

APPENDIX 9: RESPONSES TO COMMENTS ON THE 2006 DSEIS

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A9.1 Introduction

A Public Hearing was held on November 30, 2006 at the Champlain Elementary School, 800 Pine Street, in Burlington, Vermont regarding the 2006 Draft Supplemental Environmental Impact Statement for the Southern Connector/Champlain Parkway project. Public comments on the project were received from November 1, 2006 through January 5, 2007. Comments were received orally at the Public Hearing and in writing, including electronically via e-mail. The comments are presented below along with the corresponding responses, where appropriate. All comments are shown separately in *bold italics* for the purpose of identifying and providing responses to each concern.

Responses were provided to all substantive comments. Non-substantive comments were noted; however, no response was provided. Examples of non-substantive comments are “I support this project” or “I do not support this project”.

A9.2 Public Hearing Comments

The following comments were obtained from the transcripts of the November 30, 2006 Public Hearing.

Comment H1:

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

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

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

VOICE: Can't hear you.

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

already pretty crammed, as we know, so just in terms of the livability, the noise, the air quality, the pedestrian and bike accessibility and safety, although it seems like a plan has that last part in consideration.} What else? Oh, yeah. So with that amount of traffic coming up or exiting and stoplights at those intersections, I'm picturing very long lines idling at the red lights, longer than they already are, and then people, you know, gunning it to get through the green lights and coming in on these one-block streets in every direction, *{(b) so I would – I would wonder about an alternative. This -- this is Alternative – Building Alternative 3 where north-driving traffic still comes north on Pine Street to Maple as a one-way up in that residential section and south-heading traffic heads south on the Battery Street portion which would be a one-way heading south}*, so half the traffic would be -- you know, split the traffic in half instead of jamming it all into one area or the other, and that would also alleviate impact on the businesses and residents at the Battery and Pine intersection. I think that's about it. Thank you.

Response to Comment H1:

- (a) A comparison of the 2028 (ETC+20) design year Average Daily Traffic (ADT) volumes on Pine Street, between Maple Street and Main Street for the Build Alternatives shows a difference of 3,300 vehicles. In the No-Build Alternative there would be 6,700 vehicles. Under Build Alternative 1, there would be 5,200 vehicles; a 1,500 vehicle reduction. Under Build Alternative 2, there would be 8,500 vehicles; a 1,800 vehicle increase. Therefore, the Preferred Alternative would increase the number of vehicles in this area by approximately 27 percent compared to the No-Build Alternative. Level of Service (LOS) is acceptable per VTrans' Level of Service Policy.

Section 4.9 shows that noise impacts are anticipated at receptor locations along Pine Street for both Build Alternatives; however, due to spatial constraints, noise mitigation measures are not feasible. Other receptor locations do not exceed the NAC; therefore, no noise mitigation is required.

Air analysis completed for the project shows that both Build Alternatives are in compliance with the National Ambient Air Quality Standard (NAAQS) and Vermont's Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.

Refer to Section 4.8 for additional information regarding air quality.

- (b) Section 2.2 Scoping of Alternatives provides a description of all the alternatives considered during the development of the 2006 DSEIS. An alternative utilizing one-way street patterns, similar to the one described above, was considered (refer to Section 2.2.12). This alternative was not evaluated further due to the right-of-way, socio-economic, Section 4(f) and rail yard impacts.

Comment H2:

MR. HUNT: My name is Allan Hunt, a lifelong Burlington resident and property owner and resident at 89 Maple, which is also very close to the corner of Pine and Maple. I also wanted to coin a term. I believe we're in the Old South End as opposed to the New South End, and in the Old South End, as the previous speaker alluded to, we have constant gridlock traffic from 6:30 a.m. to -- you know, pick a number. 6:30, 7 o'clock at night, stop and go all the time. Trucks, cars, whatever, buses. And Alternative -- I didn't realize that we had two alternatives. I was sort of informed at previous meetings that they had kind of bagged Alternative 1 and you were focusing on Alternative 2, so that's really -- my comments are addressed to Alternative 2. *{(a) To add to that traffic load seems absurd. The King Street-Maple Street neighborhood, which has been the recipient over the past 20 years of a lot of investment on the part of the city, it's a low-income neighborhood. I don't think that's changed. Lots of low-income, affordable housing now has been built or mostly renovated there, and now we're talking about dumping a whole bunch more traffic into that area}.* To me is not good public policy. You know, I bought those properties 20 years ago thinking the Southern Connector was going to make that neighborhood a real gem. I believe it still remains a gem. I'm not sure it's going to continue to be a gem if Alternative 2 is selected. *{(b) It doesn't seem to me to be economic justice of unduly burdening a low-income neighborhood.}* Yes, it does remove some traffic from points south, but to then dump it all into one area on the north -- the Old South End or the north end just seems to be a poor alternative. I take some encouragement that perhaps Alternative 1, which I think does make some sense, does divert some traffic out of the highly dense populated residential area that we live in, the Maple and King Street areas, and puts it down into an area which is better able to accommodate traffic. It to me is a much more preferable option. Thank you.

Response to Comments H2:

- (a) A comparison of the 2028 (ETC+20) design year Average Daily Traffic (ADT) volumes on Pine Street, between Maple Street and Main Street for the Build Alternatives shows a difference of 3,300 vehicles. In the No-Build Alternative there would be 6,700 vehicles. Under Build Alternative 1, there would be 5,200 vehicles; a 1,500 vehicle reduction compared to the No-Build Alternative. Under Build Alternative 2, there would be 8,500 vehicles; a 1,800 vehicle increase compared to the No-Build Alternative.

Comparing the No-Build Alternative to Build Alternative 2, the level of service (LOS) for the 2028 (ETC+20) design year shows that during the PM Peak Hour LOS would improve this intersection from a LOS F to a LOS D. Under Build Alternative 2, the improved LOS would be achieved through the installation of a traffic signal at this intersection. LOS D is acceptable per the American Association of State Highway and Transportation Officials (AASHTO) and VTrans' Level of Service Policy.

Refer to Section 4.2 for additional information regarding traffic operations associated with either Build Alternative.

- (b) Both Build Alternatives extend into the Old North End Enterprise Community, which has been defined by its pervasive poverty, high unemployment and general distress. Executive Order 12898 directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

Both Build Alternatives would result in acceptable LOS along local streets within the residential area of the Enterprise Community (bound by the study area and south of Main Street).

Both Build Alternatives would improve access into and out of the Enterprise Community.

There would be no widening of Battery Street or Pine Street within the Enterprise Community. Both Build Alternatives are expected to result in a net benefit to the Enterprise Community by improving access to the CCD area, and to employment, health care, etc. opportunities.

Accordingly, there would not be a disproportionately high and adverse human health or environmental effect on minority or low-income populations.

Comment H3:

MR. KACZKA-VALLIERE: We'll see if you can hear me with the mic this low. My name's René Kaczka-Valliere. I'll give you the correct spelling later, so -- good evening. Thank you for holding this public meeting. I -- I live at 86 Lyman Ave. with my partner, and we -- we rent there, and I oppose the Southern Connector, and I -- not only do I oppose it, but I oppose it for -- for reasons that go beyond just traffic -- traffic maintenance. Let me back up here. I forgot to mention that I am a Green Party candidate, and I'm running for city council for Ward 5. I meant to say that before. We do not need another road to repair or -- I'm sorry. We do not need another road to repair, and neither can our planet repair the harm that we are continuing to inflict. Global warming demands that we decrease traffic, not increase traffic. We know that Vermont's environment and economy are affected by global warming. The warming -- the warmer winters are resulting in shorter maple sugaring seasons. Earlier this year long-term -- longtime sugar maker Burr Morse told the Free Press, "The sugar maker is the canary in the mine shaft when it comes to global warming." This 40-year-long proposal that we've heard about this evening is also that canary in the mine shaft. It is archaic. It has been riddled with problems from the start. We live in a different world than we did 40 years ago. Our planet requires us to look 40 years ahead. We must think long term. We need to be proactive, not reactive. We need to be progressive, not regressive. These are the values of Burlington. We need to think of new strategies to move us forward. *{That's why I propose a monorail transit system. I support this because monorails are safe and quiet. They're environmentally friendly. Monorails are cost effective, and this monorail*

would relieve automobile and bus traffic from Pine Street. I suggest that we have Bombardier in Plattsburgh construct the project. They've done a project in Las Vegas. The construction and operation would create new jobs. As for the location, Interstate 189 would exit into the monorail's park and ride. The monorail would then start at the end of C-1 section and be elevated above the existing railroad tracks. I propose that Vermont Transit be situated at the end of Interstate 189, thus eliminating bus coach traffic on Pine Street and Flynn Ave.} I know this is only one alternative to the parkway. I hope you recognize there are other solutions. We need to be the progressive city that people think we are, and there is little progression with finishing this archaic proposal.

Response to Comments H3:

Public Transportation was considered as an alternative to the proposed project action. The possibility of increased public transportation has been evaluated in the City of Burlington for many years. The 2001 Chittenden County Regional Plan identified one of its goals was to improve the mass transit system by the expansion of the Chittenden County Transportation Authority service area and frequency of operation, introduction of passenger and commuter rail and construction of multi-modal centers, transit-oriented developments, and park-and-ride lots.

Recently, the operation of the commuter train from Charlotte to Burlington, the Champlain Flyer, was suspended indefinitely by the VTrans as a result of poor utilization. For a commuter train to succeed it must connect one substantial population base to another.

Expanded public transportation is recommended to be pursued in the city, but is not, by itself, considered to be a reasonable solution to address the purpose and need of the project. The Preferred Alternative does not preclude the implementation of public transportation projects.

It should also be noted that FHWA's Technical Advisory (T 6640.8A), *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*, states that TSM and mass transit should be considered for major highway projects in urbanized areas with populations over 200,000. The 2000 U.S. Census data shows that the City of Burlington only has a population of 38,889 and that Chittenden County has a population of 146,571. Subsequent to the issuance of the 2006 DSEIS, the U.S. Census Bureau released its 2006 data which shows that the City of Burlington has a population of 38,358 and Chittenden County has a population of 150,069. Therefore, the area does not meet the threshold.

Comment H4:

MR. CLARK: My name's Harry Clark. I live at 8 Conger Avenue, and actually I'm going to be pretty much echoing those statements that the – all the work that's been done here on the Southern Connector over the last 30 -- 35 years, it's all to improve traffic flow, and we all know in the city of Burlington we have a severe traffic problem. It's not just Flynn Avenue. It's not just Home Avenue. It's everywhere. In the afternoons you can't get up and down Pine Street. You can't get up and down Main Street. You can't go anywhere in the city because of the traffic, so to intentionally route traffic deeper into the city with an additional thoroughfare just doesn't seem to make sense. *{What we need to do is capture traffic at the periphery of the city right where 7 and 89 – 189 are right now -- I don't happen to see a map that would show that exactly. This one here, right in this section here is more than enough room to create a parking garage. It's at the edge of Route 7, at the end of 189, and it's at the periphery of the city. Not down at the CCTA lot, which, by the way, was not a planned development. That just kind of happened over the years. So what I'm thinking is we need to get vehicles out of the city and keep them at the periphery and encourage public transportation, and I think that would be a better answer than spending \$18 million on a project like this.}* Thanks.

Response to Comment H4:

Transportation Demand Management (TDM) measures include improving public transit, creation of park and ride facilities that encourage car pooling and/or transit use, increased bicycle commuting opportunities, and working with employers to provide alternatives to single occupant vehicle use by employees. The objective of TDM is to reduce vehicular volumes within urban areas.

TDM options were considered as alternatives to the proposed project action. There have been considerable efforts focused on TDM measures within the City of Burlington in the past. Analysis indicates that TDM measures alone are not sufficient enough to address the project purpose and need. The Preferred Alternative does not preclude the implementation of TDM measures.

Also, refer to Response H3.

Comment H5:

MR. BARBER: My name is David Barber. I live at 166 Locust Terrace in Burlington, and I am here to talk about Building Alternative 1. *{(a) It seems the big holdup on this – the idea of banning this section is the rail yard's objections, and to me I think that's a huge mistake. I think the city has not vigorously, you know, negotiated with the railroad. I'm disappointed the railroad's not here. Is there a representative of the railroad here tonight? Okay. I take that as a no. Their Christmas wish list, this being the holiday season, sure, they – I'm sure they'd love a lot*

of things, but they've had 30 years, at least 20 years actively, to begin moving rail operations out of this area, and these gravel piles they're talking about that have to be relocated, these are very recent within the last 10 to 15 years, and I'm disappointed with the city planners that they have not been taking pictures and have been actually allowing them to expand and move rail operations into this area. This is the solution that everybody expected that would take traffic off of the neighborhood – the neighborhood on Pine Street. The King Street neighborhood, historic neighborhood. *{(b) These – these figures that you see on Page 22, the lower graph on Page 22 of your handout, that the traffic flows go from 16,300 down magically to 8,400 when the block Pine Street nears Main Street. Does anybody seriously believe that all these cars are going to somehow magically float away on these side streets when you have traffic signals? The full load of 16,300 cars is most likely to go all the way to Main Street. The earlier studies show that the full load of cars come from Main and Battery, which they have at 14,600, back to Pine on this alternate route, and now somehow magically that goes from 14,600 down to 11 – 11,100. When the previous studies showed that logically everybody would use a new highway from the end of Battery Street at Maple through the rail yard. So they're just – these are not realistic numbers.}* These are not at all. And getting back to the rail yard. I – I'm very disappointed, again, after the last meeting we had here that was down at the Public Works Department that we don't have a blowup somewhere here available for the public on the rail yard. You provide a tiny little – let's get back to it. Rail yard mitigation plan. You provide a tiny little picture here, all right, which you can't read because it's so small, the fine print, and again, if you point it out, the – the recent operations of the rail yard, of the Vermont Railroad – Railway, these are recent operations within the last 10 to 15 years where they get crushed stone in via rail or they get it in by truck, they dump it in these piles, and then they use it for their projects as needed, and why is that the city's problem that they – they've been doing this as a new operation, really not rail related? Because rail related is stuff that goes and stays on railcars, in my opinion. They're using this as a bulk storage facility, which was grandfathered out of existence. We didn't want any oil tank farms there, we didn't want any bulk depots, and this is a bulk use that is just not appropriate. *{(c) So again, I mean, when you showed on your slide earlier the rail yard claimed they needed several of these sidings which have been abandoned for years and aren't used, you can tell they aren't used, because if you go down there today and you look at these rail sidings, they are rusted, and the ties are rotted and overgrown. If they were being used, there would be rails – traffic on them. They'd be shiny rails and, you know, the weeds would be knocked down by the rail traffic. They've got rail sidings they never used that we're going to have to pay to relocate and rebuild? This is – this is a really padded excuse for them to say that they cannot function in their current operation unless they get this, this, and this and that. I'm just really disappointed with the city that we're not vigorously pursuing this.}* This is what we were promised for years, and to dump it all into the historic neighborhood is just wrong. Thank you.

Response to Comment H5:

- (a) Subsequent to the issuance of the 2006 DSEIS, the City of Burlington has continued to work with Vermont Railway (VTR) regarding potential mitigation for railroad operations impacted by construction of the Southern Connector/Champlain Parkway. The City and Vermont Railway have verbally agreed to a railyard mitigation plan as shown in this 2009 FSEIS. VTrans would need to execute a Memorandum of Agreement between VTR, the City of Burlington and VTrans.

Build Alternative 1 could accommodate the railroad operations; however, Build Alternative 1 is precluded by the use of Section 4(f) resources.

- (b) You are referring to the traffic figures presented at the November 30, 2006 Public Hearing. These figures showed the average daily traffic (ADT) volumes between specific points (i.e. Pine Street between Maple Street and King Street). Traffic volumes for the Southern Connector/Champlain Parkway have been developed from the Chittenden County Transportation Model, calibrated to the base year 1998. The model was developed for the Chittenden County Metropolitan Planning Organization (CCMPO) for performing comprehensive regional transportation analysis using the ITM/TModel software.
- (c) Railroad operations impacted by the construction of the Southern Connector/Champlain Parkway would be compensated through functional replacement of existing facilities providing equivalent utility.

The railyard is owned by the State of Vermont and leased to Vermont Railway.

Comment H6:

MR. HOLZER: My name is Austin Holzer. I live at 374 Flynn Avenue. I live in the residential section between Shelburne Road and Pine Street. We were renters of this property in 1986, and we decided to purchase the property hearing that the Southern Connector would be completed in about two years. 1988. You've all heard this story. I speak in strong support of the project, and I like the new name, Champlain Parkway. I have the utmost respect for the designers and city planners who have and are working on this much-needed project. It has been difficult, complicated, and a demanding process. The public has stated their suggestions, some very valid and some of them simply red herrings. *{(a) I have one suggestion, that be sure that sound barriers are constructed between the parkway and any residential properties.}* Again, I strongly support moving ahead with this project, the Champlain Parkway. The parkway will solve most of the traffic, safety, and noise problems that have plagued our community. I really want to see us get along and complete this project. Two comments. *{(b) I'm confused as to why there's going to be significant additional traffic dumped downtown. I think really what we're looking at is simply traffic coming off of I-89. It's -- I don't see where there's going to be any needed -- or any*

additional traffic.} {(c) And I basically am in favor of Option 1, although I see Option 2, and again, I'm confused as to where this additional traffic is coming from.} Thank you.

Response to Comment H6:

- (a) The noise analysis was performed as outlined in the VTrans noise policy entitled *Vermont Agency of Transportation Noise Analysis and Abatement Policy* approved by the FHWA in August 1997. Noise impacts occur at receptors where the levels approach or exceed the Noise Abatement Criteria (NAC). VTrans defines "approach" as 1 dBA below the NAC. VTrans' noise policy also defines a noise impact when project noise levels substantially exceed the existing ambient noise levels.

Section 4.9 shows that noise impacts are anticipated at receptor locations along Pine Street for both Build Alternatives; however, due to spatial constraints, noise mitigation measures are not feasible. Other receptor locations do not exceed the NAC; therefore, no noise mitigation is required.

- (b) A comparison of the 2028 (ETC+20) design year Average Daily Traffic (ADT) volumes on Pine Street, between Maple Street and Main Street for the Build Alternatives shows a difference of 3,300 vehicles. In the No-Build Alternative there are 6,700 vehicles. Under Build Alternative 1, there are 5,200 vehicles; a 1,500 vehicle reduction. Under Build Alternative 2, there would be 8,500 vehicles; a 1,800 vehicle increase.
- (c) Build Alternative 1 would require the use of Section 4(f) resources. Build Alternative 2 is a feasible and prudent alternative. It is anticipated that the minor impacts to historic resources by Build Alternative 2 would result in a finding of no adverse effect under Section 106. Section 4(f) requirements are therefore anticipated to be satisfied under the *de minimis* provisions of Section 6009(a) of SAFETEA-LU (dated August 10, 2005).

Comment H7:

MS. SHANNON: This is really low. I'm Joan Shannon, and I'm a Ward 5 city councilor. The city council voted to proceed with this new proposal. Preceding that vote, I asked the following question: After the studies are done for this proposal, would the city council have another vote on this? Mayor Clavelle answered, "Yes. This will come back to the council." Based on that, I voted in favor of moving forward with this proposal. I believed the new proposal provided an opportunity to make this road what it always should have been, an access road to the enterprise zone businesses. Unfortunately, Mayor Kiss has decided not to honor the commitment of Mayor Clavelle and has stated that he does not intend to bring this to the council for a vote. And this is my only input, which is why I'm here. Also, unfortunately, it does not appear to me that the opportunity to build this as an enterprise access road to relieve neighborhood traffic was taken advantage of. The primary goal of this road continues to be to provide better access to the

waterfront and downtown despite the fact that there are no substantive changes to the bottleneck at Maple and Pine. *{(a) I've heard some of the planners say that it was never the intention to improve access to downtown with this road, so I want to quote the first sentence of the project purpose in the DEIS: "The purpose of the Southern Connector is to improve access from the vicinity of the interchange of I-189 and Route 7 to the Burlington CCD and the downtown waterfront area." CCD I believe is the downtown district. Why is there no change to the objective despite the agreement from Burlington to give up the major improvements of the C-6 section which would make the connection to the waterfront and downtown districts? The reason there is some support for this project is due to the potential traffic relief that would be experienced by some neighborhood streets, primarily between Home and Flynn Avenues. Why is this not the primary purpose of the road? Why were no new alternatives looked at to meet this objective? Do the creators of this plan acknowledge that this is where the support for this project lies? Why not consider limiting the access of this road to trucks and commuters traveling to the enterprise zone?}*

{(b) In 2003 I asked DPW to investigate the possibility of installing traffic lights at Pine, Maple, and King intersections in order to alleviate the huge traffic backup at that intersection. I received a letter back from Corey Line of DPW explaining that without turning lanes the intersection would not benefit from a traffic light. I was also told that there was no room for turning lanes. This made sense to me, and I stopped pursuing a traffic light at the intersection. The success of this intersection is paramount to the success of the road. If that intersection fails, there will be increased traffic burden on the side streets. If it succeeds, the traffic burden on side streets will be relieved. I think that that intersection is of primary importance. This DEIS proposes to add traffic lights at the Pine, Maple, King intersection. It proposes no turning lanes. Traffic studies project an increase of 1600 vehicles a day at the intersection. The DEIS claims that this scenario will improve traffic flow at the intersection. How can that be? Why does the DEIS give a different result than DPW projected in 2003?}

{(c) I also wanted to address the environmental justice issue. And in the presentation Justin had noted the North Street area as an enterprise community, and I wondered if the lakeside community was not an enterprise community. And also the Maple-King neighborhood I thought was an enterprise community. Won't they be negatively impacted?} Our CFO reported at a meeting last Tuesday that Burlington does not currently fund road and sidewalk maintenance at necessary levels. How will we maintain this new road? Will it be at the expense of other city streets, or will we not provide necessary maintenance like the other roads? Thank you.

Response to Comment H7:

- (a) The 1979 FEIS discussed the purpose and needs of the project but did not contain a formal purpose and need statement. The purpose and need was developed through coordination with state and local officials.

The purpose and need for the project on Page 1-15 of the 2006 DSEIS is defined as follows:

“The purpose of the project is also to eliminate the disruption to local neighborhoods and separate the local and through-traffic. Truck traffic that is destined for the CCD or the industrial areas accessed from Home Avenue and Flynn Avenue would be directed onto the Southern Connector/Champlain Parkway and removed from the local street network. The proposed transportation corridor is expected to become the major routing for north-south through-traffic in the area. The reassignment of the majority of through-traffic to this route would reduce traffic volume levels along neighborhood streets and improve accessibility to adjacent neighborhood areas.”

