is
15 going to just move the problem from one neighborhood
16 to another. That just isn't so.

17 Thank you very much.

18 (Applause.)

19 MR. GAMACHE: My name is Rick Gamache.
20 That's G A M A C H E. I live at 15 Lyman Avenue.

21 And I've listened to my neighbors on Flynn
22 Avenue, Pine Street, Home Avenue say how much noise
23 there is and air pollution there is going by their
24 houses now and that it's almost unbearable, they can't
25 open their windows in the summertime. Well, that

1 problem goes from their side of the neighborhood to my
2 side because it goes right by my house. Now, I would
3 hope that the city is going to do something about the
4 noise that is going to occur. I mean, it's the same
5 traffic, so it's going to be just as noisy as it is
6 now.

7 Originally the state of Vermont had put in
8 a noise barrier, a fence, and the city has told me
9 that the fence does not quiet the noise at all. It's
10 been proven. Well, I think the city should still put
11 in landscaping. There's got to be a way to put
12 landscaping in that can cut down the noise, baffle the
13 noise, for want of a better word. I mean, there's got
14 to be some sort of way that you can quiet down that
15 traffic. Because the unbearable situation Flynn
16 Avenue has is going to be next to my house now. And I
17 believe that there's got to be a way to quiet that
18 noise down.

19 Also, we have water problems, flooding
20 streets when we get a lot of rain. Well, the city is
21 trying to work on that problem. But I'm wondering if
22 it isn't corrected and we still have the water
23 problem, are they going to fix that problem? I mean,
24 are we going to be told, "Oh, we don't have the
25 funding for it"? Is there going to be some money to

1 fix these problems? I don't know.

2 Another problem is -- is the bike path
3 going by my house is going to have an access in front
4 of my neighbor's house. Now, I don't know why we need
5 that access there. I don't see a reason for it. They
6 can access it on Home, Flynn, and that should be
7 plenty. There's no reason why we have to have an
8 access on Lyman Avenue. There's no reason why anybody
9 would even go through there. There's hardly -- the
10 only people who walk through there now are people
11 walking their dogs, so you don't have to go on to the
12 bike path at Flynn Avenue. It's not necessary.

13 Thank you.

14 (Applause.)

15 MS. GREEN: My name is Erica Green. I
16 live at 20 Arthur Court.

17 I live where the Southern Connector will
18 hit my backyard. So you can imagine how I feel about
19 this. I was actually about to say what the gentleman
20 before me said, and that is I really sympathize with
21 the people who are dealing with the pollution and the
22 traffic and all of these problems. I really do. But
23 I don't want that, either, so if the Southern
24 Connector is in place, it's going to come right behind
25 my home, and the light will be a few hundred feet from

1 my home, so then I have trucks stopped and cars
2 speeding through the yellow lights not to hit the red.

3 I'm curious to know how this is going to
4 impact me and my neighborhood. I don't want my
5 neighborhood to have it, either. I agree that there
6 needs to be a solution. I'd like to leave my windows
7 open in the summer, and I'd like to be outside on my
8 deck enjoying the air as well and not have to go
9 somewhere else to do it.

10 The other thing that would impact me is I
11 can take Pine Street all the way to the end and I have
12 to make a right on Queen City Parkway to get to my
13 home, so obviously I'd have to go another way if Queen
14 City -- if Pine Street gets cut off.

15 I was thinking about if you take all that
16 traffic from Lyman and Home Avenue -- between Flynn
17 and Home Avenue and take it and just move it between
18 basically Queen City Parkway and Home Avenue, aren't
19 we just relocating it to a different place? We're
20 making the miles-per-hour speed limit go from 35 on
21 Pine Street to 45 on Champlain Parkway. I'm not quite
22 sure what that's going to do for traffic if it's
23 faster. I feel like my neighborhood is going to be
24 less safe because of that. People don't go the speed
25 limit. That's just a fact.

1 I just have some general questions,
2 because I wasn't sure I wanted to look through 1100
3 pages or so of information. I was wondering if there
4 was any studies done on the light pollution that the
5 lights would provide along the Champlain Parkway back
6 there between 189 and Home; the noise pollution; how
7 long the construction at each phase would take; the
8 impact of the construction on the neighborhoods
9 itself.

10 I think that was it. So those are my
11 basic questions. Thank you.

12 (Applause.)

13 MR. BOURGEOIS: Good evening. I'm not
14 very good at speaking on the mics like this here, but
15 my name is Lee Bourgeois, and I live at 321 Flynn
16 Avenue.

17 I have been a resident there since 1958,
18 so I am thoroughly familiar with the amount of traffic
19 that has increased on Flynn Avenue, Home Avenue, and
20 the streets in between.

21 First of all, I want to thank the people,
22 the Department of Public Works who have put on this --
23 these meetings. There were four of them here, I
24 understand, in the summer. I attended one of those,
25 and I have to come right to the point.

1 I am totally in favor of the project.
2 When the federal government puts out the money there,
3 which is 90 some-odd percent, I see no reason why
4 there should be a conflict of interest between
5 neighborhoods and stall a program like this here for
6 41 years. There's a monument, so to speak, built down
7 there on Flynn Avenue to this failure that has
8 occurred down through the years. I see no reason --
9 to me it's inexcusable for a project to go on this
10 long and not come to fruition.

11 I'm in favor of it, and I can't see where
12 it's going to increase the traffic going down towards
13 the city, and you have a Pine Street renovation
14 project there which I'm sure is going to help to
15 increase the value of -- and keep the historic value
16 of Pine Street. I see no reason why this has to be
17 sidetracked again one more time. When the federal
18 government puts the money out there, grab it. The
19 project's not going to be a hundred percent perfect,
20 and you can't satisfy everybody, but 51 percent is all
21 we need. The other 49 percent are going to have to
22 live with it just like we have to live with the
23 politicians that get elected to office.

24 Thank you very much.

25 (Applause.)

1 MS. DAMROSCH: I'm Anne Damrosch. I live
2 at 368 Flynn Avenue.

3 I'd like to reiterate also what Mr. Chu
4 was referring to about trucks which are leaving the
5 neighborhood. I was very sensitive when I heard the
6 people from the parts of the city who feel like we're
7 just moving traffic to them from our neighborhood. I
8 don't want to do that. But it doesn't seem to me that
9 that's what would happen, because these are -- these
10 are oil trucks, these are moving vans, these are
11 various kinds of humongous delivery vans, and they're
12 not going into Burlington. They're going all over the
13 place, and they're leaving, and they're leaving up
14 through our neighborhood, and I just want to tell you
15 it's not just traffic. It's like living in an
16 earthquake zone.

17 I moved to the area about a year ago, and
18 I knew there would be traffic, and I knew there would
19 be trucks, but I didn't know that my whole bed would
20 shake at night, you know? It's -- it's -- people are
21 saying these streets are residential streets that were
22 not designed for these huge trucks that come barreling
23 through, and there is this whole new crop of little
24 kids in the neighborhood, and it would really be nice
25 for these families to be able to stay and have a

1 livable place. It's a wonderful neighborhood.

2 And I also would just like to say that I
3 really -- when I look at these plans, I was really
4 pleasantly surprised at how -- it's not a big highway
5 that divides the neighborhood. It really looks like a
6 kind of park street. It's -- it's attractive. It has
7 greenness to it. It has trees. It has a bike path.
8 So I don't see it as this, you know, awful highway
9 that would divide the neighborhood but really kind of
10 more like an addition. It looks quite attractive, and
11 I'd like to compliment the designers of it.

12 Thank you.

13 (Applause.)

14 MS. FOX: My name is Kim Fox. I live at
15 92 Home Avenue, which is on the corner of Home Avenue
16 and Pine Street.

17 And I just -- I want to say that I totally
18 support this project. I understand the environmental
19 impact. I understand that it would be wonderful if
20 more people walked or took the bus. But that doesn't
21 address the truck traffic that we have, because the
22 trucks are still going to continue to drive on those
23 streets. And if you've ever been on Home Avenue and
24 watched those trucks try to make a 90-degree turn at
25 the corner of Home and Pine, all the traffic has to

1 back up; they go over our property. My neighbor is
2 constantly out there trying to fix the marks in his
3 property, and it -- as everyone has said, it rattles
4 the windows; it puts cracks in our walls. These
5 streets were not meant for these trucks, and -- let
6 alone the safety of our children and of our animals
7 and -- and the pollution.