From Page 1-13 of the 2006 DSEIS Statement of Project Need:

“In addition, the existing street pattern encourages use of neighborhood streets by trucks due to the lack of alternative routings. This mix of traffic has created conflict and access concerns in the vicinity of the C-2 Section neighborhoods, and the King Street/Maple Street neighborhood, located at the north end of Pine Street. These conditions have caused congestion and resulted in safety and neighborhood concerns throughout the southwestern quadrant of the City of Burlington.”

- (b) Refer to response H2(a).
- (c) The Enterprise Community was designated by the United States Department of Housing and Urban Development in 1994 (refer to Figure 3-7). The Old North End Enterprise Community is also described in the City of Burlington’s 2006 Municipal Development Plan.

Also, refer to response H2(b).

Comment H8:

MS. GRAY: My name is Andrea Gray. I live at 153 Howard Street just near the intersection of St. Paul. We do experience a rush hour, but, hey, I live in the city. I don't have a problem with this. So I'm here to question and really try to understand the necessity and the merit of this project, and actually it was interesting for me to hear from a gentleman on Flynn Avenue, because I would like to hear more from the people who are going to benefit from this, because I can't really figure out exactly what the benefit is. The last time I went to one of these meetings, it seemed that Alternative 2 was heavily favored, and -- and as with many speakers before me, I really question what's going to happen to that King Street-Maple Street neighborhood. Right now as people come in town, they're fairly evenly distributed. You have, you know, Willard and Union and St. Paul and Pine, and I suppose people who are commuting may stick to their current routes, *{(a) but I think this gateway to Burlington, I think they're trying to increase the people coming off of 189 and funneling them in and increasing the traffic on Pine Street and at that very clogged-up intersection that people have been talking about there at -- in the King Street neighborhood, and I just think it seems criminal to -- to run any more traffic through that intersection than currently goes through there.}* And some other concerns I have is I am an avid pedestrian. I try to walk whenever I can, not take my car, and I'm often walking on Pine Street. *{(b) I often cross Pine Street, and this is just not a terribly pedestrian-friendly situation to actually increase the traffic on Pine Street if this is the plan, and we are so lucky to be living in this gem of a city right on Lake Champlain. From what I can see, we are creating a bigger obstacle between the citizens and Lake Champlain.}* One more thing I question. *{(c) Maybe I'm thick about this, but it seems to me that Pine Street will no longer be a way that I can get to Queen City Park. This will be truncated, and I think it does have an adverse effect on traffic flow when through streets are no longer through streets. Now, I know I brought this up at another meeting and they said that this example has nothing to do with anything, but the urban renewal area downtown, there are many through streets that we can't go on anymore, and this has affected the traffic patterns, obviously. Winooski Avenue's a four-lane street. Battery Street's a four-lane street. These are very busy streets, and they're much busier if -- they would be if people could travel through Champlain Street and Pine Street, so I think that we should question that we can't go through on Pine Street anymore to Queen City Park Road when this is built. Unless I'm wrong about that. I think that redistributes traffic, and I really think distributing traffic as evenly as possible is the best solution.}* So -- but I really would like to hear from these people who have something to benefit, because I understand that Flynn Avenue is busy, and I hadn't really thought about that, but I want to know, what do we have to gain? And then one more thing: *{(d) Alternative 2 does not feature underground utilities, and if I thought there was one little bright light about this whole thing, is we're talking about the gateway to Burlington, this, you know, great new thing here on Pine Street, and Alternative 2 is still going to have all the utility poles and the wires and all that.}* I mean, I think that's the greatest thing if there is a great thing about this, and that's not even going to happen unless they go with Alternative 1. So let's hear something good about this, because I just don't get it.

Response to Comment H8:

- (a) Under Build Alternative 2, the installation of traffic signals at the intersections of Pine Street at Maple Street and Pine Street at King Street, provides acceptable operation conditions in the CCD area and mitigates the affect of traffic increases to the extent practicable.

Also, refer to response H2(a).

- (b) Signalized intersections along the primary corridor of the Southern Connector/Champlain Parkway will feature exclusive pedestrian phases. The proposed traffic signals and crosswalks would be provided to maintain the east/west connectivity for pedestrians.
- (c) The southern terminus of Pine Street would become a cul-de-sac under both Build Alternatives. Queen City Park Road would continue to be accessible from U.S. Route 7 or Industrial Parkway.
- (d) The 2006 DSEIS indicated that Build Alternative 1 would include the undergrounding of utilities along the C-6 Section. Since the publication of the 2006 DSEIS, VTrans has established a policy regarding the enhancements to transportation projects. Therefore, the undergrounding of utilities along the C-6 Section would no longer be a project eligible expense.

Comment H9:

MR. SMITH: Paul Smith. 155 Austin Drive. *{(a) I also support the moving of car traffic out of Burlington and to intercept the passenger loads that's on -- at the extreme ends of it, catch it with mass transit and then bring it in.}* However, realizing things sometimes don't go the way we'd like them to, if we must go ahead with this program, then I'd like to see that Alternative 1 is – is looked at seriously. Intercept the – moving – moving the additional traffic, even if it's not additional traffic, moving that traffic through the Maple Street area seems like it's going to do as much harm as is gained at the Home Avenue end of things, which is – which is a positive thing, but why throw it on somebody else's back? There may even be, as some people have mentioned, an economic issue there. And, two, *{(b) if we bring trucks down 189 and drop them on to the loop there where it swings around to Home Avenue, I live near there, and we can already hear the truck traffic, the train traffic just fine, and I can't imagine what it's going to be like with trucks coming downhill 55 miles an hour slowing down to, I gather, 35 miles an hour. That's a lot of opportunities for Jake brakes and so on, so we better do a very good job of noise abatement and/or slow them down well back, like in the area before they get to Route 7 or just at that point. Do not let them get around that corner, because there's a lot of people living very close to that, and that noise will be obnoxious.}* Thank you very much.

Response to Comment H9:

- (a) Refer to response H3 and H4.
- (b) Appropriate transitioning would be provided to allow for deceleration between the posted speed limits. The roadway would be reduced from four-lanes to two-lanes and the amenities along the roadway would provide the driver with clues that the facility is no longer an interstate.

Also, refer to response H6(a).

Comment H10:

MR. FLOEGEL: Hi. My name is Mark Floegel - that's F L O E G E L - and I live at 87 Howard Street. First I'd like to second a lot of the things that Joan Shannon said. I appreciate the folks on Home Avenue and Flynn Avenue who want and need this project and need some relief for their neighborhoods. I don't understand why this needs to proceed anywhere north of Lakeside. I'd like to address four things briefly that I'd like to see addressed in the final EIS.

{(a) First, the C-1 section cuts across the Potash Brook watershed, which is already an impaired watershed, and I imagine there's going to be increased storm water going into Potash Brook from this, and there's going to be a need for mitigation, and I'd like to know how that's going to be mitigated.}

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

{(c) Third, I'm very concerned for the folks that live in Lakeside about the level of service that they're going to have when all this traffic comes by. I think it's going to be very difficult to get in and out of that neighborhood.}

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

Thanks very much.

Response to Comment H10:

- (a) The construction of the grassed median, shared-use path and the Pine Street cul-de-sac would have an impact on the quality of Potash Brook. As such, project impacts within the Potash Brook watershed result in a net reduction of impervious surface area of 0.66 acres. Due to the overall net reduction of impervious surfaces within the Potash Brook watershed, no additional stormwater treatment practices are proposed.

A net reduction of 300 lbs/year of sediment is realized for Potash Brook. This reduction is a direct result of the decrease in impervious surface of 0.66 acres within the watershed.

Refer to Section 4.5.2 Surface Waters for additional information.

- (b) The Chittenden County Transportation Model, calibrated to the base year 1998 was utilized to develop traffic volumes for the Southern Connector/Champlain Parkway project. The model was developed for the Chittenden County Metropolitan Planning Organization (CCMPO) for performing comprehensive regional transportation analysis using the ITM/TModel software. This transportation model factors in regional growth and master plans for Chittenden County. The Southern Connector/Champlain Parkway is not proposed to be a traffic generator, but rather an alternate ingress/egress route for traffic to/from the CCD. The Southern Connector/Champlain Parkway is consistent with local and regional plans.
- (c) Comparing the No-Build Alternative to the Build Alternatives, the level of service (LOS) for the 2028 (ETC+20) design year shows that during the PM Peak Hour LOS would not change at the intersection of Pine Street at Lakeside Avenue. The No-Build Alternative, Build Alternative 1 and Build Alternative 2 would all result in a LOS C.

Refer to Section 4.2 for additional information regarding traffic operations associated with either Build Alternative.

- (d) Refer to responses H2(b) and H7(c).

Comment H11:

MR. CHU: Hi. My name is Kelvin Chu, and I live at 103 Lyman Avenue. My question concerns the C-1 and C-2 sections of the proposed construction, and it's really based on two things that were cited in the initial presentation in the project need safety portion and the project purpose. Both of these aspects mention the effect of traffic on local neighborhoods and that local neighborhoods are used as short cuts, so the Southern Connector, all the questions that you've heard and comments that you've heard so far seem to be addressed to traffic coming into Burlington, and I'd like to ask a

question about traffic leaving Burlington. So the Southern Connector seems to be well designed to bring more traffic into Burlington, and from the plans that are on display here, it's unclear that the outbound traffic -- will find it easier to use a Southern Connector rather than the current traffic pattern in the south end of Burlington. So currently traffic comes in along Pine Street and then goes on to Home and then to Shelburne and then on to 189, and if you look at the way that the traffic signals have been set up on the Southern Connector C1-C2 portion, there are four lights they have to go through. They have to go through a light on Lakeside, a light on Sears, a light on Home, and a light on Flynn. Currently traffic doesn't have to go through four lights. They have to go through maybe three lights. And when lights and stop signs currently back up, all that traffic gets routed through the neighborhood that's surrounded by Home, Pine, Shelburne, and Flynn, and we see traffic blowing through our neighborhoods all the time. So my question is, In the presentation that we saw tonight there were traffic assessments made of what would happen in the no-build option or the build option, and it didn't seem to me that they took into account directionality of traffic. *So my first question is, Did you take into account directionality of traffic, and if not, why not? And second of all, what can be done to act as a disincentive for people leaving the city to cut through our neighborhoods and to use the Southern Connector anyway?* Thank you.

Response to Comment H11:

The directional flow of traffic was evaluated, as well as the differences between flows during the morning and evening peak travel periods. The travel demand models used to develop the projections of future conditions consider differences in travel times associated with the available routes between downtown and the destinations such as I-189. These models show a substantial traffic diversion to the C-1 Section and C-2 Section from Pine Street for both inbound and outbound traffic. Design elements that are incorporated into the project at the intersection of Pine Street and Lakeside, and coordinated signal controls along the Southern Connector/Champlain Parkway will encourage traffic to utilize this route. During final design, traffic calming treatments could be considered along the southern section of Pine Street to further discourage through traffic.

Comment H12:

MR. RIBBECKE: Hi. Larry Ribbecke. R I B B E K C E. I live at 377 Flynn Avenue, and I'm simply here to speak in support of this project. I think that it's not perfect. It certainly has many design compromise in it -- compromises in it that I wish were not there. One thing that I've had a hard time understanding is the sort of folkloric belief that this road will create more traffic. I've had a very hard time understanding why this road isn't the solution to the traffic that's already there. I think that, having lived in Burlington 28 years, I've seen the conditions in this town and the congestion and the number of motorists on the road simply increase by maybe a factor of three, I would say. Three decades. This road isn't creating the traffic. This road is attempting to alleviate

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

VOICE: Yes.

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

Response to Comment H12:

Comment noted. No response required.

Comment H13:

MR. BARBIERI: Hello. I'm Scott Barbieri. I live at 984 Pine Street. I'm here to speak in support of the project. To address some of the earlier comments, some of the benefits that this project will have, especially the C1-C2 sections, is recombining that neighborhood that lives south of Flynn. That's a neighborhood now that's bisected by Pine Street. Pine Street was built, you know, as a city street, and now it serves as a major artery, and that neighborhood's very much bisected. It's also lax in safety. It's a major walking route for taking my kids to Champlain Elementary. Currently at the levels today there's 11,000 opportunities for my kids to have an incident with an automobile on the way to school or the way home from school. And also it's, you know, the truck and bus traffic and the backup on the exit. So I'm firmly supporting it to recombine the neighborhoods. It's a great neighborhood. I have friends on both east and west side of Pine Street, from other kids, baby-sitters, and it's a great section of the town. It's a real gem, and this would pretty much ensure that the quality of that neighborhood maintains -- or grows. You know, I talked about some of the safety from trucks and traffic. To address the other side of it, you know, it's interesting in having lived on the corner of Home and Pine and working in the area, that traffic's going to find the northern part of Pine Street regardless. It finds it now. I'd probably hazard more than 50 percent of every car that gets off at I-89 to get off 7 is going down Home or going down another interchange or coming up from 7 and cruising down Queen City and finding Pine anyhow. That's going to continue. Traffic will find that area regardless. The other thing that nobody's really talked about is the business district south of Maple, north of Flynn, it's probably one of the most exciting south end business districts we have in the town. It's the only business district that's growing. There's wonderful businesses moving in there, and it's one of the few places that a start-up business or medium business can come in, really start, and build, and that's an area that's going to grow. It's one of the last places that are growing, and that's going to

have traffic. It's going to have trucks. It's going to need access. This is a way to provide them access to help that grow, and growing that business district is only going to help Burlington. It's only going to bring in vitality that Burlington needs. It doesn't drive to South Burlington and Williston and other places so that we can have a City Center. It also has a thriving business community that has been sorely missed. I'd like to add my comments to the outflow. A couple of speakers ago mentioned that there wasn't a lot of thought to the exit, and I think one of the most overlooked aspects of -- I believe it's the C-1 plan is the dead-ending of Pine Street at the Parkway. Having lived -- living at the intersection of or close to Pine and Home and seeing the, you know, from 4 o'clock to 7 o'clock line that goes from Home all the way to Flynn, 50 percent or more than 50 percent of those cars go straight. They're not going to I-89. They're going down Route 7. They go straight. They cut through, go up Queen City Parkway. Once that's dead-ended, it's very natural control to either force them up to Route 7 earlier or to go and utilize -- if they're actually going on I-89 or even going south on 7, to utilize the Champlain Parkway. But one small piece actually has a huge impact on the exit from the city and encouraging motorists to use one of the faster exits from the city. Thank you.

Response to Comment H13:

Comment noted. No response required.

Comment H14:

MR. MARSHALL: My name is Roger Marshall, and I live at 161 Austin Drive. And I'd like to start with something that may be a little bit anecdotal. But this afternoon at about 4 o'clock I was going from the south end to the north end, and I got held up probably ten minutes at the stop sign at the intersection of Pine and Maple. *{(a) So that the railroad route in Alternative 1 would be wonderful. Just slick as a banana peel.}* But okay, fine. I'm going up to the north end. But what the hell are all the cars, the commuter cars, going to do down there on Battery Street? I think there's -- coming back, I think that the problem we have is too many cars coming into town, and I disagree with those that say that we've reached saturation or we're not going to have more cars, but you go on Spear Street and see all the McMansions going up and all the development that's going on there, there's going to be more cars. There's going to be more cars coming in from the other towns. And unfortunately, the railroad failed. That would have been a great way to get people into town. *{(b) What we really need is park and rides and buses coming into town. Get the damn vehicles, SUV with one person at the wheel, out of town. We don't need that. Now, one of the suggestions I have is right here at Home Avenue and the end of C-1 is to put an air rights garage that would go from Industrial Drive all the way out over the new road, over to Burton Snowboard. The city owns a fairly big lot there. This lot can be taken. You'd have an on ramp to the garage along the right-of-way on this side and an off ramp from the garage going the other way, and you'd get several hundred cars off, and guess what? It's right across the way from the garage -- from the bus garage. You go across the upper deck, this air rights*

structure, you go down a ramp, or however, down to Industrial Drive, catch a bus, and go into town.} What could be simpler? We don't need those cars, all those cars, all the cars coming in from Shelburne Road, all that road rage coming into town on the Connector. I think we've got to increase the dimension here and figure out how to reduce the number of cars that are coming into town. Thank you.

Response to Comment H14:

- (a) Refer to response H6(c).
- (b) Refer to response H3 and H4.

Comment H15:

MR. KOZAK: My name is Tim Kozak. 42 Pitkin Street, Ward 3, and I work on Pine Street, so I experience the traffic in the morning and at night, and we do live in the city, and building these roads, the Burlington Free Press, and I have to talk about it now, has done a great job when talking about environmental problems in the state of Vermont and Burlington, and cars is one of the biggest causes of air pollution in the state of Vermont, and Lake Champlain, which everybody wants to save, everybody wants to stop polluting the lake, and here we are 2006 in Burlington, Vermont, talking about building two roads closer to Lake Champlain. In Building Alternative 1, we're putting it right up to the lake, and if the Superfund site wasn't there, they would be putting the highway right there along the lake. Building Alternative 1 and Building Alternative 2, we're building more impervious surfaces where the runoff is going to go into the lake. It's going to pollute the lake more. We're going to have more beach closures in Burlington. I've lived in some highly developed areas, and Burlington definitely isn't one of them, and I've seen them promise these roads, it's going to increase traffic flow, but all it does is cause more congestion. It's going to still be the same number of people on Pine Street. People are going to be using Flynn Avenue to access Route 7 going south, and there's just going to be an increase in car traffic on the Southern Connector where they're just trying to disguise it as the Champlain Parkway. There's a great article in the New York Times from Wednesday, October 25th, saying "The City's Waterfront, a Place For People Or Traffic?" It talks about cities like San Francisco; Portland, Oregon; and Seattle that have removed highways along the water because they've now increased green space. And this is only going to cause congestion. It's going to cause air pollution. It's going to increase the asthma rates for children in the city. Building impervious surfaces is not progressive. I propose that we do not build, we invest in the neighborhood, the lakeside neighborhood. We can establish a children's museum down there in this area. We could put a skate park up where we have that road built, but we don't need to be shuffling people in and out of Burlington. We should be keeping the people in Burlington to live and work and not create a highway for them to escape and come into. But, yeah, *{(a) I'm really concerned about Lake Champlain and the environmental effects on the lake and the air pollution that would be caused by an increase in traffic}*. Again, the Superfund site is the only thing holding them back from putting a highway right along -- along the

lake, and maybe with the Kiss administration and Progressives in the city, you know, can -- can talk about doing something progressive and maybe, you know, increase greenscapes and not cutting off the lakeside community from the neighborhood. There's a great article here about, like, your neighborhoods getting cut off, it's going to -- this highway that they're disguising as a parkway is going to block people from accessing the natural beauty of the lake. *{(b) We really need to look for something progressive in the city, and also look to the Pine Street Barge Canal to preserve as a wildlife refuge in the city. It's one of the last great open spaces in the city. There's beautiful trees and open space there, and Pomerleau Real Estate has tried to develop it and other people have tried to develop it over the years, but thank God they haven't been able to}.* And that's all I have to say. Try and speak up for the environment and the lake. Thank you.

Response to Comment H15:

- (a) By utilizing Best Management Practices for treatment of the project and surrounding areas for the C-1 and C-2 Sections there should be a net improvement to surface waters as a result of this project. For the C-6 Section, the goal is to overcome existing limitations that the Main WWTP currently has, as well as build in capacity to properly treat the C-6 Section improvements. Build Alternative 2 proposes no additional impervious area and as a result, no net impact to water resources. In conclusion, by following these water resource design approaches outlined in Section 4.5.2, the C-1, C-2, and C-6 Sections alternatives would not have an adverse impact on surface water bodies.

Also, refer to responses H1(a) and H10(a).

- (b) Redevelopment is outside of the scope of the Southern Connector/Champlain Parkway project. Build Alternative 2 does not preclude the redevelopment of areas adjacent to the corridor.

Comment H16:

MR. VonDOEPP: Thank you. My name is Peter VonDoepp, and I'm at 83 Home Avenue. And I rise to answer to the question, I believe, Andrea raised about why those of us in the Home, Flynn, and Pine areas feel strongly in support of this project, and I am one of those residents who does feel strongly in support of this project. The situation for those of us who live on those streets is currently intolerable. We have anywhere between 8,000 and 14,000 vehicles moving through our streets every day. It's a situation where our children are not safe, where we have high levels of noise and air pollution, and not something that we want to live with. The situation is so bad it's not a question of our children not being able to play on the streets. It's a question of our children not being able to be on the sidewalks without our guidance. For us it's not a question of hearing the traffic. It's a question of not being able to have conversations in our living rooms during the 5 o'clock to 7 o'clock hours. For us it's not a question of smelling perhaps some truck diesel fuel or exhaust during the middle of the day when we're outside. It's a question of during the summer we

have to keep our windows shut because of the smell of the vehicles that go by on Flynn and Home and Pine. For us the Southern Connector represents relief, and although some of the folks are suggesting that the Southern Connector is all about access to downtown and more cars coming downtown, that's not what it's about for us. For us it's about getting the traffic out of our neighborhoods so that we can have a neighborhood again. It's about, for us, enjoying the same kind of air quality, the same kind of safety, and the same kind of comfort that other neighborhoods enjoy. It's about, for us, something that can create the greatest good for the greatest number of people in this area of Burlington. *{(a) That said, I feel strongly that we should proceed with Alternative 1 to the extent that we can, because we don't want to redistribute traffic to other neighborhoods.}* We want everybody to enjoy these things. So I speak strongly in support of the Southern Connector. Thank you.

Response to Comment H16:

(a) Refer to response H6(c).

Comment H17:

MR. REUTTER: I'm Alex Reutter, co-chair of the Burlington Bike Council. We submitted concerns related to bicycle-pedestrian access along this corridor and a memo to DPW in April and would simply like to enter them into public record. The issues raised in the memo range from the technical, such as the wide turning radii at Home, Flynn, and Sears Avenue, to the general, such as the need to upgrade Pine Street as is done in Alternative 1. Rather than read through a three-page memo here, if Rob Sikora is here tonight, I can just give this to him or else I will e-mail it to the address. That's it.