8 That's all been said. But I just hope
9 that we think about this, and I support the first
10 plan, because I didn't realize that was even an
11 option, but it does help take away some of that impact
12 on those streets. But I just would encourage
13 everybody to think about this and -- and the impact.
14 I understand that it has an impact on everyone, but I
15 would hope that we would really consider this.

16 And I just would like to encourage
17 everyone to look at the facts before you make a
18 decision, because I know I've seen some information
19 put out about different cities that use alternative
20 transportation, and one of those that was put out was
21 the Seattle monorail, and having lived in Seattle for
22 15 years before I moved here, the Seattle monorail is
23 not used for transportation. It's used for tourists
24 that want to take a ride over to Seattle Center, and
25 it is in no way helpful to the Seattle traffic.

1 Thank you.

2 (Applause.)

3 MS. THONET: Hi. My name is Jacqueline
4 Thonet. T H O N E T. I live at number 2 Arthur
5 Court, and I am a neighbor of Erica Green who came up
6 and spoke just a few minutes ago.

7 I came here tonight because I've been
8 hearing things on both sides of this argument. I'm
9 relatively new to the area, and I really wanted to
10 make an informed decision. I can tell you from my
11 perspective, it has -- the Champlain Parkway would
12 have a negative impact on me personally. However, I
13 did want to take a look at the overall project to see
14 if on a broader scale this was going to benefit the
15 south end in general, and I certainly feel a lot of
16 sympathy for the folks now who are experiencing this
17 incredible traffic noise and safety concerns,
18 et cetera.

19 I can say from my perspective that a lot
20 of that noise would then be transferred to my
21 backyard. I currently have -- I live off of Queen
22 City Park Road. Arthur Court is just one block
23 further west of Pine Street on Queen City Park Road,
24 and we currently have the bus traffic going in the
25 front, and now we would have the 45-mile-an-hour

1 highway going behind. So I'm not real thrilled about
2 that aspect of it, I can be honest with you.

3 We have been given, as Mr. Rabidoux has
4 said, a lot of information here to digest. I need to
5 go home and really study this in more detail. He
6 did -- I have spoken with him on the phone a while
7 ago, and he had given me a suggestion and said that in
8 the north end where the beltway goes through, that
9 there are a couple of streets there where it would
10 mimic -- approximately mimic the traffic noise that I
11 would be experiencing at my place and to go there to
12 see what I thought, and it distinctly -- while it
13 wasn't a noise issue as far as would I be losing any
14 hearing, a decibel level, it was certainly extremely
15 intrusive and would completely change the nature of
16 our homes. Those on Southcrest, those on Arthur
17 Court, on both sides of the parkway. So I certainly
18 hope that if -- if these plans go through, that the
19 city will consider trying to find some way to mitigate
20 those sounds.

21 I am concerned, too, about the impact that
22 this will have on the environment. I'm a little bit
23 concerned, too, as we've seen in other communities
24 that we -- we are proposing a fix, and we're trying to
25 have better traffic flow with the existing traffic.

1 No sooner do we get that traffic flow taken care of
2 than it seems that that's almost at capacity and now
3 we have to have a fix for the fix, and I'm concerned
4 about where does that stop.

5 So I really like the idea of exploring
6 alternatives for public transportation. My -- I have
7 access to two cars. My husband is in love with the
8 bus, and he rides it all over the place. I would love
9 to see bus route times and routes extended. What
10 about bus routes extending to Spear Street, as well?
11 We talk about folks -- I mean, there are no buses on
12 Spear Street. There's no buses in Colchester. We
13 have -- of course, that doesn't affect the south end,
14 but what I'm saying is I would certainly like to look
15 into those options more.

16 And I appreciate everybody's input here
17 tonight, and thank you for helping me to understand
18 this project a little bit better from both sides.
19 Thank you.

20 (Applause.)

21 MR. WEISS: Hello. I'm Daniel Weiss, 18
22 Edgewood Lane, and I've been listening to the talking
23 tonight regarding this, and it seems we have people
24 who are on one side that are concerned about the
25 traffic and the noise, the pollution, and on the other

1 side people are -- that are also concerned about
2 pollution in a different sense. What this road -- how
3 this road will impact us. And I think there's a way
4 that we can really get together on all of this, and
5 that's what a lot of people were talking about
6 alluding to in terms of alternatives. Thinking out of
7 the box. That's what we need to do here.