Comment H17:



MEMO

TO: Nicole Losch, DPW Bike / Pedestrian / Environmental Planner
Justin Rabidoux, DPW Transportation Planner

FR: Burlington Bicycle Council (Approved at our 4/5/06 meeting)

RE: Review of Southern Connector Plans

DATE: April 13, 2006

We would like to thank the City of Burlington for its interest in the bicycle community's input regarding the Southern Connector. It is our belief that the public process improves transportation design and we appreciate the opportunity to comment. As you know, the Bike Council has been reviewing this project in various forms for the last six years. During this time, we have taken the time to provide our input to the City.

This latest letter is the result of careful deliberation among diverse members of the bicycle community over the last six months. The goal of this letter is to raise both big-picture and specific concerns regarding the Southern Connector project, and to seek a productive forum in which they can be addressed. We understand our Council's advisory capacity and hope that these comments will be seen in a helpful light.

Overall, the bicycling community has a global concern regarding the design and the purported benefits of the Southern Connector. With the Southern Connector's circuitous alignment (in the South End) and then the congested alignment (along Pine Street), we are skeptical that the Southern Connector as designed will divert much traffic from current residential neighborhood routes. The additional roadway capacity in the South End due to the Southern Connector will add significant challenges to maintaining a quality bicycle and pedestrian environment on surrounding streets, especially along Pine Street. We would like to see the traffic studies for the current design to better understand the impacts. The City's Master Plan calls for a multi-modal transportation future and yet we are concerned that this project may actually impede this effort.

Should the City decide to go ahead and construct the Southern Connector, the Burlington Bicycle Council sees the following components as critical to a successful project:

A FULLY RECONSTRUCTED PINE STREET – We are very concerned that the current Southern Connector plan does not include extensive upgrades to Pine Street. Pine Street (between Lakeside and downtown) will not be able to handle the future traffic carried by the Southern Connector without extensive upgrades. Any attempt to retrofit the existing road to handle additional traffic will only further deteriorate an already poor pedestrian, bicycle, and community environment. Continuous bike lanes in both directions are needed. To achieve this and other goals, comprehensive road, sidewalk, access management, and streetscape improvements are essential. The closing of the Specialty Filaments railroad siding also gives us a new opportunity to redesign the street. Solely repaving Pine Street within the existing curbs is not an acceptable solution.

(a)

A SHELBURNE STREET ROAD DIET – Along with the Connector, we recommend a 4-to-3-lane road diet on Shelburne Road to ensure that traffic steers away from current residential through-streets. This would have the dual benefit of limiting through traffic in this residential area and providing continuous on-road bicycle lanes in both directions, as recommended in the City’s North-South Bicycle/Pedestrian Plan. This route will offer and encourage bicycling as a realistic transportation alternative to those who are living in those heavily populated areas such as the new housing off Farrell Street, the many neighborhoods to the east and west side of Shelburne Road between Home Avenue and the Rotary, and in the neighborhoods south of the I-189 interchange. A road diet imposed on Shelburne Road — two bicycle lanes, two vehicular lanes, and one center turning lane — would greatly enhance the quality of life in the neighborhood, making it safer and quieter.

ON-ROAD BICYCLE FACILITIES – Commuting and destination-bound cyclists are often better served by on-road facilities. We recognize some benefits to providing a shared-use path along the Connector. However, the adjacent on-road bicycle facilities as laid out in the City’s North/South Bicycle/Pedestrian Plan need to be included as part of the Connector project. With the Southern Connector construction providing increased roadway capacity for vehicles, it is the perfect time to reallocate under-utilized roadway for transportation alternatives. Another advantage of developing on-road bicycle facilities (such as on Shelburne Road) is they would be maintained and plowed on the normal maintenance and plowing schedule associated with car traffic, without any additional expense or effort. By incorporating bicycle commuting into the existing road infrastructure, it would benefit the bicycle commuting public, the neighborhoods through which these thoroughfares are built, and the general well-being of the City, which must receive all this incoming traffic.

SPECIFIC SOUTHERN CONNECTOR DESIGN CONCERNS – We recognize that the City has listened and responded to some of our Southern Connector concerns initially detailed in the Bike Council’s August 2003 memo. Nonetheless, old issues remain and new issues regarding the modified design have emerged. The Bicycle Council has the following specific comments/concerns regarding the current Southern Connector design:

- Terminus of the shared-use path at Shelburne Road (OLD ISSUE): A safer terminus needs to be provided for Eastbound path users as the current design dumps path users on to a Shelburne Road sidewalk next to an interstate on ramp. The City needs to commit itself to resolving this issue. A direct connection into the parking lot of the Pomerleau shopping mall has been identified as a possible solution. (b)
- Turning radii at Home Ave, Flynn Ave, and Sears Lane (OLD ISSUE):
 - SW corner at Home Avenue and the Southern Connector: this is an important bike/ped crossing, so we feel the corner should be tighter. There is a lot of swing room for trucks eastbound on Home Avenue because there are two lanes.
 - Pedestrian Crossing at Flynn Avenue: The crosswalk on the southern side of Flynn Avenue is approximately 70 feet in length; wider than some 6-lane roads. The curb radius on the SW corner is very wide. This may be perceived as a barrier for South End residents seeking to get to Oakledge Park and Lake Champlain. (c)
 - Sears Lane Intersection: this is a major connector of the Burlington Bike Path, the SoCo Path, and the Champlain School. The wide turning radii make us concerned that Sears Lane will become a high traffic cut through street. Sears Lane is a school route for children in the Lakeside neighborhood.
- Sears Lane sidepath (OLD ISSUE): we recommend an off-road sidepath connect the Southern Connector path to the Burlington Bike Path along Sears Lane. This facility will connect two off-road paths and will be used by novice and intermediate users (schoolchildren and others) therefore the facility should be an off-road path. The alignment should not cross the entrances to the proposed multi-modal transit center. (d)

- General Safety for Shared Use Path Users (OLD ISSUE): One ongoing concern is the safety of users going north and south along the path conflicting with eastward turning movements off the Connector. Wide turning radii exacerbate this problem by fostering higher speed turning movements across the path. There needs to be prominent, clear visual cues that motorists need to look north and south before crossing the side path. When a path user pushes a walk button and gets a walk signal, a no right turn on red sign should light for northbound motorists to prevent turns across the path. These conflict areas need to be carefully designed because motorists will not be looking for southbound non-motorized traffic on the northbound side of the road. (e)
- Cul-De-Sac Bike/Ped Connections to Path (OLD ISSUE): We recommend that the path connectors between the cul-de-sacs and the SoCo path be widened to 8 feet to accommodate bicyclists and have a ramp up from the cul-de-sacs. (f)
- Speed Limit (OLD ISSUE): We understand the Southern Connector is planned to be 35 mph between Home Avenue and Lakeside. We recommend that the speed limit be consistent with other arterials in Burlington that have 25 and 30 mph speed limits. (g)
- Shared-Use Path Terminus at Lakeside Avenue (NEW): The State's new SoCo design does not show improvements to Lakeside Avenue or the related intersections. The bike/ped transition between Pine Street, Lakeside Avenue, and the SoCo shared-use path needs to be designed and presented to the BBC for review. This is a very complicated area that requires careful analysis. (h)
- Pine Street southern terminus (NEW): There is no bike/ped facility for getting between Pine Street and Queen City Park Road across the Southern Connector. One should be evaluated. (i)
- Pine Street north of Lakeside (NEW): Under the State's new SoCo plan, there is no firm design for the Pine Street corridor. The SoCo subcommittee feels strongly that if Pine Street is going to carry the burden of SoCo traffic, it must be upgraded to include continuous sidewalks, on-road bike lanes, enhanced pedestrian crossings, and streetscape (j)
- Northern Terminus in Maple / King neighborhoods (NEW): Without the former Battery Street connector, northbound traffic will continue up Pine Street into downtown. We are concerned with the resulting pedestrian and bicycle environment in this neighborhood. In regards to the bicycle facilities, the Pine Street bike lanes should be continuous up to at least Maple Street so that bicyclists can navigate safely through this busy intersection. (k)
- On-road Bicycle Traffic North of Home Avenue (OLD ISSUE): We understand that the City is still negotiating with the State and Federal officials regarding where the highway will technically end and where the City street will begin. The subcommittee strongly believes that bicycles should be permitted on-road north of Home Avenue and that "Share the Road" signs should make this point clear. The agreement with State and Federal agencies should allow this on-road activity. (l)

We understand that these comments will challenge some existing assumptions and suggest additional planning efforts. We appreciate the work that the City's project managers have invested in this project. Our goal is not to be disruptive but to maximize the return that the City receives from this transportation investment. Please let us know how we can productively move these issues forward.

Thank you again for the opportunity to comment on the current Southern Connector plans.

Response to Comment H17:

The City of Burlington will continue public involvement regarding the specific bicycle and pedestrian design concerns which were expressed in your April 13, 2006 memo during the final design phase for the selected alternative.

- (a) Environmental concerns associated with the Pine Street Barge Canal Superfund Site have limited the widening of Pine Street. As discussed in Section 4.2 of this 2009 FSEIS, Build Alternative 2 will provide acceptable levels-of-service (LOS) at signalized intersections along the corridor through 2028 (ETC+20).
- (b) The shared-use path provides connectivity for pedestrians between Pine Street and Shelburne Street. The terminus at the existing sidewalk on Shelburne Street is located within the existing public right-of-way. The Southern Connector/Champlain Parkway does not preclude a connection to the shared use path from this or any other private property in the future.
- (c) The turning radii at the intersections along the C-2 Section have been developed in coordination with the City of Burlington to accommodate the anticipated turning movements of the design vehicles. Part of the purpose and need of the Southern Connector/Champlain Parkway is to remove the truck traffic from the residential streets located east of the C-2 Section; therefore, the curb radii on the western side of the C-2 Section has been developed to accommodate the trucks anticipated to be accessing the industrial areas located west of the C-2 Section.
- (d) Both Build Alternatives provide a five-foot sidewalk along the northern side of Sears Lane within the project limits and the available right-of-way.
- (e) Both Build Alternatives provide traffic signals with exclusive pedestrian phases at the intersections of Home Avenue, Flynn Avenue, Sears Lane and Lakeside Avenue.

Also, refer to response H8(b).

- (f) Connections to the shared-use path from the proposed cul-de-sacs have been developed in coordination with the City of Burlington. Widening the proposed sidewalk connections could be coordinated with the City during the final design phase for the Selected Alternative.
- (g) It is anticipated that the Southern Connector/Champlain Parkway will be posted for 30 m.p.h. north of Home Avenue.
- (h) Both Build Alternatives provide a shared-use path along the southern side of Lakeside Avenue between the terminus of the C-2 Section and Pine Street. The city met with a representative of the Burlington Bicycle Council on September 25, 2003 to review the

design of bicycle and pedestrian facilities. Both Build Alternatives have been developed in accordance with AASHTO's *Guide for the Development of Bicycle Facilities*, VTrans' *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*, and the City's standards.

- (i) Both Build Alternatives provide a shared-use path that connects Pine Street and Shelburne Street as mitigation for severing the connection between Pine Street and Queen City Park Road.
- (j) The Preferred Alternative provides shared lanes along Pine Street in accordance with AASHTO's *Guide for the Development of Bicycle Facilities*, VTrans' *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*, and the City's standards.

Also, refer to response H17(a).
- (k) Refer to response H17(j).
- (l) The Southern Connector/Champlain Parkway is a limited access facility. Both Build Alternatives provide a shared-use path for use by bicyclists and pedestrians from Home Avenue to Lakeside Avenue.

Comment H18:

MR. ARNOLD: My name is Gabe Arnold. I live at 974 Pine Street, and I'm having a tough time deciding where I come down on this project as a whole. On one hand I want nothing more than to get the traffic out of the street in front of my house. I can barely pull out of my driveway on many days. There's cars congested there all the time spewing out pollution. Stopped cars put out a lot more pollution than moving cars. But on the other hand, I am a strong environmentalist, and I really believe in global warming, and I believe that in the long run we ultimately need to move away from cars and promote alternative forms of transportation and things like that. *{(a) And so from that perspective, if I look at these two alternatives, clearly to me Alternative 1 wins out.}* I don't think that Alternative 2 solves much of anything. For one, I'm not sure it's going to solve any of the congestion issues. I just mentioned how congested traffic causes a lot more pollution. *{(b) But also, Alternative 2 involves a shared bike lane, and I don't know if anybody has tried to bike down the shared bike lane on Pine Street right now. It's downright dangerous, and for that reason I think that Alternative 1 really wins out, because it's got the dedicated bike and pedestrian path, which I think will help out a lot, so that's all I got to say.}*

Response to Comment H18:

- (a) Refer to response H6(c).
- (b) To clarify, Both Build Alternatives would incorporate a shared-use path paralleling the C-2 Section on the eastern side from Home Avenue to Lakeside Avenue. This shared-use path would connect with the terminus of the existing path located on the western side of the C-1 Section. Sidewalks would connect the shared-use path adjacent to the C-2 Section with the existing sidewalks on Home Avenue, Lyman Avenue, Ferguson Avenue and Flynn Avenue. A new sidewalk would be constructed along the north side of Sears Lane within the limits of the project and would provide connections to the proposed shared-use path.

Build Alternative 1 would include five-foot bicycle lanes on both sides of Pine Street from Lakeside Avenue to Pine Place. A continuous sidewalk would also be included along the eastern side of Pine Street from Lakeside Avenue to Pine Place.

Build Alternative 2 would not include five-foot bicycle lanes on Pine Street. Instead Pine Street would include 13-foot minimum shared-lanes to accommodate bicycles and motor vehicles. This meets AASHTO's *Guide for the Development of Bicycle Facilities*, VTrans' *Vermont Pedestrian and Bicycle Facility Planning and Design Manual*, and the City's standards.

Comment H19:

MS. GRIGAS: Hello. I'm Marilyn Grigas. I live on Flynn Avenue, 317 Flynn. And people have wondered why -- what the problem is on Flynn. Well, we have 7,000 trucks go by a day. We're 20 feet from the edge of the road, and our roads were not made for those -- that number of trucks. I am very upset to think that we're going to lose our funding for this project, and I'm upset to think that people think that environmentalism and fairness is -- is either that or the Southern Connector. I don't think those are the choices, and pitting one neighborhood against another is also something that upsets me a great deal. I didn't realize I was in such an exclusive neighborhood, but -- we're not enterprise, but I sure would like some of the air quality down in Lakeside. I walk down there to get air. It's downright dangerous for anyone to live on Flynn, Pine, Shelburne, or Home. I -- in talking to neighbors, I've gone up and down the streets. I noticed, oh, my goodness, there are children living in these houses. I never knew they were there, because they cannot be outside. In fact, I think if this goes through, I don't see how families would continue living and raising children in that area. I -- we are looking forward to a reduction to about 7800 vehicles a day. It will be wonderful. That's about the same number at Maple and King. That's what it will be raised to, about the same number that ours will be reduced to. Shelburne Road residents are looking forward to 19,000 a day from 23. And so I think we need to go ahead with this plan. We're going to lose

the funding if we do not. That does not mean that we can't think about park and rides, that we can't think of getting the railroad yard to let us, in another funded event, have our road go through the railroad yard later on. I think that's an absolutely wonderful idea. I would support that. I think there are too many cars, also. I love to ride my bike. It's a little dangerous right now on Pine. Please let's work together and not feel that this is -- that building the Champlain Parkway is going to just move the problem from one neighborhood to another. That just isn't so. Thank you very much.

Response to Comment H19:

Comment noted. No response required.

Comment H20:

MR. GAMACHE: My name is Rick Gamache. That's G A M A C H E. I live at 15 Lyman Avenue. And I've listened to my neighbors on Flynn Avenue, Pine Street, Home Avenue say how much noise there is and air pollution there is going by their houses now and that it's almost unbearable, they can't open their windows in the summertime. Well, that problem goes from their side of the neighborhood to my side because it goes right by my house. Now, I would hope that the city is going to do something about the noise that is going to occur. I mean, it's the same traffic, so it's going to be just as noisy as it is now. *{(a) Originally the state of Vermont had put in a noise barrier, a fence, and the city has told me that the fence does not quiet the noise at all. It's been proven. Well, I think the city should still put in landscaping. There's got to be a way to put landscaping in that can cut down the noise, baffle the noise, for want of a better word. I mean, there's got to be some sort of way that you can quiet down that traffic. Because the unbearable situation Flynn Avenue has is going to be next to my house now. And I believe that there's got to be a way to quiet that noise down.}*

{(b) Also, we have water problems, flooding streets when we get a lot of rain. Well, the city is trying to work on that problem. But I'm wondering if it isn't corrected and we still have the water problem, are they going to fix that problem? I mean, are we going to be told, "Oh, we don't have the funding for it"? Is there going to be some money to fix these problems? I don't know.}

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

Response to Comment H20:

- (a) The City has discussed constructing berms between the proposed shared-use path along to the C-2 Section and the adjacent residences. These berms would be grassed with some additional landscaping to provide partial screening from the shared-use path.

Refer to response H6(a) regarding noise barriers.

- (b) The existing drainage problems in the vicinity of Lyman Avenue would be alleviated under either Build Alternative.
- (c) A six-foot high fence is proposed along the east side of the shared-use path to control access by pedestrians and bicyclists. Access would be limited to intersecting roadways and sidewalks. Sidewalks would connect the shared-use path adjacent to the C-2 Section with the existing sidewalks on Home Avenue, Lyman Avenue, Ferguson Avenue and Flynn Avenue.

Comment H21:

MS. GREEN: My name is Erica Green. I live at 20 Arthur Court. I live where the Southern Connector will hit my backyard. So you can imagine how I feel about this. I was actually about to say what the gentleman before me said, and that is I really sympathize with the people who are dealing with the pollution and the traffic and all of these problems. I really do. But I don't want that, either, so if the Southern Connector is in place, it's going to come right behind my home, and the light will be a few hundred feet from my home, so then I have trucks stopped and cars speeding through the yellow lights not to hit the red. I'm curious to know how this is going to impact me and my neighborhood. I don't want my neighborhood to have it, either. I agree that there needs to be a solution. I'd like to leave my windows open in the summer, and I'd like to be outside on my deck enjoying the air as well and not have to go somewhere else to do it. *{(a) The other thing that would impact me is I can take Pine Street all the way to the end and I have to make a right on Queen City Parkway to get to my home, so obviously I'd have to go another way if Queen City -- if Pine Street gets cut off.}* I was thinking about if you take all that traffic from Lyman and Home Avenue -- between Flynn and Home Avenue and take it and just move it between basically Queen City Parkway and Home Avenue, aren't we just relocating it to a different place? *{(b) We're making the miles-per-hour speed limit go from 35 on Pine Street to 45 on Champlain Parkway. I'm not quite sure what that's going to do for traffic if it's faster. I feel like my neighborhood is going to be less safe because of that. People don't go the speed limit.}* That's just a fact. I just have some general questions, because I wasn't sure I wanted to look through 1100 pages or so of information. *{(c) I was wondering if there was any studies done on the light pollution that the lights would provide along the Champlain Parkway back there between 189 and Home}; {(d) the noise pollution}; {(e) how long the construction at each phase would take};*

the impact of the construction on the neighborhoods itself.} I think that was it. So those are my basic questions. Thank you.

Response to Comment H21:

- (a) Access to Queen City Park Road will continue to be available from U.S. Route 7 and Industrial Parkway.
- (b) Appropriate transitioning would be provided to allow for deceleration between the I-189 posted speed limits and Home Avenue. It is anticipated that the Southern Connector/Champlain Parkway will be posted for 30 m.p.h. north of Home Avenue.
- (c) The decision to provide continuous roadway lighting is generally based on a study of local conditions. The Federal Highway Administration recommends the following for Fixed Lighting Installations:
 1. Where the potential for wrong-way movements is indicated through crash experience or engineering judgment.
 2. Where twilight or nighttime pedestrian volumes are high.
 3. Where shifting lane alignment, turn-only lane assignment, or a pavement-width transition forces a path-following.

A review of the project area led to the following findings/assumptions:

The C-1 Section was considered an Expressway or a Major road with low pedestrian activity, in a predominantly residential area. The intersection of Home and the Parkway creates the potential for wrong way movement since the parkway has a median. This portion has turn only lanes as well as merging travel lanes.

The C-2 Section was considered a Major road with low/medium pedestrian activity in a predominantly residential area. This portion of the roadway does not have a median so wrong way movement is less of a concern. However, turn lanes are present at the following intersections:

- Home Avenue
- Flynn Avenue
- Sears Lane

Given these factors the City of Burlington requested that the C-1 Section and C-2 Section have continuous lighting.

The purpose of continuous roadway lighting is to provide quick, accurate and comfortable visibility at night. The increased visibility of the roadway and its immediate environment permits the driver to maneuver more efficiently and safely.

Research has shown that the lighting of roadways with significant nighttime traffic volume will reduce nighttime accidents.

During the design phase of the project partial intersection lighting was considered instead of continuous lighting. Partial intersection lighting refers to lighting an isolated area which has critical features such as curbed channelization and high vehicular volumes or pedestrian traffic.

With partial lighting there becomes the concern that the unlighted areas results in lower visibility and therefore a decrease in safety and in increase in nighttime vehicular or vehicular/pedestrian accidents. A second aspect of isolated intersection lighting is that the uniformity value is higher which means the area is brighter then the continuously lighted option.

Lighting is proposed on the Champlain Parkway primarily for safety reasons and the lighting levels and uniformity of the lighting meet the recommends standards. All fixtures are “cut off” style which means they cast their light down rather then out or up.

The lighting levels proposed for the Parkway are as follows and were developed in accordance with Illumination Engineering Society of North America (IESNA);

Road	Average Maintained Illuminance	Uniformity
C-1 Section	0.8 fc (minimum)	3.0
Ramps	1.2 fc (minimum)	3.0
C-2 Section	0.8 fc (minimum)	3.0
Intersections	1.2 fc (minimum)	3.0

- (d) Refer to response H6(a).
- (e) It is anticipated that the construction of the C-1 Section and C-2 Section would take approximately one and one half construction seasons. The C-6 Section would follow and the completion of the C-1 and C-2 Sections, and is anticipated to require one construction season. Refer to Section 4.14 for additional information regarding construction impacts.