8 In order to solve both of these problems,
9 what we need to do is lessen the amount of traffic
10 that's going into Burlington for both sides of this:
11 The people who want this Champlain Parkway or
12 Connector and the people who don't want it. We need
13 to lessen that. So how do we do that?

14 Well, what we need to do is we need to
15 think outside the box. We need to actually do some
16 pretty radical things rather than making perhaps the
17 roads more accessible, which will bring on more
18 traffic, and as populations increase and people --
19 more and more people get their licenses, believe me,
20 there will be tons of traffic on Pine Street, and
21 that's -- that's inevitable.

22 So rather than making it more accessible,
23 I think we need to actually make it less accessible.
24 Make more bicycle lanes, people being able to travel
25 back and forth on bicycle, having perhaps a first

1 shuttle that comes continuously and a parking area to
2 keep people, trucks -- well, especially cars off the
3 road. I'll get to trucks in a few -- in a little
4 while. How we might be able to solve that problem.
5 But -- in terms of having a shuttle. And I like the
6 idea of perhaps a monorail or some kind of
7 transportation that's quiet that will whisk people in,
8 whisk people out, having a dedicated bicycle lane on
9 Pine Street and one lane that will basically carry
10 bicycles, carry pedestrians back and forth.

11 So by eliminating the traffic and the
12 opportunity of traffic to be able to get downtown and
13 increasing the transportation, we're solving both the
14 problems for everybody over here. Everybody gets --
15 except the people who want to spend more money,
16 basically, on a road. But we can spend more money on
17 public transportation. We can spend more money on --
18 on forward-thinking ideas.

19 Now, in terms of lessening the truck
20 traffic for those people and increasing the quality of
21 life, what we can do -- this is something that might
22 need really a greater -- I don't know what we can do
23 specifically in Burlington about the trucks that are
24 turning on Home Avenue except different kinds of
25 technology that would allow the trucks to be quieter.

1 I don't know if biodiesel or electric trucks that
2 might be coming out. We're talking 20 years into the
3 future. Certainly technology might allow us to be
4 able to get quieter in terms of that.

5 But let's not move ahead precipitously
6 with this. This is going to create a lot of trouble,
7 a lot of traffic on Pine Street, and the flow into
8 Burlington will be excessive. We need to start
9 thinking of lessening -- trying to get the flow into
10 Burlington less, providing less access, more parking
11 outside of Burlington, and more bicycle lanes, and I
12 think we'll be able to solve both of our problems that
13 way.

14 Thanks.

15 (Applause.)

16 MAYOR KISS: So I'm last on the list here.
17 I'm not going to make any comments tonight.

18 I sort of began this process as a new
19 mayor, and I think that there's definitely merit to
20 what we're talking about tonight. It's not a done
21 deal. I think we're still working through all the
22 questions that have been raised, and there's no doubt
23 that I've been on some of the homes on Flynn and Pine
24 and I've sort of appreciated the traffic at 4:30 to
25 5:30, and I also am concerned about the potential

1 increase in traffic at Maple and King. I think those
2 are all real issues, and I think the vision -- I think
3 the vision of solving them -- of reducing traffic, of
4 having more cars parked out of town is 20 years down
5 the line, and if this is -- this is a proposal, it's
6 an interim proposal to the kind of solutions that
7 we're ultimately looking to in the future. But as a
8 process, I think it's very important that we have the
9 answers to the questions that were asked tonight, and
10 I think DPW's going to continue to respond to that.

11 So the important thing is that comments
12 are still available through December 29th. I think
13 that was the message that we heard. And then there
14 will be a continuing process after that before any
15 final recommendation is made to Federal Highway.

16 So I hope you will continue to enter their
17 comments, and we'll try to be reflective of all the
18 issues that have been heard before we make a
19 recommendation.

20 So I appreciate your being here tonight.
21 Thanks for participating in the process.

22 (Applause.)

23 (The hearing concluded at 9:03 p.m.)

24 *** ** ***

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