Comment H22:

MR. BOURGEOIS: Good evening. I'm not very good at speaking on the mics like this here, but my name is Lee Bourgeois, and I live at 321 Flynn Avenue. I have been a resident there since 1958, so I am thoroughly familiar with the amount of traffic that has increased on Flynn Avenue, Home Avenue, and the streets in between. First of all, I want to thank the people, the Department of Public Works who have put on this -- these meetings. There were four of them here, I understand, in the summer. I attended one of those, and I have to come right to the point. I am totally in favor of the project. When the federal government puts out the money there, which is 90 some-odd percent, I see no reason why there should be a conflict of interest between neighborhoods and stall a program like this here for 41 years. There's a monument, so to speak, built down there on Flynn Avenue to this failure that has occurred down through the years. I see no reason -- to me it's inexcusable for a project to go on this long and not come to fruition. I'm in favor of it, and I can't see where it's going to increase the traffic going down towards the city, and you have a Pine Street renovation project there which I'm sure is going to help to increase the value of -- and keep the historic value of Pine Street. I see no reason why this has to be sidetracked again one more time. When the federal government puts the money out there, grab it. The project's not going to be a hundred percent perfect, and you can't satisfy everybody, but 51 percent is all we need. The other 49 percent are going to have to live with it just like we have to live with the politicians that get elected to office. Thank you very much.

Response to Comment H22:

Comment noted. No response required.

Comment H23:

MS. DAMROSCH: I'm Anne Damrosch. I live at 368 Flynn Avenue. I'd like to reiterate also what Mr. Chu was referring to about trucks which are leaving the neighborhood. I was very sensitive when I heard the people from the parts of the city who feel like we're just moving traffic to them from our neighborhood. I don't want to do that. But it doesn't seem to me that that's what would happen, because these are -- these are oil trucks, these are moving vans, these are various kinds of humongous delivery vans, and they're not going into Burlington. They're going all over the place, and they're leaving, and they're leaving up through our neighborhood, and I just want to tell you it's not just traffic. It's like living in an earthquake zone. I moved to the area about a year ago, and I knew there would be traffic, and I knew there would be trucks, but I didn't know that my whole bed would shake at night, you know? It's -- it's -- people are saying these streets are residential streets that were not designed for these huge trucks that come barreling through, and there is this whole new crop of little kids in the neighborhood, and it would really be nice for these families to be able to stay and have a livable place. It's a wonderful neighborhood. And I also would just like to say that I really -- when I look at these plans, I was really pleasantly surprised at how -- it's not a big highway that divides the neighborhood. It really looks like a kind of park

street. It's – it's attractive. It has greenness to it. It has trees. It has a bike path. So I don't see it as this, you know, awful highway that would divide the neighborhood but really kind of more like an addition. It looks quite attractive, and I'd like to compliment the designers of it. Thank you.

Response to Comment H23:

Comment noted. No response required.

Comment H24:

MS. FOX: My name is Kim Fox. I live at 92 Home Avenue, which is on the corner of Home Avenue and Pine Street. And I just -- I want to say that I totally support this project. I understand the environmental impact. I understand that it would be wonderful if more people walked or took the bus. But that doesn't address the truck traffic that we have, because the trucks are still going to continue to drive on those streets. And if you've ever been on Home Avenue and watched those trucks try to make a 90-degree turn at the corner of Home and Pine, all the traffic has to back up; they go over our property. My neighbor is constantly out there trying to fix the marks in his property, and it -- as everyone has said, it rattles the windows; it puts cracks in our walls. These streets were not meant for these trucks, and – let alone the safety of our children and of our animals and -- and the pollution. That's all been said. But I just hope that we think about this, and I support the first plan, because I didn't realize that was even an option, but it does help take away some of that impact on those streets. But I just would encourage everybody to think about this and -- and the impact. I understand that it has an impact on everyone, but I would hope that we would really consider this. And I just would like to encourage everyone to look at the facts before you make a decision, because I know I've seen some information put out about different cities that use alternative transportation, and one of those that was put out was the Seattle monorail, and having lived in Seattle for 15 years before I moved here, the Seattle monorail is not used for transportation. It's used for tourists that want to take a ride over to Seattle Center, and it is in no way helpful to the Seattle traffic. Thank you.

Response to Comment H24:

Comment noted. No response required.

Comment H25:

MS. THONET: Hi. My name is Jacqueline Thonet. T H O N E T. I live at number 2 Arthur Court, and I am a neighbor of Erica Green who came up and spoke just a few minutes ago. I came here tonight because I've been hearing things on both sides of this argument. I'm relatively new to the area, and I really wanted to make an informed decision. I can tell you from my perspective, it has -- the Champlain Parkway would have a negative impact on me personally. However, I did want to take a look at the overall project to see if on a broader scale this was going to benefit the south end in general, and I certainly feel a lot of sympathy for the folks now who are experiencing this incredible traffic noise and safety concerns, et cetera. I can say from my perspective that a lot of that noise would then be transferred to my backyard. I currently have -- I live off of Queen City Park Road. Arthur Court is just one block further west of Pine Street on Queen City Park Road, and we currently have the bus traffic going in the front, and now we would have the 45-mile-an-hour highway going behind. So I'm not real thrilled about that aspect of it, I can be honest with you. We have been given, as Mr. Rabidoux has said, a lot of information here to digest. I need to go home and really study this in more detail. He did -- I have spoken with him on the phone a while ago, and he had given me a suggestion and said that in the north end where the beltway goes through, that there are a couple of streets there where it would mimic -- approximately mimic the traffic noise that I would be experiencing at my place and to go there to see what I thought, and it distinctly -- while it wasn't a noise issue as far as would I be losing any hearing, a decibel level, it was certainly extremely intrusive and would completely change the nature of our homes. Those on Southcrest, those on Arthur Court, on both sides of the parkway. *{(a) So I certainly hope that if - if these plans go through, that the city will consider trying to find some way to mitigate those sounds.}* I am concerned, too, about the impact that this will have on the environment. I'm a little bit concerned, too, as we've seen in other communities that we -- we are proposing a fix, and we're trying to have better traffic flow with the existing traffic. No sooner do we get that traffic flow taken care of than it seems that that's almost at capacity and now we have to have a fix for the fix, and I'm concerned about where does that stop. *{(b) So I really like the idea of exploring alternatives for public transportation. My -- I have access to two cars. My husband is in love with the bus, and he rides it all over the place. I would love to see bus route times and routes extended. What about bus routes extending to Spear Street, as well? We talk about folks -- I mean, there are no buses on Spear Street. There's no buses in Colchester. We have -- of course, that doesn't affect the south end, but what I'm saying is I would certainly like to look into those options more.}* And I appreciate everybody's input here tonight, and thank you for helping me to understand this project a little bit better from both sides. Thank you.

Response to Comment H25:

- (a) Refer to response H6(a).
- (b) Refer to response H3 and H4.

Comment H26:

MR. WEISS: Hello. I'm Daniel Weiss, 18 Edgewood Lane, and I've been listening to the talking tonight regarding this, and it seems we have people who are on one side that are concerned about the traffic and the noise, the pollution, and on the other side people are -- that are also concerned about pollution in a different sense. What this road -- how this road will impact us. And I think there's a way that we can really get together on all of this, and that's what a lot of people were talking about alluding to in terms of alternatives. Thinking out of the box. That's what we need to do here. In order to solve both of these problems, what we need to do is lessen the amount of traffic that's going into Burlington for both sides of this: The people who want this Champlain Parkway or Connector and the people who don't want it. We need to lessen that. So how do we do that? Well, what we need to do is we need to think outside the box. We need to actually do some pretty radical things rather than making perhaps the roads more accessible, which will bring on more traffic, and as populations increase and people -- more and more people get their licenses, believe me, there will be tons of traffic on Pine Street, and that's -- that's inevitable. So rather than making it more accessible, *{ I think we need to actually make it less accessible. Make more bicycle lanes, people being able to travel back and forth on bicycle, having perhaps a first shuttle that comes continuously and a parking area to keep people, trucks -- well, especially cars off the road. I'll get to trucks in a few -- in a little while. How we might be able to solve that problem. But -- in terms of having a shuttle. And I like the idea of perhaps a monorail or some kind of transportation that's quiet that will whisk people in, whisk people out, having a dedicated bicycle lane on Pine Street and one lane that will basically carry bicycles, carry pedestrians back and forth. So by eliminating the traffic and the opportunity of traffic to be able to get downtown and increasing the transportation, we're solving both the problems for everybody over here. Everybody gets -- except the people who want to spend more money, basically, on a road. But we can spend more money on public transportation.}* We can spend more money on -- on forward-thinking ideas. Now, in terms of lessening the truck traffic for those people and increasing the quality of life, what we can do -- this is something that might need really a greater -- I don't know what we can do specifically in Burlington about the trucks that are turning on Home Avenue except different kinds of technology that would allow the trucks to be quieter. I don't know if biodiesel or electric trucks that might be coming out. We're talking 20 years into the future. Certainly technology might allow us to be able to get quieter in terms of that. But let's not move ahead precipitously with this. This is going to create a lot of trouble, a lot of traffic on Pine Street, and the flow into Burlington will be excessive. We need to start thinking of lessening -- trying to get the flow into Burlington less, providing less access, more parking outside of Burlington, and more bicycle lanes, and I think we'll be able to solve both of our problems that way. Thanks.

Response to Comment H26:

Refer to responses H3, H4 and H18.

A9.3 Electronic (E-mail) Comments

Comment E1:

From: Harry Clark [mailto:harry.clark@verizon.net]

Sent: Sun 11/26/2006 3:04 PM

To: Burl-SEIS

Subject: Comments on Southern Connector

The Southern Connector was an idea posed more than 30 years ago, and although the city, particularly the South End, has changed dramatically over the years, the basic plan for the Southern Connector has not. Since the original concept of a Southern Connector, most of the business in the South End that utilized trucking (St. Johnsbury Trucking Company, GS Blodgett, General Electric, Whiting Co.) have either ceased doing business or have severely curtailed production, dramatically reducing truck traffic. The proposed connector will not affect the majority of truck traffic in the South End, as the destination for that traffic is on Flynn Avenue (Mobil Oil tanks and the business park on the West side of the railroad.) The current design calls for a two-lane road from the end of I189 to Lakeside Ave, where it stops abruptly. There are no longer provisions to enhance Pine St. or eliminate the Pine St./Maple St. and Pine St./King St. bottlenecks. The intent of the Southern Connector is to funnel traffic from the highway and Rte. 7 into the city, which in the current environment of high gasoline prices, horrendous current traffic in town and emphasis on promoting public transportation is ludicrous. The South End neighborhoods experiencing high traffic volumes aren't unique in Burlington, and to push through this highway to move that traffic problem to another neighborhood just won't work. I must note here also that one of the proposed "Alternatives" as outlined in the DSEIS (2.2.10) ends construction of the Southern Connector at Lakeside Avenue, and was rejected as it would cause undue traffic congestion on Pine St. at Maple and King St. Yet this same basic "alternative" is the one chosen for current construction – with the addition of traffic lights at Pine/Maple and Pine/King. Traffic lights will not reduce the amount of traffic, and without turn lanes, will not affect the flow of traffic.

{(a) There are alternatives that will alleviate problems for everyone in the South End, not just one section. I have proposed turning the already constructed but unused portion of the Connector into a parking lot or parking garage, to capture traffic BEFORE it gets into the city, transporting those people by bus in and out of the city. This proposal has been ignored by the city.}

{(b) Another proposal is to merely widen the northern section of Shelburne Rd – St. Paul St. to four lanes, providing the access to the CCD proposed for the Southern Connector without re-routing traffic at all. Why has this not been proposed as an alternative?}

{(c) I proposed extending the current I189 end over the railway and onto Industrial Parkway, giving commercial truck traffic a direct route to the few remaining commercial truck operations in the South End, all of which are on the West side of the railroad tracks. This would nearly completely eliminate truck traffic in ALL of the South End, not just a couple of streets, and would make that pathway not very desirable for commuter traffic, therefore would not increase commuter traffic in residential neighborhoods. The city ignored that proposal also.}

The city of Burlington is pressing forward on the Southern Connector proposal for it's own agenda, and is using as it's justification traffic problems reported and singled out in one neighborhood - totally ignoring the fact that excess traffic is a city-wide problem. *{(d) Further, the city wants the Southern Connector to feed it's proposed parking garage on Sears Lane, which is neither wanted or needed, and constructing a parking facility in the city proper (yes, City Hall, the South End is really part of Burlington!) runs completely contrary to avowed city interest in relieving traffic problems in the city by capturing traffic on the periphery. The city wants to bring more traffic in to the city, which is completely the wrong way to go.}*

{(e) If the Southern Connector is completed in it's current manifestation, what will result is more congestion at the North end of Pine St., more noise from trucks decelerating using engine brakes as they go from 65+ on the highway to 35+ on the new road (as we all know how effectively the city curbs high speed traffic.) and new traffic congestion on Lakeside/Pine as well as increased traffic in the Five Sisters neighborhood from traffic trying to avoid the Pine St. congestion.} *{(f) I have also not seen any mention of the current severe flooding problem at the Pine St. – Lakeside Avenue intersection, often so severe after a heavy rain that traffic has to be routed through the Cassella parking lot – it would seem that there should be some mention of the solution to that problem in the planning of this new highway.}*

I believe we need to take a much wider view of traffic congestion in the City of Burlington than that provided by a solution created 30 years ago. We need to drastically curtail vehicular traffic in

this city, not encourage further re-direction of highway traffic into the center of town. We need to keep vehicular traffic on the highways where efficiency is highest and pollution least, not force traffic into queues in the city where the opposite is true. *{(g) We need to capture vehicular traffic outside the city, and transfer those people to more efficient public transportation. None of those objectives are addressed by this project.}*

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Response to Comment E1:

- (a) Refer to response H4.
- (b) St. Paul Street is a two-lane residential street, which currently carries the majority of traffic between Shelburne Street and the CCD. St. Paul Street currently does not have adequate capacity for the traffic it is being forced to carry. Similar to a four-lane Pine Street alternative, the City has not considered widening St. Paul Street to four-lanes due to the right-of-way, socio-economic and potential Section (f) impacts associated with that alternative. This alternative would also not provide relief for the South End neighborhoods from truck traffic accessing the industrial areas west of the railroad tracks. Therefore utilizing St. Paul Street would not satisfy the purpose and need of the project.
- (c) An alternative that connects I-189 to Industrial Parkway would not satisfy the purpose and need of the project. While this alternative may provide direct access to a portion of the industrial area located west of the railroad tracks, it would not provide truck access to the industrial destinations along Flynn Avenue, Sears Lane, Lakeside Avenue and the CCD.
- (d) The Southern Connector/Champlain Parkway project does not preclude the development of other projects.
- (e) Refer to response H21(b).
- (f) The existing drainage problems at the intersection of Pine Street and Lakeside Avenue would be corrected under either Build Alternative.
- (g) Refer to response H3 and H4.

Comment E2:

From: Lorilee Schoenbeck N.D. [mailto:DrLorilee@adelphia.net]
Sent: Tue 11/28/2006 10:08 PM
To: Burl-SEIS
Subject: question about the Southern Connector

What would the impact be for the stretch on Maple Street between Pine and Battery?

Lorilee Schoenbeck
56 Maple St.
Burlington, VT 05401
802-363-4604

Response to Comment E2:

The 2028 (ETC+20) design year Average Daily Traffic (ADT) volumes on Maple Street, between Pine Street and Battery Street shows that both Build Alternatives would result in a reduction of traffic compared to the No-Build Alternative. In the No-Build Alternative there would be 6,100 vehicles on this section of Maple Street. Under Build Alternative 1, there would be 3,200 vehicles; a 2,900 vehicle reduction. Under Build Alternative 2, there would be 4,800 vehicles; a 1,300 vehicle reduction.

Comment E3:

From: Michael Royer [mailto:Michael.Royer@uvm.edu]
Sent: Wed 11/29/2006 11:31 AM
To: Burl-SEIS
Subject: Southern Connector Opponent

The last thing we need is another road separating the lake from the rest of Burlington.

The last thing we need is another road bringing traffic onto Pine Street.

The Southern Connector is a terrible idea.

As a South End homeowner, I am completely opposed to a plan that would create another road through the area.

{(a) What happens to that traffic when it tries to get back on to Pine Street?}

{(b) Why would anyone want to run a large road between Pine Street and the lake, making the lake that much more inaccessible. Don't you realize the lake is our greatest resource?}

This is a terrible attempt to use up government funds before they are withdrawn.

It is terribly conceived.

{(c) Will there be lights where it crosses Home and Flynn? If so, doesn't that just create more traffic tie-ups?}

Traffic should be encouraged to move further from the lake, not closer.

{(d) How will anyone be encouraged to walk to the lake when this road goes through?}

{(e) Money should be used to move the giant fuel tanks at the end of Flynn.} The site is being sold and the new owners should be forced to move those tanks. They are an environmental hazard.

Money on the Southern Connector is wasted money. This is a bad, bad plan.

Michael Royer
396 Queen City Park Road
Burlington, VT

Response to Comment E3:

- (a) Traffic analyses for the Southern Connector/Champlain Parkway indicate acceptable LOS through 2028 (ETC+20).
- (b) Access from Pine Street west toward Lake Champlain will be maintained on the existing east/west roadways (i.e. Home Avenue, Flynn Avenue, Sears Lane, Lakeside Avenue, Maple Street, King Street and Main Street.

Also, refer to response H8(b) and H18.
- (c) The Southern Connector/Champlain Parkway intersections with Home Avenue, Flynn Avenue, Sears Lane, Lakeside Avenue, Maple Street and King Street will be signalized. These signals will be interconnected to optimize the flow of traffic through these intersections.
- (d) Refer to response H8(b) and H18.
- (e) Relocating the fuel tanks does not satisfy the scope of this project.

Comment E4:

From: Julie Davis [mailto:julie-davis@earthlink.net]
Sent: Wed 11/29/2006 11:53 AM
To: Burl-SEIS
Subject: opinion on Southern Connector

To whom it may concern:

I am a Locust Street resident in the South End of Burlington and am STRONGLY opposed to the continued development of the Southern Connector.

{My concern is that if highway traffic is dumped onto Pine Street, Locust Street will be overrun with traffic traveling up the hill to the University. We already have our fair share of this concern. Because of the numerous activities in the park, Locust Street is filled with cars parking along the park and along the neighboring streets. Dumping more traffic on this road will make it even more dangerous for the many neighborhood children trying to cross back and forth. All this project does is take traffic on one road and move it to another.

Additionally, I believe this will only add to the already significant traffic on Pine Street. } I encourage you to put an end to the discussion of this project and come up with innovative ways to get us out of the financial hole that has been created. I'm sure our Governor, Senators and Representatives at the National level would be able to help in this regard by waiving the Federal penalties etc.

Thank you for the opportunity to respond.

Sincerely

Julie A. Davis
42 Locust Street
Burlington, VT 05401

Julie A. Davis, Partner
The Bentley Group. Ltd.
300 Interstate Corporate Center
P.O. Box 1416 | Williston, VT 05495-1416
Telephone: (802) 343-2539
Email: julie-davis@earthlink.net

Response to Comment E4:

A comparison of the 2028 (ETC+20) PM Peak Hour traffic volumes for the No-Build Alternative and the Build Alternatives shows that either Build Alternative will result in a slight reduction of traffic volume on Locust Street. The Southern Connector/Champlain Parkway will not alleviate traffic and parking generated by the use of Calahan Park.

Also, refer to responses H1(a) and H2(a).

Comment E5:

From: LRibbecke@aol.com [mailto:LRibbecke@aol.com]
Sent: Wed 11/29/2006 3:42 PM
To: Burl-SEIS
Cc: mgrigas@verizon.net
Subject: One citizen's opinion on the Southern Connector

Lawrence Ribbecke of 317 Flynn Avenue, Burlington writes:

I'm all for it. Anyone who has lived here in Burlington for a decade or more has seen the traffic levels increase seemingly without limit. Delays and choked-up intersections have become normal.

At 8:30 on weekday mornings, anyone getting off the I-89 Interstate at exit 13 faces at least fifteen minutes of stop-and-go, bumper-to-bumper traffic just to get on to Route 7 Shelburne Road to go in to Burlington.

I think we have a 1950's vintage road system that may once have worked well for smaller vehicles and fewer vehicles, and probably worked better because it served a smaller population. As a nearly thirty-year resident of the South End, though, I wonder just how much time and fuel are being wasted by frustrated drivers in idling vehicles. We needed this road years and years ago, and we really need it now.

Larry Ribbecke.

Response to Comment E5:

Comment noted. No response required.

Comment E6:

From: Patricia Hanson [mailto:pl.hanson@verizon.net]

Sent: Thu 11/30/2006 11:27 AM

To: Burl-SEIS

Subject: Upper Pine and the Southern Connector

{(a) Whether the Connector is built or not, something needs to be done to improve the traffic flow at the northern end of Pine St. Two things strike me as obvious improvements-- traffic lights and one-way streets. Four-way stops are an extremely inefficient method of controlling traffic flow. Every car stops, and usually every car stops multiple times. This not only costs time, but it also costs a lot of gas and creates extra pollution. Timed traffic lights or rotaries keep the flow going much more efficiently.} Space limitations in this case eliminate the possibility of rotaries. The problem with traffic lights, however, is that with a single lane of traffic in each direction, left turns can block traffic for a whole light cycle. *{(b)What would seem to make sense in this case is to make Pine St. one-way north-bound from Maple to College and Champlain*

one-way south-bound, with Maple one-way east-bound and King one-way west-bound. This way Pine St. would become one-way before people heading to the waterfront need to turn left, which would give them time to shift into the left lane for the turn.}

Burlington's love affair with four-way stops perhaps gives the city a special character, and I have been impressed since moving here with how polite people are about taking turns. However, since getting my Prius, I have been struck by the fact that my gas mileage is considerably lower in the city than on the highway (which is the opposite of what is supposed to be the case with a Prius). I think we would all find our gas mileage much improved if our four-way stops were replaced by well-timed lights at intersections that need control, and were perhaps eliminated at quiet corners. I think more accidents have happened at the corner of Pine and Lyman (because of the expectation that all stop signs are four-way) than have been averted at the corner of Lyman and Richardson (because of the presence of the stop signs).

Response to Comment E6:

- (a) The Preferred Alternative proposes traffic signals at the intersection of Pine Street and Maple Street and the intersection of Pine Street and King Street.
- (b) Section 2.2 Scoping of Alternatives provides a description of all the alternatives considered during the development of the 2006 DSEIS. An alternative utilizing one-way street patterns, similar to the one described above, was considered (refer to Section 2.2.12). This alternative was not evaluated further due to the right-of-way, socio-economic, Section 4(f) and rail yard impacts.

Comment E7:

From: Laban Hill [mailto:labanhill@yahoo.com]

Sent: Thu 11/30/2006 1:06 PM

To: Burl-SEIS

Subject: In support of the Southern connector

I would like to express my support of the Southern Connector Project. It is essential to the health and growth of Burlington and its distinct neighborhoods. I feel that all issues regarding the connector have been addressed as best as they can and that the connector is a work in progress.

Once the rail transfer station moves, the connector will become more efficient.

Thank you.

Laban Hill

Laban Carrick Hill
129 Home Avenue
Burlington, VT 05401
(802) 658-6086
email: labanhill@yahoo.com
website: www.labanhill.com

Response to Comment E7:

Comment noted. No response required.

Comment E8:

From: Louise Stoll [mailto:lfstoll@earthlink.net]
Sent: Thu 11/30/2006 1:25 PM
To: Burl-SEIS
Subject: Southern Connector

Louise F. Stoll
9 Southwind Drive
Burlington, VT 05401
802-863-1959
Lfstoll@Earthlink.net

November 30, 2006

To:

Mayor Bob Kiss, Council Member Bill Keogh, and Members of the Council and the Community;

I am unable to attend tonight's meeting on the Southern Connector, but having attended and spoken recently at a neighborhood meeting on this subject, as well as having discussed it with the two honorable gentlemen above, I wanted to say the following:

My husband and I have lived on Southwind Drive for two and a half years, moving here from Washington DC to be close to a daughter and her family who live on Scarf Avenue. I served as Assistant Secretary for Budget and Programs and chief Financial Officer of the United States Department of Transportation during the Clinton Administration. My professional life has been primarily in engineering companies that managed the construction of large public works projects – highways, bridges, light rail transit systems, airports, waste water treatment plants, etc. in which I held senior executive and board positions, often focused on the financial, environmental, strategic planning, and public policy issues raised by the projects. I also served on the Berkeley, CA School Board for two terms during contentious times, and understand the complexity of the public policy process and the serious and difficult deliberations a community must go through for change.

I want to make several points:

- 1) The Southern Connector has been under discussion – with much consideration from all parts of the community - for a long time. This is not unusual for major public works projects anywhere in the country.

- 2) There are always people who perceive their lives will be changed for the worse – and those who perceive their lives will be changed for the better by construction projects such as this.

- 3) The role of the decision makers – in this case the Mayor and City Council - is to understand the problem which needs to be solved; to consider the realistic options to address it; to listen to and consider in good faith, the community input; and - most important - to provide leadership in moving toward a solution – which is why they have been elected to public office.

- 4) Our leadership must be guided by the principal of “the most good for the most people” – tempered by the amount of good that will be achieved for the majority , vs. the amount of pain inflicted on minority. These are matters of judgment – but they are the tenets of a democracy. The people in the front of this room were elected to make this judgment call – uncomfortable as it may be – not to “duck it” or to hide behind vociferous minorities; they were elected to take responsibility for making a better environment and life for the largest number of people, knowing that there will be some people unhappy with them. This is their business.

5) The deliberations over the Southern Connector are at a critical point - pressured by the threat of loss of federal funding if it does not go forward now. This, too, is not unusual with major public works projects. But there is nothing like the threat of loss of funds to focus the mind on accepting the 80% “possible – if not the perfect” solution to help decisions along.

6) To those who don’t believe the federal government would “dare” to take away the funds – let me assure you that on my watch in the Department of Transportation we did just that in a number of communities – most notably, Honolulu and Los Angeles, – both communities with far more political clout than Burlington. These communities had dithered internally about routes of highways and light rail transit projects for years and years and years. Money had been reserved for their projects and protected for a period of years because the projects were, in fact, much needed to relieve congestion in their transportation systems. Our threats of financial loss were not believed. Instead of spurring constructive deliberation on getting their house in order, they continued to dither and hold fast to untenable “indecision”.

Guess what: the Federal Highway Administration did take the money away from both Honolulu and Los Angeles and gave it to communities that had waited patiently in line and had their act together.

It took years for these major cities to regroup, come to terms on their projects, and to get back in the queue. For other smaller cities who had behaved this way, the opportunity was lost for good.

7) I am a supporter of the Southern Connector because I think it will facilitate movement in our town, and will provide substantial relief to a portion of the community – the Flynn, Home and Pine neighborhood – that has borne an unusual burden of traffic for many years, at a small inconvenience to the rest of us that live near or, as I do, west of the Connector route.

The best option, in my judgment, is to move forward with the project as now defined and approved, including the improvements on Pine Street toward the downtown. At a later date, if the opportunity to utilize the rail yard for the northern portion of the Connector materializes, the City could plan a stage two development around that and seek new funds then. The improvements to Pine Street

traffic flow, bike lane, sidewalks and aesthetics in the blocks south of downtown will stand the community in good stead, even if this second stage becomes a reality.

Thank you for your attention to my comments.

Louise Stoll, PhD

Former Assistant Secretary, US Department of Transportation

Response to Comment E8:

Comment noted. No response required.

Comment E9:

From: Michael Royer [mailto:Michael.Royer@uvm.edu]

Sent: Thu 11/30/2006 1:26 PM

To: Burl-SEIS

Subject: Why I Oppose The Southern Connector

OPPOSE SOUTHERN CONNECTOR

By Michael Royer, Queen City Park Rd, michael.royer@uvm.edu

Wed, 29 November 2006

As a homeowner in the South End, I oppose the Southern Connector. Here's why:

The last thing we need is another road separating the lake from the rest of Burlington. Why would anyone want to run a large road between Pine Street and the lake, making the lake that much more inaccessible. Don't they realize the lake is our greatest resource? Traffic should be encouraged to move further from the lake, not closer.

{What happens to that traffic when it tries to get back on to Pine Street? There has to be a light there, right? Won't traffic be endlessly tied up at that light? This plan was not originally designed to bring traffic back to Pine Street. To do so would be a disaster.

Will there be lights where it crosses Home and Flynn? If so, doesn't that just create more

traffic tie-ups? How will anyone be encouraged to walk to the lake when this road goes through?

Money should be used to move the giant fuel tanks at the end of Flynn. The site is being sold and the new owners should be forced to move those tanks. They are an environmental hazard.}

Governor Douglas should get them moved if he wants to be remembered as such a friend of the lake. Getting that fuel farm out of there would cut down on the large trucks. Other large trucks can be limited by making them forbidden on the South End Roads. If 18 wheelers are disallowed on all but Shelburne Road, companies will stop sending 18 wheelers. Smaller trucks can do these jobs. I'm not a traffic expert, but clearly there are other possible solutions to the current traffic problems.

The lakefront and the South End are no longer the industrial zones they were in the 1970s and before. They need to be treated as livable space for the many families who want to live in Burlington to enjoy the beauty, the high quality of life, and the lake. Let's think about the next generation. And the next.

Money on the Southern Connector is wasted money. Where's the Hippocratic Oath when you need it? First, do no harm.

This is a bad, bad plan.

-Michael Royer
396 Queen City Park Rd
Burlington, VT 05401

Response to Comment E9:

Refer to responses E3(a) through E3(e).

Comment E10:

From: Karen Spach [mailto:karenspace@gmail.com]

Sent: Thu 11/30/2006 1:50 PM

To: Burl-SEIS

Subject: Southern connector

Hello -

I am concerned about the Southern connector and I will be unable to attend the meeting tonight. Although I agree with the importance of reducing the heavy traffic (especially heavy trucks) on Pine, Home and Flynn, I do not think this major undertaking will provide sufficient relief. I have seen studies of the traffic flow reduction at certain intersections and they are minimal. *{(a) I find it hard to imagine why someone leaving downtown Burlington at rush hour would turn right at Sears to get onto 189. As I understand it, they will be subjected to 4 traffic lights instead of the current 4 plus one 4 way stop. And this would be useful only if you are entering 189. If you are driving to Shelburne or points south on Rt 7, there is no reason to use the connector.} {(b) Secondly, if more traffic is funneled into town this way and a traffic light is installed at Pine and Maple, this will cause FURTHER back-ups unless a left turning lane is included.}* So, I would anticipate less traffic using the connector when leaving downtown and more backups coming into town because of the connector.

An analysis of the cost of the road (this includes all dollars, not just money from the City of Burlington) shows that it is not a cost effective strategy. By the time the road work is paid off, upkeep will begin and this will solely be paid for by the city of Burlington.

Quality of life is also an issue. Many people in the Pine / Flynn neighborhood enjoy the lake. *{(c) Crossing a busy roadway is a barrier to walking or biking to the lake. Although there will be cross walks, it is scary (and potentially dangerous) to take young children across busy streets. Also, it is a psychological factor which discourages people from walking and biking to Red Rocks and Oakledge Parks.}*

{(d)One major complaint of residents of Pine and Home is the heavy bus traffic. I actually am pleased the buses run so frequently and would not do anything to change this. But it is important to note that the Southern Connector will do nothing to reduce bus traffic due to the

location of the bus depot.}

{(e) The placement of the road also impacts poorer neighborhoods. Advocates living in the more affluent neighborhoods affected by noise and traffic may not see the noise and traffic reduction they had hoped for but the poorer neighborhoods will certainly be negatively impacted by the noise and traffic during construction as well as once the road is completed.}

Finally, building more roads has never been shown to be an effective way to reduce traffic. In fact, in all cases that I am aware of, more roads lead to increased traffic. More vehicles on the road leads to more pollution and more fragmentation within neighborhoods and communities. I live in Vermont because I love its natural beauty and the beauty of its people. This road will do nothing to improve the quality of life in Burlington. In my opinion, the Southern Connector will degrade life in Burlington as a whole. Thank you for listening to my opinion.

Sincerely,

Karen Spach

40 Batchelder St

Burlington, VT 05401

Response to Comment E10:

- (a) The travel demand models used to develop the projections of future conditions consider differences in travel times associated with the available routes between downtown and the destinations such as I-189. These models show a substantial traffic diversion to the C1-C2 section from Pine Street. Design elements that are incorporated into the project at the intersection of Pine Street and Lakeside, and coordinated signal controls along the Connector route will encourage traffic to utilize the connector. Although not included in this project, future traffic calming treatments could also be introduced along the south section of Pine Street to discourage through traffic.
- (b) Traffic signals are more efficient than the existing 4-way stop condition. As detailed in Section 4.2.1, the traffic analyses conducted for the Build Alternatives indicates an acceptable level-of-service at the intersection of Pine Street and Maple without the addition of a left-turn lane.

Also, refer to responses H2(a) and H6(b).

- (c) Both Build Alternatives incorporate accommodations for pedestrians and bicyclists including shared-use paths, sidewalks and traffic signals with exclusive pedestrian phases.

Also, refer to responses H8(b) and H18.

- (d) The purpose and need of the Southern Connector/Champlain Parkway project is not intended to specifically address bus traffic.
- (e) Refer to responses H2(b), H6(a) and H7(c).

Comment E11:

From: Lustgarten, David [mailto:lustgarten@champlain.edu]

Sent: Thu 11/30/2006 2:22 PM

To: Burl-SEIS

Subject: Southern Connector Comment

To Whom it Concerns,

While alleviating traffic at the southern end of Burlington, and even possibly making a 'road diet' possible on Shelburne Road between 189 and the Ledge Road rotary, the SoCo as currently designed will serve as a negative force on the long-term transportation needs of Burlington. A modification to the design could solve its negative aspects:

{The Southern Connector should terminate at a parking structure at the current GE commuter lot or earlier; this will achieve three desirable things:

1. It will serve to lessen car traffic in the downtown area, which must happen!

2. It will encourage a mass transit solution from that point onwards into town.

3. It will prevent the inevitable flood of cars from making Pine Street and the intimate neighborhoods starting at Maple Street intolerable for pedestrians and bicycles.

Use the Federal funding to finish the project, but use those funds necessary to modify Pine Street instead to build a commuter lot. Begin mass transit with busses, with a long-term solution to include rail along the adjacent rail lines a short westward walk.}

Thank you for your attention to these remarks.

David Lustgarten

Burlington, VT

Response to Comment E11:

Refer to response H3 and H4.

Comment E12:

From: Peter Von Doepp [mailto:Peter.VonDoepp@uvm.edu]

Sent: Thu 11/30/2006 2:31 PM

To: Burl-SEIS

Subject: Support for the Southern Connector

Hello

I want yo voice my strong support for the Southern Connector!!! This is a project that will take traffic off of our neighborhood streets, improving our air quality and the safety of our children.

Please build it!!

Peter VonDoepp

83 Home Avenue

Burlington, VT 05401

802-862-7290

Response to Comment E12:

Comment noted. No response required.

Comment E13:

From: Basil Vansuch [mailto:bvansuch@apexrestaurants.com]

Sent: Thu 11/30/2006 2:45 PM

To: Burl-SEIS

Subject: Champlain Parkway support

I wanted to voice my support for the Southern Connector/Champlain Parkway. It is long overdue and supported by the city of Burlington. There are more supporters than opponents, even though the opponents are more vocal. Rest assured, the supporters are not as vocal, but there are decidedly more supporters than opponents. The majority of opponents don't have accurate information to back up their opposing statements.

Looking forward to the public hearing tonight!

Basil Vansuch

76 Home Ave

Burlington, VT 05401

Response to Comment E13:

Comment noted. No response required.

Comment E14:

From: Wolf, Bob [mailto:Robert.Wolf@tdbanknorth.com]
Sent: Thu 11/30/2006 3:01 PM
To: Burl-SEIS
Subject: In support of the Southern Connector/Champlain Parkway

To whom it may concern:

I am in support of the Southern Connector/Champlain Parkway as I believe it will improve traffic flow in the area, minimize truck traffic in residential neighborhoods and address future growth of the City of Burlington. I hope the project is approved and built.

Thank you.

Robert Wolf
41 Caroline St.
Burlington, VT 05401
658-3912

Response to Comment E14:

Comment noted. No response required.

Comment E15:

From: Phillip Allen [mailto:phillip_allen55@yahoo.com]
Sent: Thu 11/30/2006 3:13 PM
To: Burl-SEIS
Subject: Southern Connector Public Hearing, Nov 30

If the City of Burlington cannot find the money to realistically complete the Southern Connector as originally conceived by the end of calendar 2007, the entire project should be immediately abandoned, and any and all remaining funds earmarked for this project should be applied to general sidewalk and street maintenance throughout the city. Sincerely, Phillip B. Allen, Ward 5.

Response to Comment E15:

General sidewalk and street maintenance would not be eligible for federal and state funds allocated for the Southern Connector/Champlain Parkway.

Comment E16:

From: Donal Dugan [mailto:redworks@verizon.net]

Sent: Thu 11/30/2006 4:11 PM

To: Burl-SEIS

Subject: Southern Connector Public Comments

To whom it may concern,

The biggest improvement the connector can provide will be redirecting truck traffic from Flynn Ave., Home Ave and parts of Pine St. The new road will be a safer and more direct route for the heavy trucks which are currently traveling through the neighborhood. The trucks are currently traveling on roads which were not built to accommodate this traffic. Heavy truck traffic on residential streets causes more rapid deterioration in the quality of the road and creates unnecessary risks. The truck traffic is already here let's do what we can to minimize its impact on our neighborhood.

The impact of the connector on commuter car traffic is not as clear cut. The heavy commuter traffic can't be redirected without other changes in the neighborhood and the transportation system.

The connector does provides commuters direct access to a park and ride facility at the end of Sears Lane(upgrades to this facility are in the planning stages). This gives commuters a chance to get out of their cars. Although it is after they have passed through our neighborhood, the parking facility would get some people out of cars and capture some money for the city in parking fees.

Smoother traffic flow (ie properly timed lights) means less air pollution, less noise (less stopping and starting) and fewer frustrated drives looking for shortcuts through neighborhoods. This project can't cure the commuter traffic problem but it is a step in the right direction.

Regards,
Donal Dugan
96 Ferguson Ave.
Burlington Vt

Response to Comment E16:

Comment noted. No response required.

Comment E17:

From: Westerleigh [mailto:westerleigh@gmail.com]

Sent: Thu 11/30/2006 5:44 PM

To: Burl-SEIS

Subject: support for southern connector

As a resident of most southern block of Pine Street, the completion of the Southern Connector will mean relief from the constant stream of speeding traffic that threatens the lives of my children, our pet, and even our garden. I have almost been killed on several occasions by drivers intent on moving so quickly on Pine Street that they cannot bring themselves to slow down for me getting out of my driveway. Traffic begins at 5 a.m. and doesn't cease until after 8. I cannot open the front windows of my house or sleep past dawn.

This is a residential neighborhood that will be allowed to exist like one with the Southern Connector complete. It has my full support.

Sincerely,

Caroline Crawford

1027 Pine Street

Burlington

Response to Comment E17:

Comment noted. No response required.

Comment E18:

From: Jonathan Galloway [mailto:jfg1939@gmail.com]
Sent: Fri 12/1/2006 8:53 AM
To: Burl-SEIS
Subject: Southern Connector

Is there a decibel level limit on noise from traffic? If so, what is it? If not, why not? How would it be enforced?

Jonathan Galloway
161 Austin Drive

Response to Comment E18:

There is no decibel level limit on noise from traffic. It is not regulated and probably unenforceable.

Comment E19:

From: John hawkins [mailto:jhawkins14@hotmail.com]
Sent: Fri 12/1/2006 4:30 PM
To: Burl-SEIS
Subject: Southern Connector

To whom it may concern,

My name is John Hawkins and my wife and I and 7 month old live at 360 Flynn Ave. We bought the house a year ago today and knew about the traffic when we purchased the home. What I didn't know was how much weight the trucks traveling on our road would be hauling. I can tell the difference between a heavy truck and an empty one because our house shakes when the heavy ones go by, usually 3-8 per minute. In the past year that we have lived here a stress crack has developed in our foundation, 4 rooms have cracks in the drywall and ceiling, and 3 of our windows have broken due to the shaking. Flynn Ave was built and designed to be a neighborhood road not the highway it has become. I am begging you to start construction on the Southern Connector as soon as possible. I just sat in on the EIS meeting and am very impressed by the detail you have put into

the plainning of the new roads. Please build the Connector before my house shakes to pieces!

John Hawkins
360 Flynn Ave
Burlington, VT

Response to Comment E19:

Comment noted. No response required.

Comment E20:

From: Bill Keogh [mailto:bkeoghsr@yahoo.com]
Sent: Sat 12/2/2006 12:30 PM
To: Burl-SEIS
Cc: Christina & Peter Vondoepp
Subject: MEGC-M5000(1)

My name is Bill Keogh, residing at 21 Alder Lane in the South End of Burlington and a former 20-year resident of 135 So. Crest Dr. in the same section of the City. I offer these comments as part of the public hearing on Nov. 30, 2006.

I have been actively supporting the So. Connector for many years, as a City Planner, a City Councilor and a member of the House of Representatives.

The Connector – Alternative #2 – is consistent with the City's municipal plan, Chittenden County Metropolitan plan, included in both the State and County Transportation Improvement Plan, all critical documents in transportation planning. The Vermont Legislature, which closely scrutinizes and funds transportation projects, has consistently approved funding for this road.

One of the important benefits of the Connector is the restoration of South End neighborhoods, now engulfed with truck traffic. The number of new businesses and light industry which has grown in the South End has increased the number and size of trucks using neighborhood streets.

Some allegations were made at the public hearing with regard to the increase in traffic because of the construction of this road. No facts were offered to support this allegation. Nevertheless, there is more traffic, everywhere. Two-car families have become three-car families, and so on. Public transportation needs additional support.

Traffic congestion at the intersection of Pine and Maple Sts. exists and is getting worse, with or without the Connector. Hopefully, the addition of traffic signals will alleviate that situation. The City, nevertheless, should deal with that intersection as a separate project.

The preference of Alternate #2 make sense in today's situation. While Alternate #2 might be better, negotiations to re-locate the railroad have not been successful and appear not to be, at this time. Acquisition of contaminated property needed for Alternate #2 would be a liability. This alternate is much more expensive; however, by almost double that of Alternate #1.

Funding is always an issue. The City's 2% match is not a problem. The State's 3% match could be a problem if this project does not go ahead now. Transportation officials at the State level have quietly passed on the message, like do it now or forever hold your peace. The federal government has spent over \$32-million and wants to see something for all its investment. If this project fails to proceed, the City is answerable to both the State and federal government, should the City drop the ball now.

Now is the time to proceed with the construction of the So. Connector. This project will restore South End neighborhoods, will relieve truck and other traffic from neighborhood streets and increase access in and out of the City. GoSoCo!

Response to Comment E20:

Comment noted. No response required.

Comment E21:

From: Elwin Sherrer [mailto:esherr53@msn.com]

Sent: Wed 12/6/2006 8:59 PM

To: Burl-SEIS

Subject: southern connector at battery

Hi!

{(a) I would like to know if it is possible to upgrade the intersection of Maple and Battery street. The abandoned railroad spur that runs between the buildings at Gregory Supply, in front of the old Burlington Public Works dept. and along Pine Street could be made into a one way street that would merge nicely onto Pine Street, thus alleviating congestion at the corner of Pine and Maple (somewhat).}

{(b) Also, the tracks along Pine could be converted to an off-road side street to lessen the amount of driveways off pine street and room for a wide sidewalk.} The building of the approved Office structure would benefit by this offside Lane by creating an intersection with Spruce Street (or is it Howard Street).

Just giving my two cents. I'd appreciate a response to this email.

Thanks!!!

esherr53@msn.com

Response to Comment E21:

- (a) Refer to response E6.

- (b) Access management along Pine Street will be evaluated further during the final design phase of the C-6 Section.

Comment E22:

From: Bobnorm9@cs.com [mailto:Bobnorm9@cs.com]

Sent: Sat 12/9/2006 12:47 PM

To: Burl-SEIS

Subject: Fwd: Champlain Parkway

Just want to add my support to the long overdue project. This project it needed to rid Home and Flynn ave. of a lot of big truck and auto traffic. Interstate 189 inbound to the city in the morning is backed up a quarter mile. All this traffic is dumped off on Shelburne Rd and then goes down Home and Flynn to Pine. The reverse happens in the afternoon. The project dead ending at Main is obviously not the best but is better than nothing. The left turn at Gregory supply to Battery St is the best solution for the long run.

Bob Dion

161 Austin Dr #32

Burlington, Vt

Response to Comment E22:

Comment noted. No response required.

Comment E23:

From: Mark Floegel [mailto:mark.floegel@wdc.greenpeace.org]

Sent: Sun 12/10/2006 3:26 PM

To: Burl-SEIS

Subject: Comment on Champlain Parkway/Southern Connector

I appreciate the opportunity to comment on the proposed project. I did make a few verbal comments at the public hearing on 30 November 2006 and have one further concern, which I think should come under the heading "Indirect and Cumulative Impacts":

Although the federal government is providing substantial funding for the construction of this project, to my knowledge, there are no federal monies available for ongoing maintenance.

{(a)Given that the city's budget for plowing, salting, patching and repaving is limited, and

given that some of the city's existing roadways are, at any given time, in less than optimal condition, what are the environmental consequences of expanding the volume of paved roadway in the city? Will the construction of the Champlain Parkway lead to a more extended maintenance schedule for the city, meaning that roadways will fall further into disrepair before remediation?}(b) What is the contribution to stormwater runoff of roads in need of patching or repaving versus roads recently patched or repaved?}

Although it's clear that budgets, and therefore taxes, are beyond the purview of this review, I think one can assume that budgets and taxes will neither lag significantly behind maintenance needs nor will there always be sufficient funds to keep all roads in optimal condition.

Are there data outstanding which can be examined to indicate whether expansions of a municipality's road system results in fewer maintenance dollars spent per mile of the municipality's road base and what effect that change, if any, has on the local environment?

Thanks again for the opportunity to comment and for your time and attention to this matter.

Mark Floegel
87 Howard St.
Burlington
658-5573

Response to Comment E23:

(a) The Southern Connector/Champlain Parkway will be added to the City's system and maintained as a city arterial. While it is true that the City has to balance available funds with the maintenance needs of its roadway system, the need for the Southern Connector/Champlain Parkway still exists. The development for needed capacity in the City's roadway system should not be neglected for lack of funding for maintenance.

(b) The contribution to stormwater runoff is determined based on the amount of pervious or impervious surface area. Both situations that you present would be considered impervious for the purposes of permitting the project.

Comment E24:

From: Essig, Laurie L [mailto:lessig@middlebury.edu]
Sent: Mon 12/11/2006 6:00 AM
To: Burl-SEIS
Subject: opposition to Southern Connector

By Laurie Essig, Wright Ave, lessig@middlebury.edu

To Whom It May Concern,

I would like to express my opposition to the Southern Connector.

I think it shows an utter lack of imagination of how to deal with increasing traffic - let alone global warming.

Clearly putting traffic through Sears Lane, dumping it on Lakeside, then putting it out onto the most congested part of Pine St. (from where it will clearly go even more through the Sisters Neighborhood) is not about helping the problem but spending the money already allotted (and ultimately costing us more money because we'll still have no solution to the increased traffic problem)

{Why is no one discussing public transit? Why is no one discussing trams or whatever running up and down Pine and Main or College St. so we could all get downtown and the Univ./Hosp. area without our cars? I know there's one candidate who is, but I've heard very little from the city council about environmentally sound alternatives???}

Quite honestly, this will make Burlington a lot more like Cleveland than Seattle or Portland.

Sincerely,
Laurie Essig

Response to Comment E24:

Refer to response H3 and H4.

Comment E25:

From: Robert Limanek [mailto:r_limanek@yahoo.com]
Sent: Mon 12/11/2006 11:24 AM
To: Burl-SEIS
Subject: Champlain Parkway

Hello, I'm a resident of Burlington. I don't live near the proposed Champlain Parkway, but am very strongly opposed to it. *We should know from past experience that highways through cities destroy neighborhoods and cut off the waterfront. Instead, we should be making a boulevard of Shelburne road. A type of road appropriate for a city.* This Parkway is bad for Burlington!

Thank you.

Robert Limanek
75 DeForest Heights
Burlington

Response to Comment E25:

East/West connectivity across the Southern Connector/Champlain Parkway will be maintained at its intersections with Home Avenue, Flynn Avenue, Sears Lane, Lakeside Avenue, Maple Street, King Street and Main Street.

Comment E26:

From: Basil and Kate Vansuch [mailto:kiblv@comcast.net]
Sent: Mon 12/11/2006 3:29 PM
To: Burl-SEIS
Cc: Basil Work
Subject: support of the Southern Connector

We are writing in support of the Southern Connector. While many neighborhoods are dealing with noise or aesthetic issues in relation to the Connector's development, we are living daily with danger and potential harm to our children. It is almost impossible to cross our street at certain times of the day unless the rare someone is kind enough to slow down and let us cross. Our sidewalk is on the opposite side of the street from our house, so crossing is necessary. The number of 18 wheel tractor trailers and speeding vehicles is equivalent to what would be seen on a major road like Shelburne Rd. We could live with noise or the lack of barriers. We just want to be able to live on our street and know one of our children, or an adult does not have such a high likelihood of getting

hit by a speeding car or tractor trailer. These vehicles do not care about our neighborhood or families-they are just getting from point A to point B. Thank you for your time in reading this.

Sincerely,

Kate, Basil, Isabelle and Leo Vansuch
76 Home Ave.
Burlington, VT
kiblv@comcast.net

Response to Comment E26:

Comment noted. No response required.

Comment E27:

From: Wilfred Beaudoin [mailto:willilbeau@verizon.net]

Sent: Mon 12/11/2006 4:23 PM

To: Burl-SEIS

Subject: Southern Connector

I live at 14 Lyman Ave and my property abuts the proposed southern connector. *{(a) My question is concerning using part of the tree line as a buffer, verses using sand banks. Have you considered using part of Briggs St. for the connector, therefore keeping part of the existing tree line as a buffer, a sound barrier and shielding us from traffic. I feel that using burms would be unsightly, hard to maintain and creating lots of dust.}*

{(b) In addition the proposed bike path is so close to my house that it would affect my privacy as well as security and cause a parking problem at the cul-du-sac.} {(c) Have you looked into placing the bike path on the west side of the connector, entering via Home Ave or Flynn Ave. which will be controlled by traffic lights making it safer to use.}

The southern connector, as proposed, would no doubt lower the value of my home, but not the taxes. Please consider my recommendation as there are two other families affected by this change.

Wilfred Beaudoin
14 Lyman Ave
Burlington, Vt 05401
862-5076

Response to Comment E27:

- (a) The City has discussed constructing berms between the proposed shared-use path along to the C-2 Section and the adjacent residences. These berms would be grassed with some additional landscaping to provide partial screening from the shared-use path.

Refer to response H6(a) regarding noise barriers.

- (b) A six-foot high fence is proposed along the east side of the shared-use path to control access by pedestrians and bicyclists. Access will be limited to intersecting roadway and sidewalks. Sidewalks would connect the shared-use path adjacent to the C-2 Section with the existing sidewalks on Home Avenue, Lyman Avenue, Ferguson Avenue and Flynn Avenue

Parking within the cul-de-sac would be prohibited.

- (c) The east side of the proposed Southern Connector/Champlain Parkway was selected for the shared-use path to allow pedestrians and bicyclists from the adjacent neighborhoods easy access without requiring them to cross the roadway.

Comment E28:

From: Steve Boyan [mailto:boyan@umbc.edu]

Sent: Thu 12/14/2006 8:12 PM

To: Burl-SEIS

Subject: Southern Connector

Gentlemen:

I support building the road, provided that you extend it over the railroad tracks and end it in downtown Burlington. It makes no sense to end it at Lakeside Avenue. There will be too much traffic on Pine Street, especially near Maple. This is where it is most congested now.

So if you are going to spend alot of money to build the road, spend a little more and do it right.

-Steve Boyan

4 South Cove Rd

Burlington, VT 05401

802-863-8080

Response to Comment E28:

The 1979 FEIS Selected Alternative has been abandoned due to environmental concerns associated with the Pine Street Barge Canal Superfund Site.

Comment E29:

From: cathy rahill [mailto:cathyrahill@verizon.net]

Sent: Sat 12/16/2006 3:21 PM

To: Burl-SEIS

Subject: Champlain Parkway

Hi,

We live on Home Ave which has become a hazardous thoroughfare for commuter traffic. It is not safe for our children to walk or bike on the sidewalk in front of our house. Getting out of our own driveway has become a hassle. I often have to just pull out in front of another car just so I can get out onto my own road! The traffic is not bearable on our street so we strongly support the Parkway. In addition the traffic in front of Champlain Elementary School every morning is very dangerous. Cars speed by as we open our car doors to let our children out so they can get to school. The Parkway would lessen the burden on Pine St. and make it safer during morning and afternoon school pickup. Please help us make our neighborhoods more friendly and most importantly safer. Thank you.

Cathy Rahill

Home Ave. resident

Response to Comment E29:

Comment noted. No response required.

Comment E30:

From: Andrew Saver [mailto:andysaver@verizon.net]

Sent: Tue 12/19/2006 5:21 PM

To: Burl-SEIS

Subject: Champlain Parkway

From: Andrew Saver

1037 Pine St.

Burlington, VT 05401

To whom it may concern,

As a resident of Burlington who resides in a potentially impacted part of the study area of the Champlain Parkway, I would like to voice my support for said project in that I feel it will greatly

improve the quality of life in my neighborhood. High volume traffic (truck and commuter) is a major problem on our street, and I see this project as a possible source of relief to the various problems associated with this traffic situation, i.e. noise, pollution, safety, and general sense of being in a community. Thank you for your time in considering my view.

Sincerely, Andrew Saver.

Response to Comment E30:

Comment noted. No response required.

Comment E31:

From: Cristi Reid [mailto:Cristi.Reid@noaa.gov]

Sent: Thu 12/21/2006 12:15 PM

To: Burl-SEIS

Subject: NOAA's comments on the Southern Connector/ Champlian Parkway Project

Dear Mr. Sikora Jr.:

Please accept this email and attachment as the National Oceanic and Atmospheric Administration (NOAA)'s formal comment submission for the Southern Connector/ Champlian Parkway Project DEIS.

Thank you for providing NOAA with the opportunity to comment.

Sincerely,
Cristi Reid

Cristi Reid >< <><
Environmental Protection Specialist
Department of Commerce
National Oceanic & Atmospheric Administration (NOAA)
Program Planning and Integration (PPI)
NEPA Coordination and Compliance
1315 East-West Highway, SSMC III, Room 15727
Silver Spring, MD 20910
P: 301-713-1622 x206
F: 301-713-0585
cristi.reid@noaa.gov

Comment E31:



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
PROGRAM PLANNING AND INTEGRATION
Silver Spring, Maryland 20910

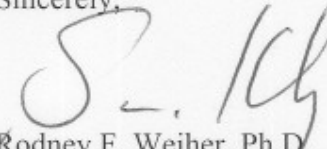
DEC 21 2006

Mr. Kenneth R. Sikora, Jr.
Environmental Program Manager
Federal Highway Administration
PO Box 568
Montpelier, VT 05601

Dear Mr. Sikora, Jr.:

Enclosed are comments on the Draft Environmental Impact Statement for the Southern Connector/Champlain Parkway Project. We hope our comments will assist you. Thank you for giving us the opportunity to review this document.

Sincerely,

for 
Rodney F. Weiher, Ph.D.
NOAA NEPA Coordinator

Enclosure



MEMORANDUM FOR: Rodney F. Weiher
NEPA Coordinator

FROM: David Zilkoski
Director, National Geodetic Survey

SUBJECT: **DEIS for the Southern Connector/Champlain Pkwy
Project (MEGC-M5000(1), Updated Info, Construction
from Interchange of I-189 to Shelburne St (US7) &
Extending westerly & northerly to the City of Center
District within the City of Burlington, Chittenden Co, VT)**

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov> After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required.

(a)

For further information about geodetic control monuments, please contact:

Brett Howe
SSMC3 8622, NOAA, N/NGS
1315 East West Highway
Silver Spring, Maryland 20910

Voice: (301) 713-3197 ext. 115
Fax: (301) 713-4175
Email: Brett.Howe@noaa.gov

Response to Comment E31:

- (a) The National Ocean Service (NOS) will be given at least 90 days notice for the planned relocation of any geodetic control monuments which would be disturbed or destroyed by either Build Alternative.

Comment E32:

From: Anne Damrosch [mailto:annedw@adelphia.net]

Sent: Thu 12/21/2006 8:23 PM

To: Burl-SEIS

Subject: Champlain Parkway

To Whom It May Concern:

I am very much in favor of building the new plan for the Southern Connector. Our neighborhood is dangerous and our houses shake when the trucks roar by. I often cross in the middle of Flynn Ave with my dog, because there is no sidewalk on my side. In a city normally full of polite drivers, hardly ever does anyone stop. I wonder why that is? Do they think of Flynn Ave as some kind of extension of the interstate, leading to an industrial zone? They certainly don't drive as if they are in a residential neighborhood. Trucks need a better way to leave the industrial zone on lower Flynn.

Thank you,

Anne Damrosch

Response to Comment E32:

Comment noted. No response required.

Comment E33:

From: Nice Girl [mailto:nikkiniceness@gmail.com]

Sent: Fri 12/22/2006 10:15 AM

To: Burl-SEIS

Subject: DSEIS COMMENTS - SOUTHERN CONNECTOR / CHAMPLAIN PARKWAY

December 22, 2006

Mr. Kenneth R. Sikora, Jr.
Environmental Program Manager
Federal Highway Administration
P.O. Box 568
Montpelier, Vermont 05601

Re: SOUTHERN CONNECTOR / CHAMPLAIN PARKWAY

Dear Mr. Sikora:

Please confirm receipt of this email and my written comments regarding the Champlain Parkway. My name is Nichole Fitzgerald and my mailing address is 25 Lyman Avenue, Burlington, Vermont 05401

Below are my comments:

{(a) What will be the effects be on the watershed in the area?}

{(b) What will be done about the additional pollutions and noise by the tractor trailers in the neighborhood it will affect?}

{(c) We would not like an access for the bike path on the end of Lyman Avenue. The neighbors at the end of the road all agree it is in our best interest and safety to not have access from our street}

{(d) What will be done to address the already existing water drainage issues on lower Lyman Avenue?}

{(e) Has a sound barrier wall been considered to reduce noise to the neighborhoods that is now going to bear the burden of the traffic and noise? If no sound barrier wall is in place then already mature shrubbery should be used in place of small shrubbery.}

{(f) What is being done about the water drainage issues on Lakeside Avenue where the Parkway is planned to connect to. The last rain storm flooded the entire street (as well as Lyman Avenue) so badly that the water was coming up over the curb.}

{(g) Attached are photos of Lyman Avenue from a rain storm we had about two years ago. We lost our car for two months because of water damage because it was parked in the street when the water backed up from poor drainage. When you make Lyman Avenue a round about (which we actually would be happy with) it will cause more water to stand on our street in rain storms and will cause significantly more flooding which could then affect our basements even more than now.}

Please consider all other alternatives rather than re-routing traffic to other neighborhoods and then shifting the burden to other residents of Burlington. We feel as though this is a losing battle because the Mayor basically said because it is federal funding they don't care and they will continue with the road because they either need to use it or lose it. This doesn't seem fair to neighborhoods like Lyman Avenue which will now have a busy road right next to it.

Please reconsider your plans.

Response to Comment E33:

- (a) Under either Build Alternative, the Englesby North and Englesby South watershed would result in a total net sediment load reduction to Lake Champlain/Blanchard Beach. This is estimated to be 5,178 pounds per year.

Refer to Section 4.5.2 for additional information regarding impacts to watersheds.

- (b) Refer to responses H1(a) and H6(a).
- (c) Refer to responses H20(c) and E27(b).
- (d) Refer to response H20(b).

- (e) Refer to responses H6(a) and H20(a).
- (f) Drainage improvements would be included at the intersection of Pine Street and Lakeside Avenue under either Build Alternative.

Refer to response E1(d).

- (g) The photographs that you refer to were not received with your comment; however, the existing drainage issues that you describe should be alleviated since the new drainage system for the Southern Connector/Champlain Parkway will intercept stormwater that currently drains via this existing drainage system.

Comment E34:

From: Gardner, Zechariah S. [mailto:Zechariah.Gardner@vtmednet.org]
Sent: Fri 12/22/2006 10:53 AM
To: Burl-SEIS
Cc: Clough, Jaina
Subject: In support of Southern Connector

I am writing this to encourage you to do all you can to follow through with the Southern Connector/Champlain Parkway project. I live on Home Ave in Burlington and our residential street is used as an industrial roadway and a commuter passage much to the detriment of the community it passes through. We have large truck traffic constantly passing by our house at all hours and this is clearly not what the Ave was designed for nor is it smart urban planning to use our small road as a highway. I understand that many who live closer to the proposed parkway are upset and cry "not in my backyard" but the truth is that we need an appropriate roadway to get this traffic into town which the existing roadways will never be. The land in question has been intended for that use for many many years, it is well positioned and does not pass directly through a neighborhood. We need this parkway to better manage the growing traffic and I encourage you to please support the project.

Sincerely,
Zechariah Gardner MD
Jaina Clough MD
190 Home Ave
Burlington, VT 05401

Response to Comment E34:

Comment noted. No response required.

Comment E35:

From: Don Meals [mailto:dmeals@burlingtontelecom.net]

Sent: Sat 12/23/2006 7:16 AM

To: Burl-SEIS

Subject: champlain parkway comments

To whom it may concern:

I am very much in favor of the champlain parkway. In my view its most important purpose is to get heavy truck traffic off residential streets in the south end of Burlington. As a 7-year resident of Flynn Avenue, I can attest that the constant truck traffic is maddening and disruptive, as well as dangerous. The neighborhoods between Flynn and Home, and Pine and Shelburne St. must be restored to a reasonable level of traffic. Once the parkway is open to truck traffic, trucks should be banned from residential streets and appropriate traffic calming measures taken.

That said, I also believe that everything possible should be done to discourage the use of single-occupancy vehicles driving into downtown Burlington. This could mean additional park-and-ride facilities (farther out than the Gilbane parking lot!) and improved public transit along the champlain parkway corridor.

Don Meals
84 Caroline St.
Burlington, VT
862-6632

Response to Comment E35:

Comment noted. No response required.

Comment E36:

From: Harry Clark [mailto:harry.clark@verizon.net]

Sent: Sat 12/23/2006 11:54 AM

To: Burl-SEIS

Subject: Southern Connector Objections

Objections to Southern Connector

1) The SC was conceived and designed in a completely different era, that design has no relevance to traffic control methodologies today.

{(a) 2) The proposed alternative has already been proposed and rejected by the agency promoting this project, as producing excessive traffic congestion at Pine St./Maple St.}

3) Current traffic issues in the South End can be controlled by traffic enforcement – if the City of Burlington for some reason does not care to do so, spending millions of State dollars to avoid providing such enforcement seems absurd.

{(b) 4) The SC will only divert traffic, not increase traffic flow. If the City of Burlington wants to alleviate traffic congestion, a combination of widening St. Paul St. from Shelburne Rd to Main St. to four traffic lanes will accomplish the same thing as building a new road – at much less expense – and establishing a truck route from Rte 7/I89 to Queen City Parkway and Industrial Parkway, removing ALL truck traffic from the South End would accomplish the same end.}

{(c) 5) It is unreasonable and self serving for the City of Burlington to ask the State of Vermont to provide funds for new highway construction that will, at best, provide a beautiful and upbeat gateway to the city. While we have highway infrastructure in this state that is literally falling apart and in dire need of replacement for safety reasons, and a real threat to the safety of those driving on those roads and over those bridges, the City of Burlington wants to spend millions of dollars of badly needed highway funds to create a showpiece. It would be fiscally irresponsible of the State of Vermont to grant that request in light of the current state of our bridges and highways.}

Harry Clark
8 Conger Ave
Burlington, VT 05401
802.233.4200
harry.clark@verizon.net

Response to Comment E36:

- (a) An interim alternative similar to Build Alternative 2 was previously considered during the development of the 1997 FSEIS. That alternative was dismissed from further evaluation due to objections from the City of Burlington because it directed traffic into residential areas.

Build Alternative 2, as described in this 2009 FSEIS provides acceptable levels-of-service (LOS) at the intersections of Pine Street at Maple Street and Pine Street at King Street.

Also, refer to responses H2(a) and H6(b).

- (b) Refer to response E1(b).
- (c) VTrans and the City are currently evaluating potential design aspects in an effort to reduce the overall costs of construction.

Comment E37:

From: Rebecca Grannis [mailto:rgelfling@gmail.com]
Sent: Sun 12/24/2006 10:22 PM
To: Burl-SEIS
Subject: comments on draft EIS for champlain parkway

December 24, 2006,

Mr. Kenneth R. Sikora, Jr.
Environmental Program Manager
Federal Highway Administration
P.O. Box 568
Montpelier, Vermont 05601

RE: Comment for the Southern Connector/ Champlain EIS

Dear Mr. Sikora,

I will begin by introducing myself. I am resident of Burlington and I live on Conger Avenue in the south end of town. I would like to submit my comments on the Southern Connector/ Champlain Parkway. I have many concerns and questions about this project.

1) CURRENT ALTERNATIVE WILL NOT RELIEVE CONGESTION

This project will not ultimately solve the problems of congestion on the Pine Pt. corridor. The more roads that are built the more they are used.

In the scope of this Environmental Impact Statement a deeper look needs to be taken at ways of reducing traffic and car use through other methods. We as a nation and a state (VT has one of the highest per capita miles driven) are at a precipice of the environmental disaster the will come as a result of global warming. The amount of co2 pollution from transportation is a major contributor to the green house effect the causes global warming. If we need to really address the harmony between humankind and our environment (as the EPA is charged by the National Environmental Policy Act) we need to reduce traffic and automobile use. Every transportation project that comes up for review should make finding alternatives to driving a first priority and a moral prerogative.

This is a great opportunity for the federal support of the project to really practice what the EPA directs. *{(a) Put this money into setting up alternative transportation infrastructure for the future. Park as many of the incoming cars at the current end of 189 and set up transportation for the commuters and shoppers into the downtown district.}*

The parking capacity of the downtown district is already heavily loaded. Adding more individual cars will further tax this already limited resource. If we need to bring higher volumes of people in to the downtown we must find a better way to do it than one car at a time. Frequent buses or trolleys from perimeter parking areas would be a great solution to the ever limited capacity for cars in the downtown. It would enable shoppers, employees, pedestrians, cyclists and car-less citizens alike to have greater enjoyment of our city as a whole.

2) KING/MAPLE IMPACTS FAIL ENVIRONMENTAL JUSTICE REVIEW

The proposal for routing the Champlain Parkway (Build alternative 2) through the Pine St. art district (pine between Howard and Maple St.) and the neighborhoods of lower Maple and Kings Streets will have a big impact on these communities as I see it.

{(b) I disagree that the project as currently designed (alternative 2) meets the environmental justice criteria in the EIS. In the early 1990's, the King / Maple neighborhood was deliberately included in the City's Enterprise Community based on poverty and socio-demographic statistics. The current design:

- *Increases through traffic into this low-income residential area – The most recent traffic study shows 1,000 to 3,000 extra vehicles driving through this residential area. This will adversely impact the predominately low-income community.*
- *Does not implement traffic calming techniques that will ensure a safe travel speeds through the neighborhood. Why are there no measures to create bump-outs, speed tables, or other traffic calming measures?*

My understanding is that the 1995 traffic study indicated a much greater level of vehicular traffic in the King/Maple neighborhoods. My understanding is that the now preferred alignment created LOS F situations at King and Maple intersections in the 1995 study (and

was therefore discarded). Why does the new traffic study now only show a LOS C/D at these intersections? What was wrong with the 1995 study?

Furthermore, the Pine St. art district is already busy with traffic moving through. It is currently very difficult to find a break in traffic. At the peak traffic times of the day the cars are backed up several blocks in all directions. The proposal to bring several more thousand cars a day into this neighborhood will make this a much less enjoyable area for the artists, pedestrians, cyclist and shoppers. This is a vital and growing economic and cultural section of our community. Making it a through street for downtown inbound and outbound traffic could have a terrible impact on the vitality of this community.

I am very concerned for the citizens who live at or near the intersections of Maple and King St.

The lower King and Maple area neighborhoods are going to be taking the brunt of this alternative. Many families with children live in this area. The King Street Youth Center is only half a block away from Pine St. This organization serves many disadvantaged youths and is burgeoning with children. The apartment buildings at these corners and neighboring blocks are thickly settled with refugee and poor families. The increase in traffic will negatively affect the health, safety and quality of life of all of these children and families. I fear that the problems of one affluent neighborhood are being moved to a non-affluent neighborhood. The Environmental Justice aspects of this project need to be more thoroughly addressed. The voices of these citizens (who are likely unaware of this design to send much more traffic into their neighborhood) need to be taken into account.}

3) ALTERNATIVE DESIGN HAS CHANGED REMARKABLY:

{(c) Only two alternatives were explored during this SEIS phase – each virtually identical except for differences in the northern alignment (C-6 section). I'd argue that since there have been so many compromises/changes to the current preferred alternative that it must be compared to the initial broader list of alternatives to make sure that it still is the best approach.

The current preferred alignment is not the same alternative that was compared against other alternatives in the 1980's and mid-nineties. Changes include:

- *Constricting vehicular traffic to 2 lanes instead of 4 lanes*
- *Dropping the continuous barge canal alignment*

- *Passing a City Council resolution in 2000 signing on to the 10% Challenge in an effort to cut greenhouse gas emissions by 10%.*
- *Developing the South End Neighborhood Transit Center*
- *Dropping the C-6 section from the project*
- *Dropping plans to substantially upgrade Pine Street including 1) improving water/wastewater/stormwater infrastructure 2) adding continuous bike lanes as City studies have recommended 3) burying power lines and 4) moving curbs as necessary to improve the safety and LOS of the design}*

{(d) Since this alternative is substantially different to previous reviews of this alignment, how can we know that this alternative is better than many of the less intrusive initial alternatives such as the transportation demand management alternative?}

{(e) Additionally, when the SIES process started a couple years ago, I understood that alternative 1 (railyard alignment) was the preferred design by the City. The City must have recognized that the impact to the King/Maple neighborhood was so great that it was worth spending millions of dollars to align the Champlain Parkway through the railyard. Now that the State has informed us that C-6 is off the table, we're told that there is no other alternative than the Pine Street route.} The current preferred alternative should be compared to the broader alternatives that have not been explored for over a decade.

4) INCONSISTENCIES WITH MASTER PLAN:

The City's 2006 Master Plan states:

This Plan envisions Burlington as a city where transportation functions as part of an interconnected system which offers a range of choices that are safe, affordable, efficient, and convenient...As a result, rail, air, ferries, transit, cycling, and walking are successfully competing with the automobile for the dominant mode of choice.

{(f) The preferred alternative is not consistent for the following reasons:

- *The proposed design does not have continuous bike lanes in each direction as called for in the City-developed and City-approved 2003 Bike/Pedestrian Study. What good is a study if its recommendations will not be included in a major corridor upgrade? Currently,*

cycling northbound is dangerous as it is an arterial roadway with parked cars, lots of turning movements and no bike lane. The VT Pedestrian & Bicycle Design Manual calls for safe accommodations on arterial roadways and the current design is inconsistent with the State's manual.}

- *{(g) It cuts off an existing transit route (Pine Street route) and the SEIS doesn't address about how transit service will be improved as part of this project. Will there be new bus shelters along the route? Will transit signal pre-emption technologies be installed in the traffic signals? Will transit service be expanded to mitigate congestion at the King/Maple intersections? }*

- The Burlington City Council adopted a resolution in May 2000 that had the City join the 10% Challenge – an effort to cut greenhouse gas emissions from 2000 levels by 10% before 2010. Emissions have not begun to decline to data and the current Champlain Parkway alternative does not support this policy.

- *{(h) The proposed pedestrian facilities aren't consistent with the policy above. For example, there is no signal controlled crosswalk for over a mile of this arterial roadway (between Maple Street and Lakeside Avenue) and the few mid-block crossings do not have a good enough design to safely cross an arterial roadway.}*

{(i) 5) HYBRID ALTERNATIVE "CHAMPLAIN STREET " NEEDS REVIEW

With substantial changes to the current alternative, advances in technology, a different political environment (10% Challenge, etc.), and new State dictates (drop railyard alignment and no major Pine Street upgrades) – there is a hybrid alternative that deserves further consideration. It is outlined below.

The three components below make up the heart of this alternative proposal – the first being the most critical.

- *Turn the C-1 section (I-189 to Home Avenue) into a two-lane limited access off and on-ramp for permitted vehicles only. Permitted vehicles include at least two groups 1) South End truck traffic and 2) South End Neighborhood Transit Center users. A third group, South End residents living west of Pine Street could be added into the permitted list if politically supported. An EZ Pass system would control access and prevent use by un-authorized vehicles.*

- **Build a downsized C-2 section ("Champlain Street ") between Home Avenue and Lakeside that 1) incorporates Batchelder and Briggs Streets, 2) fits into the traditional neighborhood street grid and 3) feels more like a neighborhood street than an interstate off-ramp.**
- **Build the South End Neighborhood Transit Center and implement an aggressive Transportation Demand Management program. These investments will mitigate congestion along the Pine Street corridor.**
- **Design a multi-modal Pine Street to better serve alternative transportation users. The City's master plan calls for a multi-modal transportation system where "transit, cycling and walking are successfully competing with the automobile for the dominant mode of choice." Install bus shelters and continuous bike lanes, expand transit service, and enhance pedestrian amenities (benches, trees, pocket parks, enhanced crosswalks).}**

The Alternative's Benefits:

- Will be more widely supported by South End residents by more evenly distributing the benefits and impacts of the investment
- Removes trucks and cars off upper Home and Flynn Avenues (by permitting South End-destined traffic to use limited-access off-ramp)
- Limits the new road's impact (noise, traffic, pollution) on Batchelder Street, lower Flynn Avenue, Lakeside, and other South End neighborhoods by making the new road a neighborhood street for local traffic only (as a result of the limited-access EZ-pass off-ramp and redesigned C-2 section)
- Will provide a direct, convenient access to the South End Neighborhood Transit Center and make transit a viable option for commuters
- Pine Street improvements combined with enhanced transit / TDM strategies will increase vehicle capacity on Pine Street without making the King/Maple neighborhoods an off-ramp for the highway

Because the Southern Connector will ultimately rely on the existing congested two-lane Pine Street corridor, its potential benefits are more about reducing traffic impacts in the South End than improving vehicular access to downtown. It is my perspective that the existing Southern Connector design displaces traffic problems from one South End neighborhood to another. This

"Champlain Street" alternative proposal tries to find a win-win scenario where the entire South End will benefit.

To substantiate many of these benefits, traffic modeling should be done. Unfortunately, no recent modeling has been done for anything similar.

In Summary I strongly urge you to please look further into the future than the immediate need to make room for more cars. Please see the broader picture of what will happen to the neighborhoods that are going to take the traffic burden from the south end and the ongoing need to find alternatives to building more roads. There will never be enough roads if we continue to build them.

Sincerely,

Rebecca Grannis
58 Conger Ave.
Burlington

Response to Comment E37:

- (a) Refer to responses H3 and H4.
- (b) If Build Alternative 2 is the Selected Alternative, traffic calming techniques could be evaluated further during the final design phase.

Refer to responses H2(b) and H7(c).

Refer to response E36(a).

- (c) Section 2.2 Scoping of Alternatives details the alternatives that were considered and the reasons for dismissing them from further study, where appropriate.
- (d) Refer to response H4.
- (e) The City of Burlington prefers Build Alternative 1 to Build Alternative 2; however, FHWA and VTrans have stated several concerns associated with Build Alternative 1. First, FHWA has determined that Build Alternative 1 constitutes an Adverse Effect on the Pine Street Historic District and the historic Pine Street rail spur and the historic former Burlington Street Department property. These resources are protected under Section 4(f) of the United States Department of Transportation Act. Build Alternative 2 avoids the use

of Section 4(f) resources; therefore, Build Alternative 2 must be selected because it is a feasible and prudent alternative. Additionally, there is the potential environmental contamination in the vicinity of the proposed rail yard mitigation site.

- (f) In order to accommodate the existing travel lanes, sidewalks and parking along Pine Street and include five-foot bicycle lanes to both sides of Pine Street would require the acquisition of right-of-way from the Pine Street Historic District. This may result in an Adverse Effect determination under Section 106 and require a Section 4(f) evaluation. Also, widening Pine Street west of the existing curbline has been identified as a potential environmental concern by the EPA.

Refer to comment W5.

- (g) CCTA's Pine Street route (Route 5) would be impacted by either Build Alternative. This bus route loops through the southern limits of the study area on Home Avenue, Industrial Parkway, Queen City Park Road and Pine Street. Both Build Alternatives would cul-de-sac Pine Street; thereby, severing the connection between Pine Street and Queen City Park Road. CCTA would need to alter this bus route.
- (h) The City of Burlington has expressed a desire to have a traffic signal at the intersection of Howard Street and Pine Street. Traffic warrants for a signal at this location were not satisfied as part of the Southern Connector/Champlain Parkway. The Southern Connector/Champlain Parkway project does not preclude the installation of a traffic signal at this location by the City of Burlington if warranted in the future.

Also, refer to response E45.

- (i) The "Hybrid Alternative" that you propose includes a wide range of transportation initiatives, some of which the City has pursued as part of the Southern Connector/Champlain Parkway and separate from the project. First, both Build Alternatives provide a two-lane limited access C-1 Section and C-2 Section. This has been scaled down from the 1979 Selected Alternative which consisted of a four-lane highway along the C-1 Section and C-2 Section. Additionally, pedestrian amenities such as shared-use paths, sidewalks and crosswalks have been incorporated.

The City of Burlington is continuing to develop the South End Transit Center separate from the Southern Connector/Champlain Parkway.

Comment E38:

From: JCManock@aol.com [mailto:JCManock@aol.com]

Sent: Tue 12/26/2006 11:54 AM

To: Burl-SEIS

Cc: MEManock@aol.com

Subject: Champlain Parkway Comments...

26 December, 2006

To: Mr. Kenneth R. Sikora, FHWA
Mr. Wayne L. Davis, VTrans
Mr. Justin C. Rabidoux, Burlington DPW

Re: Comments on Champlain Parkway

Dear Sirs:

I was present for the November 30, 2006 meeting at Champlain Elementary School where I heard the Staff summary, heard all the public comments, and examined all the drawings on display.

My two conclusions are as follows.

{(a) 1. After consideration of all the information presented, I am convinced the only viable alternative for termination in Burlington is the dogleg to the west that goes through the Gregory Supply yard and ends at Battery and Maple. Because of already heavily congested intersections and tight road boundaries, I feel it would be a gross error to run the Parkway down Pine Street to Maple and King. I feel strongly that adoption of this clearly inferior alternative would result in not only huge additional congestion problems but would ignite immediate Environmental Court lawsuits challenging this route as detrimental to the quality of life of the abutting residents. Resolution of these lawsuits could drag on for many years.}

{(b) 2. Running concurrently with the construction of the Champlain Parkway dogleg alternative there should be a plan for a commuter parking lot at the intersection of I 189 and Route 7 (Shelburne Road) and frequent public transportation into downtown Burlington.}

Think environmentally friendly express busses running from early morning to at least 9:00 PM in the evening so people working in the downtown area who have to work late or attend a dinner meeting will still have a way to get back to their cars. I second the many public comments stating that we should be thinking about ways to keep cars out of downtown Burlington rather than easier ways to get more cars in.}

I feel that a win-win solution is to build the parkway mainly to alleviate the many problems caused by truck traffic as well as provide a viable public transportation alternative to car commute traffic.

Thank you in advance for your consideration of these ideas.

Respectfully submitted,

Jerrold C. Manock
14 Kingsland Terrace
Burlington, VT 05401

Member, Ward 6 NPA Steering Committee

Member, Burlington Transportation Plan Rewrite Steering Committee

Response to Comment E38:

- (a) Refer to response E37(e).
- (b) Refer to responses H3 and H4.

Comment E39:

From: Larry Williams [mailto:lwilliams@redstonevt.com]
Sent: Tue 12/26/2006 2:39 PM
To: Burl-SEIS
Subject: Southern Connector

Dear Sirs,

This e-mail is to comment on the currently proposed plans for the Southern Connector.

Our company recently purchased the former Specialty Filaments Building at 444 Pine Street. The southern half of the building has been completely renovated and is currently occupied by the Champlain Chocolate Company. We are now planning the renovation and re-use of the northern half of the building. It appears likely that this half of the building will be primarily occupied as office and commercial space.

In general, I support the Southern Connector. *{That said, I have a very serious concern that the current plans for the highway do not include a signalized intersection at the corner of Pine St. and Howard St. With current traffic flows it is already difficult cross traffic while exiting from the property. I know that other properties along this section of Pine Street that share this problem. The introduction of more traffic onto Pine Street will only exasperate the problem. A signalized intersection would help to create gaps improving access onto and off the road at this section of Pine Street. In addition, it would improve access and safety for pedestrians crossing the road at the intersection.}*

This area of Pine Street is buzzing with arts and business activity. Please help us keep this buzz going by not degrading what so many have worked so hard to create.

Larry Williams, Partner
Redstone
210 College St.
Burlington, VT 05401
(802)658-7400 x12 (o)
(802)343-4648 (c)

Response to Comment E39:

Refer to response E45.

Comment E40:

From: Chase Sydnor [mailto:csydnor@hamptondirect.com]
Sent: Tue 12/26/2006 5:18 PM
To: Burl-SEIS
Subject: support for the connector

Hello,

I fully support this project and hope that we can move to the bidding stage as soon as possible.

Thanks....

確斯沙得諾爾

Chase Sydnor
947 Pine Street
Hampton Direct, Inc.
802-383-1347
csydnor@hamptondirect.com

Response to Comment E40:

Comment noted. No response required.

Comment E41:

From: Sharie Elrick [mailto:sharie.elrick@verizon.net]
Sent: Tue 12/26/2006 8:34 PM
To: Burl-SEIS
Subject: southern connector

Comments on the proposed southern connector.

Purpose of the connector.

If you speak with residents of the Home and Flynn Ave. neighborhoods they will tell you that the purpose is to reduce traffic – namely truck traffic – in their neighborhoods.

The gentleman explaining the overhead photos during the informational meeting stated the southern connector would reduce traffic on route 7 20% and ½% on Pine Street. One has to believe he was referring to southern Pine, since upper Pine would receive, in theory, the 20% taken off Rte 7.

{(a) So why is it okay to remove all of this traffic from one neighborhood to dump it into several others – namely Lakeside, the 5 Sisters and the Pine/King St and Pine Maple St neighborhoods? Is it because these neighborhoods are primarily low income? Is it because they are not as well organized or as vocal as the Flynn and Home Avenue residents?}

{(b) Why is it okay for the City of Burlington to ask the State of Vermont for money for this road when bridges are falling down across the State? (The State must have a better use for its transportation money)}

When downtown Burlington is already so packed with traffic that you can't move, find a parking space and people leave to shop/dine elsewhere why would we want more gridlock closer to downtown?

The Problem-

The problem isn't that the Flynn and Home Ave residents need relief. The problem isn't that Route 7 needs relief. The problem is that the entire city needs relief. You can't get in or out of Burlington on Main Street. You can't get out of Burlington on Pearl Street. You can't get in or out of Burlington on Pine Street.

{(c) The city needs to find the political will to eliminate the entire traffic problem within the city – not shuffle deck chairs on the proverbial titanic. Parking garages on the outside of town (i.e. where section one of the southern connector has already been built – not across from General Dynamics) with shuttles buses, limiting deliveries to certain time of the day, and closing off more of downtown to vehicular traffic is the answer. Only by reducing the number of vehicles will all of the neighborhoods have the relief they seek.}

People will continue to come to Burlington even if they have to park their cars and shuttle in – and the people who currently won't deal with the traffic in Burlington will at least have a reason to try again. Other cities in the world have limited or no vehicular traffic (many for pollution reasons). It is time for Burlington's leaders to find the political will and be the progressives that the rest of the country, if not world, believes they already are. Think long-term solutions. Think solutions that may make you unelectable. Think solutions that can evolve as transportation technology evolves.

Thank-you.

Sharie Elrick
8 Conger Ave
Burlington, VT 05401

Response to Comment E41:

- (a) Refer to responses H2(b) and H7(c).
- (b) The decisions regarding funding and project advancement are made during the planning process which is different from the NEPA process. Comments regarding the development of the capital budget should be directed to the CCMPO or State legislature.
- (c) Refer to responses H3 and H4.

Comment E42:

From: carolyn bates [mailto:cbates@burlingtontelecom.net]
Sent: Wed 12/27/2006 4:00 PM
To: Burl-SEIS
Subject: the southern Connector

With reference to NOT building the Southern Connector:

INFO ON WHO I AM:

I live at 20 Caroline St in the five sister's neighborhood.

I have owned my house since 1978.

I have been a resident of Burlington since 1973.

I have had my own business as a free lance photographer since 1973.

When I first arrived here in 1971, I was able to swim with my dog at "oak ledge" park and we would be the only ones there.

The longer I live here, the less I feel welcome here with my dog at this park, or any other park.

There are not enough parks here, now, for all of us to walk in. We need more green space and lake access.

It is the most beautiful place I have ever lived in, and the people, the children, and the small businesses that are in the south end that I am able to walk to, make it even more special.

BACKGROUND INFO I have on the SO CONNECTOR

So I have heard several versions of the Southern Connector (SC from now on in this letter) during these years.

And I have attended numerous meetings and given more suggestions and more suggestions.

The road has never felt comfortable to me, or for Burlington.

I was very happy that the barge canal stopped it in its tracks.

The waterfront in Burlington is its most valuable resource. And its businesses here equally as valuable. ***{(a) So why are we trying to build a road that cuts off the waterfront and hurts our businesses?}***

The businesses in ward 5, now known as the enterprise zone, do NOT need their endeavors disrupted with the construction that I know will last years, just like what happened on the renovations to Main ST, and to Route 7 south to Shelburne.

There is no way these businesses will survive easily as they are dependent on Pine St. for easy access to their offices and retail and restaurants and local stores.

And this road will not in any way help their businesses grow anymore than they are growing at the moment. ***{(b) So really why are we building this road that will not help ward 5 to grow???***

And it will be tremendously disruptive to my neighborhood where most of the children are under 5 years old. Parents here walk everywhere with their children. ***{(c) The noise, dust, lights, and loss of easy access to stores and food will be intolerable.}***

And as far as I can see all other neighborhoods will have similar problems.

Only Home Ave may or may not actually have some relief from trucks. All 4 blocks of one street. And maybe 4 blocks of Flynn ave may have some relief. But that is all you are going to accomplish.

There are numerous ways to go south from Burlington to rte 7.

There is only ONE way to go east via Main st.

There is only TWO ways to go north of town via North Ave or rte127 which converge into ONE route at the north end of town.

Going south there are at least SIX or SEVEN ways to go.

So is adding yet another way out going south is this really going to help this town?

And remember, this road goes into and out of town. So just as it can bring people IN to town it can also let people get OUT of town just as fast.

BUILDING THE SOUTHERN CONNECTOR IS A TOTALLY WRONG MOVE

ALTERNATIVES TO BUILDING THE SOUTHERN CONNECTOR:

30 YEARS AGO what we asked for might have been OK

now we need to look ahead 50 years and factor in global warming, which means walking, mass transit, using electric vehicles, use rr to carry freight, have more park n ride places, in lieu of the cars and trucks we are using now.

Here are some suggestions to do instead of this road, already taken down to what appears to just be a two lane street from the limited access original 4 lanes.

{(a) use 189 exit access to this road, that has already been built, and is decaying as we speak, to become:

1. an access for your commuter traffic and build the parking lot here instead of south of Lakeside, and shuttle people from here to downtown

2. put in a year round shelter with bathrooms, food, tickets, telephones, lockers, for people to wait in.

3. add several bus routes that have small buses that return every 15 minutes, including one that

goes the full length of Pine st as an express as well as local bus. Have them run on electricity

4. connect us back up to the rr and use that as a route to waterfront and downtown, and south to shelburne, charlotte, middlebury with fun things to do on the train, including a stop at the local brewery, and children's space to play without seats in the way!! Food, music. Small shops.}

5. have a roundabout for trucks to use to get the fuel that were getting thier fuel at the mobil station on flynn ave. that way they can come and go quickly without ever going onto Home of Flynn Ave.

6. perhaps add a motel and restaurant to make this an easy access to and from Burlington and other places

7. add roads to the back of the parking lots at price chopper and kmart etc. for easy walking to shopping with carts to use to carry whatever is bought. Condemn the property at K Mart which is sitting unused so we can add this land to the mix.

for the land we have acquired for the road to lakeside including the parking lot between sears lane and lakeside ave

{(b) 1. make this into a wonderful city park with paths to just walk on and other paths for the bikes, skateboards and connect these to other paths so people can walk to the oakledge park and the 189 extension south and add a path so we can walk north to Burlington. Isn't this a much more friendly way to work, especially with the global warming? Make this path totally handicap accessible, too!!! Perhaps there is an electric car to transport the handicap, just like they do in airports.

2. have rest areas to sit and to get out of the weather.

3. have a connection to the lake north of the barge canal

4. have a connection to pine st businesses

5. move the cars you have parked near lakeside for the employees of the hospital, etc., to the 189 extension new commuter parking lot. Then tear up this asphalt and put in a local park for dogs, children, and access to bike path, lakeside community, local businesses, rr, and lake.

6. plant trees, flowers and make improvements to neighborhoods instead of that original noisy road SC you had planned that would only destroy these neighborhoods.}

7. if there is room for a high end, high salary, non- polluting business to be built here, add that to the list.

for pine st. this street is UGLY, and has been left to decay because you have been waiting for the money from the SC to fix it up. Such a wrong idea

1. So let us do all we can to make this street the beautiful access to the city of Burlington that is should be

{(f) 2. add sidewalks and make them wide enough for handicap accessible use, and for places to wait for the bus}

{(g) 3. have pretty places to rest

4. have gardens, trees}

{(h) 5. put in curbs}

{(i) 6. put in a third lane for left turns and/or a fast mass transit electric vehicle}

{(j) 7. allow street parking for local stores like those just north of Howard St}

{(k) 8. straighten out howard st. so that it continues straight across into the Maltex Building}

{(l) 9. bury those electric lines !!!}

{(m) 10. make the entire length of pine st have the same design so there is ready access to ALL businesses not just those north of lakeside}

{(n) 11. have access to the lake with parking on land around old street dept you allowed the flynn ave. storage units to cover up polluted areas, so do this here, too.}

{(o) 12. clean up messy business street fronts, especially those around the old street dept buildings}

13. clean up sears lane, too}

{(p) 14. have a bus route that just goes up and down pine st. quickly so we can all use this instead of cars when we have to go downtown or to the 189 new commuter parking lot}

15. if you get the train running again, have one stop between here and downtown and the 189 extension}

16. install commuter buses that are eco friendly}

{(q) 17. add a stop light on Howard}

{(r) 18. discourage traffic on pine st from "commuting" up side streets to rte 7 (Like locust and Howard) by using traffic calming bumps}

{(s) 19. make at least some of the land south of the Maltex building into a public park with a year round building where students can go to learn about the lake, the local plants and wildlife. See if Rick Davis, who I believe still owns this, will make the land needed into a

donation in memory of his parents. Have access to barge canal when it is clean enough to use, have access to lake and beach Perhaps this building could, also, be a free public extension of the YMCA and the rest of the land used as the private extension of the YMCA with minimal impact to the land.}

{(t) 20. Clean up what is left of the specialty filaments building and make it into at least 2-3 stories of high end, high salary, non polluting businesses. Perhaps part of this building could contain trucks/cars that are owned by several people thus eliminating need for every family to own a truck they use once a month! And have electric cars to rent to do errands downtown.}

21. Think eco friendly, recycle everything you can, and do everything we can to reduce global warming for every thing we do with this land and roads.

Re Trucks can easily be replaced by the 1000's if we use our railroads to carry the freight.

if we all support the extension and repairs of our railroads so that they can carry more and more freight the entire length of Vermont. we can eliminate 1000's of trucks, and thus eliminate the entire reason we were trying to build this SC!!

Use the rr depot we already have to load and unload trucks for local deliveries.

Have stops at all major places, like Rutland, Middlebury, Vergennes, for trucks to load up for local deliveries.

Have each local delivery packed into one container for easy loading and un loading.

Talk with the people in Woodstock who have an even bigger truck problem than we do.

OK

So lets us think future, not past, and have whatever we do, decrease global warming, be eco friendly, be fun for everyone to use, be very simple in design, help our businesses grow, and make it part of what people want to travel to Burlington to see and do. Let us be the first to NOT use more roads for temporary solutions, and be an example for all other small cities to follow. Let us make this a very beautiful solution that reduces noise and traffic in all neighborhoods, not just one.

I am very willing to sit on any committee that is formed to redefine what we do if we succeed in defeating the building of the SC.

Call or write me anytime. Thank you for listening. Asleep, yet? Careful, I will take your photo!!

Carolyn L. Bates
Dec. 27, 2006

20 Caroline St
Burlington, Vt 05401

Response to Comment E42:

- (a) Refer to response H8(b).
- (b) This is not part of the purpose and need of the Southern Connector/Champlain Parkway.
- (c) Refer to responses H1(a), H6(a) and H21(c).
- (d) Refer to responses H3 and H4.
- (e) The scenario that you describe would not be eligible for the federal funding designated for the Southern Connector/Champlain Parkway and would require the City to reimburse FHWA for the money spent to date on the project.

Pocket parks would be included under either Build Alternative at the Southern Connector/Champlain Parkway intersection with Flynn Avenue. These areas could provide benches and landscaping.

- (f) The Preferred Alternative incorporates sidewalks along both sides of Pine Street from Lakeside Avenue to Main Street. Sidewalks and curb ramps will be in compliance with ADA standards.
- (g) The Southern Connector/Champlain Parkway could provide landscaping along Pine Street where appropriate. The Southern Connector/Champlain Parkway does not preclude the development of other amenities along Pine Street.
- (h) Both Build Alternatives incorporate granite curbing along Pine Street within the project's limits.

- (i) The addition of a two-way opposing left turn lane would require a widening of Pine Street. A widening of Pine Street would also impact the Pine Street Barge Canal Superfund Site.

Also, refer to response H3 and comment W5.

- (j) On-street parking will be maintained along the eastern side of Pine Street.
- (k) The driveway into the Maltex parking lot is currently offset from the intersection of Pine Street and Howard Street. The relocation of the driveway is not included as part of the Preferred Alternative due to the right-of-way, environmental and historical impacts.
- (l) Since the publication of the 2006 DSEIS, VTrans has established a policy regarding the enhancements to transportation projects. Therefore, the undergrounding of utilities along the C-6 Section would no longer be a project eligible expense.
- (m) Access to all businesses along Pine Street will be maintained.
- (n) Providing access to Lake Champlain is not within the scope of the Southern Connector/Champlain Parkway project. Also, use of the former Burlington Street Department property would result in the use of a Section 4(f) resource.
- (o) Cleaning up the businesses along Pine Street and Sears Lane is not within the scope of the Southern Connector/Champlain Parkway project.
- (p) Public transit does not satisfy the purpose and need of the Southern Connector/Champlain Parkway; however, the Southern Connector/Champlain Parkway does not preclude the use or expansion of public transit throughout the City of Burlington.

Also, refer to response H3.

- (q) Refer to response E37(h).
- (r) Refer to response E37(b).
- (s) The creation of a public park would not satisfy the purpose and need of the Southern Connector/Champlain Parkway project. The Southern Connector/Champlain Parkway project does not preclude the development of lands within the project's study area.
- (t) The former Specialty Filaments property was redeveloped subsequent to the issuance of the 2006 DSEIS.

Comment E43:

From: Bonnie [mailto:bonella@burlingtontelecom.net]
Sent: Thu 12/28/2006 12:23 PM
To: Burl-SEIS
Cc: cbates@carolynbates.com; oogs@burlingtontelecom.net
Subject: Southern Connector

Thank you for welcoming community input. I hope that all of it will be seriously considered.

Here are my thoughts and concerns regarding this project:

-The project only moves the noise problem from one neighborhood to another.

-Supporters say "Flynn and Home Aves. were never meant to be truck routes", but neither was Lakeside neighborhood or the ends of Lyman etc. which will end up receiving the truck noise.

{(a)-The project will only draw more traffic, and the neighborhood surrounding Maple, King and Pine St. intersections will suffer from even more congestion. I believe that if that neighborhood were occupied mostly by homeowners, you'd be hearing outrage from them, and the project would be squashed.}

-Similarly, it is equally devastating to the Lakeside neighborhood, which will be nearly cut off by the connector.

{(b) -We should be spending that 9 million to improve mass transit in this city.

-Many of us agree that on the existing section of the connector, the city could build a transit center (incl. VT Transit) and a park and ride, with shuttle buses into downtown. Why make it easier to bring more vehicles into town which is overcongested already?

-Incentives for commuters to use the shuttle buses (either through taxes or employers or businesses) could be used.}

-We need to be looking forward as a society, getting our cars off the roads and planning for more parks, not more roads.

{(c) -The project would permanently alter the southern part of the waterfront by altering its access, and by adding traffic noise.}

{(d) -It wastes resources and will create unnecessary pollution, merely through the building process.}

-Regarding the focus on truck traffic, most of the trucks are regular delivery trucks to specific businesses - thus, an agreement could be made with those trucking co.s and the businesses they serve, to enforce slower driving, non-use of jake brakes, etc. If we are to continue to consume the way we do, we must accept truck traffic!

-Otherwise, we go back to trains, which is not a bad idea! -I do not see the justification of spending the allotted federal money (plus the city's share) on a project that was conceived so long ago. That is not forward-looking. We can give the money back or propose a different project (transit center, e.g.) to the gov., but we are not obliged to keep it and use it just because it's there.

Please take these comments into consideration, as this is a huge and permanent project that affects many people in the community, as well as our environment.

Thank you,
Bonnie Anderson

Response to Comment E43:

- (a) Refer to responses H 2(a) and H6(b).
- (b) Refer to responses H3 and H4.
- (c) Refer to responses H6(a), H8(b), H20(c) and E27(b).
- (d) Construction of either Build Alternative would involve short-term impacts and use of resources, primarily related to construction activities, in order to enhance long-term productivity in the study area.

Comment E44:

From: brookebook@gmail.com on behalf of Brooke Hunter
Sent: Thu 12/28/2006 2:31 PM
To: Burl-SEIS
Subject: Southern Connector Comments

Please review these comments on the Southern Connector proposal.
They are also included as an attachment to this email.

Thank you,
Brooke Hunter

--

Brooke Hunter
Acting Executive Director
South End Arts + Business Association
e: brooke@seaba.com / p: 802.859.9222
www.seaba.com

MEMO

TO:

Wayne Davis, Project Supervisor, Vermont Agency of Transportation
Kenneth Sikora, Jr., Environmental Program Manager, Federal Highway Administration
Justin Rabidou, Municipal Project Manager, City of Burlington

FROM:

Mark Stephenson, President, South End Arts and Business Association (SEABA)
Brooke Hunter, Acting Executive Director, South End Arts and Business Association (SEABA)

RE: Review of Southern Connector Plans

DATE: December 28, 2006

The South End Arts and Business Association has been active in Southern Connector planning for the last seventeen years. Since 1989, SEABA has hosted many community forums and discussion groups to assess the impact of Southern Connector planning on Burlington's South End. The following is a list of areas of concern that interested South End parties have brought up at forums we've held in the past. Based on the collective feedback of our membership over the years, we hereby reiterate their opinions regarding amenities that should be implemented as part of Southern Connector planning:

Communication:

{(a) Communicate progress of plan with community through ongoing public forums which are widely publicized.}

Construction:

{(b) Make every effort to consolidate construction into one construction season.}

{(c) Rebuild the offset between the Maltex Building parking lot curb cut and Howard Street to create a cleanly squared off intersection AND provide a traffic light to accommodate businesses, pedestrians, bicyclists, and drivers in the area.}

{(d) Repave curbs and sidewalks, establishing greenbelt where appropriate. Where possible, remove unused railroad tracks, and replace remaining tracks with rubber matting to accommodate cyclists and motorists.}

{(e) Maintain on street parking to the greatest extent possible.}

{(f) Assess current sewage and drainage problems on Pine St. and ensure construction addresses these issues.}

Pine Street Identity

{(g) In order to designate and preserve the character of the community, consider additions of: consistent signage at entry points (on Rte. 7 at Home Ave. and King St.) and along Pine St.; plaques marking historical buildings; low-maintenance landscaping; and park benches. SEABA continues to be available for consultation on these issues.}

Traffic Management:

{(h) Devote attention to ensuring smooth traffic flow, with emphasis on intersections at King St, Maple St., and Howard St. We propose a pedestrian activated traffic signal at the Howard St. intersection.}

{(i) Pedestrian sidewalks and bikeways should be built along the west side of Pine St. from Kilburn St. to Lakeside Ave.}

Thank you for allowing public comments on the current proposal for the Southern Connector plan. We hope you take time to consider our suggestions, as they have been developed based on many years of feedback from people and businesses that will be directly affected by the Southern Connector. We would like to have an active role in the continued planning of the Southern Connector. We welcome any opportunity to meet with you to discuss SEABA's vision for Pine Street and the South End. If you have any questions, please contact Acting Executive Director, Brooke Hunter at 802-859-9222, or Brooke@seaba.com, or Mark Stephenson, President of SEABA, at 802-658-6055, or Mark@vtenergy.com.

Response to Comment E44:

- (a) Public involvement is part of the process through the final design phase.
- (b) Under Build Alternative 2, it is anticipated that the construction of the C-1 and C-2 Section would require one and one-half construction seasons. The C-6 Section would begin subsequent to the completion of the C-1 and C-2 Section and would require one construction season.
- (c) Refer to response E45.
- (d) New curb would be installed under either Build Alternative.
- (e) On-street parking would be provided along Pine Street, where permitted, under either Build Alternative.
- (f) Build Alternative 1 would include drainage improvements along the entire C-6 Section. Build Alternative 2 would only address areas of drainage concerns, such as the intersection of Pine Street and Lakeside Avenue.
- (g) Appropriate signing and landscaping would be provided under either Build Alternative. Additional public involvement would occur during the final design phase for the Selected Alternative.
- (h) Acceptable level-of-service (LOS) would be provided at these intersections under either Build Alternative.

Also refer to response E45.

- (i) A continuous sidewalk would be provided on the east side of Pine Street under both Build Alternatives. A continuous sidewalk would also be provided on the west side of Pine Street under Build Alternative 2. Under Build Alternative 1, a continuous sidewalk would be provided on the west side of Pine Street from Lakeside Avenue to Howard Street.

Comment E45:

From: Roger Dickinson [mailto:roger@ldengineering.com]

Sent: Thu 12/28/2006 3:00 PM

To: Burl-SEIS

Cc: Rick Davis; Larry Williams; L&D

Subject: Southern Connector DEIS comments

Gentlemen,

Attached is pdf of a letter which we are submitting on behalf of Mr. Rick Davis and Mr. Larry Williams with comments on the Southern Connector Draft EIS.

Paper copies are also being mailed directly to Mr. Sikora and Mr. Davis.

Roger

Roger Dickinson, P.E., PTOE
Lamoureux & Dickinson Consulting Engineers, Inc.
14 Morse Drive
Essex, VT 05452
Tel: 802-878-4450
Fax: 802-878-3135
roger@ldengineering.com

Comment E45:

December 28, 2006

Kenneth R. Sikora, Jr.
Environmental Program Manager
Federal Highway Administration
P.O. Box 568
Montpelier, VT 05601

RE: Southern Connector Draft Supplemental EIS
Burlington

Dear Mr. Sikora,

We are writing on behalf of Mr. Rick Davis and Mr. Larry Williams, owners of commercial and residential properties adjacent to the Pine Street and Howard Street intersection. Both Mr. Davis and Mr. Williams have significant concerns related to future traffic conditions with the Southern Connector, and requested that we review the DEIS. We submit the following comments on their behalf:

1. In the year 2028, average daily traffic volumes on Pine Street between Lakeside Avenue and Maple Street are projected to increase to 16,300 vpd (vehicles per day) with Build Alternative 2. Peak hour volumes, which we calculated from Figures 4-19 and 4-20, will be approximately 1,780 vph and 1,890 vph during the morning and afternoon peak hours, respectively.

These peak hour volumes essentially average out to a vehicle every two seconds. Future traffic operations and safety at stop-sign controlled intersections and major driveways will suffer because of limited gaps between successive vehicles.

2. The DEIS indicates that both side street approaches of the Pine & Howard intersection will experience level of service F. However, it is not readily apparent in the text or in the figures and tables that future delays at this intersection will be considerably greater than what exists today.

We found that the DEIS does not contain a complete set of traffic analyses for Build Alternative 2. Additionally, we could not replicate the analyses at Pine & Howard for Build Alternative 1 in the year 2028. We therefore performed a new set of capacity analyses at this intersection using HCS v5.21. The results of our analyses are tabulated on the following page.

(a)

(b)

Average Delays (seconds per vehicle) at Pine & Howard							
	Year	Howard Street Approach			Maltex Approach		
		No-Build	Build #1	Build #2	No-Build	Build #1	Build #2
AM Peak	2008	95	855	326	34	113	53
	2028	264	1,326	547	45	147	68
PM Peak	2008	107	748	418	72	370	170
	2028	242	1,055	469	102	409	182

The change from background no-build delays to future delays with Build Alternative #2 can be seen by comparing the bold numbers in the above table. The Howard Street approach will see its delays increase by 450-500%, and the Maltex Approach will see its delays increase by approximately 200-250%. These are extremely large increases which will negatively affect both traffic safety and the ability to access adjacent businesses on Howard Street and in the Maltex Complex.

It is our opinion that both Build Alternatives #1 and #2 should include signaling the Pine & Howard intersection in order to mitigate the above large increases in delays once the Southern Connector is opened.

3. Curiously, the Maltex curb cut is proposed to be realigned directly opposite Howard Street for Build Alternative #1, but not for Build Alternative #2 (Figure 2-13, Drawing 7 vs. Figure 2-14, Drawing 7). With the Maltex curb cut presently being slightly offset from Howard Street, realigning the Maltex curb cut is an appropriate access management practice that should be implemented regardless of the selected build alternative. (c)
4. Future traffic projections at Pine & Howard do not appear to include any allowance for future development of the 453 Pine Street parcel or continued redevelopment of the former Specialty Filaments site. The DEIS, in our view, should consider future development of both parcels consistent with existing zoning and master plans. (d)
5. We are concerned about the difficulty in making left-turns from Pine Street entering the Maltex curb cut and onto Howard Street. The DEIS traffic numbers show the Maltex entering left-turn volume being 15-20 vph. Opposite, in the southbound direction, left-turns onto Howard Street are in the 20-50 vph range, depending on time of day and alternative. Obviously, if left-turns are problematic on a two-lane roadway, through traffic flow will be impeded. (e)

We recommend that the DEIS include a more thorough analysis of how left-turns at this intersection will impact future traffic flow, congestion and safety conditions along the C-6 section.

6. Both Build Alternatives 1 and 2 show a pedestrian crosswalk crossing Pine Street at the Howard Street intersection. Build Alternative 2 shows that crosswalk dumping directly into the Maltex curb cut. That is unacceptable.


Our clients are also concerned about the ability of pedestrians to safely cross Pine Street at this location without having the benefit of a traffic signal. With Build Alternative 2, the closest signalized pedestrian crossings will be Maple Street to the north and Lakeside Avenue to the south. Each of those are approximately 2,000 ft distant from Howard Street.

(f)

Ongoing residential and commercial revitalization along both sides of Pine Street in this immediate area will certainly increase future numbers of pedestrians desiring to cross Pine Street. Safe pedestrian movement should be a priority. We are concerned that this portion of the C-6 Section will not provide a pedestrian friendly environment, and recommend that if a traffic signal is not installed at this intersection, consideration be given to installing a pedestrian activated signal.

We hope that the foregoing comments focus attention on the need to provide safe and efficient traffic flow at the Pine & Howard intersection with the Southern Connector. Please feel free to call me should you have any questions or if we may be of additional assistance.

Sincerely,


Roger Dickinson, P.E., PTOE

cc. Wayne L. Davis, VTrans
Rick Davis
Larry Williams

Response to Comment E45:

- (a) This comment confirms the information on traffic volumes provided in the 2006 DSEIS. Traffic analyses indicate acceptable LOS on Pine Street.
- (b) Build Alternative 2 includes intersection attributes for the southern section of the project that are also the same as for the C1-C2 Only alternative. One set of these analyses are included in Appendix 3 which apply to both alternatives.

The analyses presented by the commenter are consistent with the analyses contained in the 2006 DSEIS. It is noted that the comparison of No-Build and Build Alternative 2 conditions as stated in the comment is misleading, in that it compares the No-Build delay for the design year 2008 to the delays in Build Alternative 2 for the 20-year (2028) design horizon. However, the 2006 DSEIS traffic evaluations provide the same determination that traffic volumes on Pine Street in the vicinity of Howard Street will be substantial in the 2028 design year regardless of whether the Southern Connector is constructed or not. It is noted that the difference in two-way volume on Pine Street in the vicinity of Howard Street is projected to be only 150 vehicles in the peak hour between the No-Build Alternative and Build Alternative 2.

The vehicle delay and level of service for the minor street approaches to this intersection will also change substantially over time as traffic volumes at this intersection increase, irrespective of the alternative selected for construction (or the No-Build). However, these changes in traffic volumes and levels of service conditions are likely to occur over a 20-year period. As noted above, the consequence of constructing Build Alternative 2 will produce a relatively minor increase in traffic flow on this section of Pine Street compared to the No-Build condition. The traffic control decision for this intersection is therefore not directly correlated to the construction of the Southern Connector/Champlain Parkway.

The City is exploring options for long-term future traffic control strategies at this intersection to balance the various considerations of traffic operations and safety at this location. These considerations include: [1] the priority function of Pine Street, [2] access to local business and neighborhoods, [3] pedestrian access and safety, and traffic calming. The 2008 traffic volumes at Pine Street and Howard Street do not meet the Peak Hour Volume Warrant for signal control under any of the No-Build or Build alternatives. This suggests that it would be appropriate to continue monitoring the conditions at this location for future control improvements. It is also noted that none of the alternatives considered for the Southern Connector preclude the ability to install a traffic signal if determined to be warranted in the future.

- (c) The difference in treatment of this access in the Build Alternatives relates to the limits of construction on this section of Pine Street and potential right-of-way impacts.

- (d) The future traffic volumes were based on the regional travel demand model for the 20-year design horizon. Development or redevelopment of specific sites within the corridor were not explicitly analyzed and are not normally analyzed under standard methodology. The impacts and access requirements for these projects should be addressed in accordance with the City's normal site plan review and approval procedures. The Southern Connector project does not make specific accommodations for these private developments nor does the project limit the opportunities for development compared to No-Build conditions.
- (e) The left-turn conditions at this intersection are comparable to the left-turn movements at all unsignalized intersections in the corridor. The traffic volumes on Pine Street in No-Build and Build conditions will affect left-turn movements. Early concepts for the project included provision of a center median/left-turn lane throughout the Pine Street corridor; however, it was found that this would have a substantial negative impact on on-street parking, bicycle accommodations, community character and right-of-way impacts. Based on considerations of these factors, the alternatives advanced for consideration do not include this feature.
- (f) The location of pedestrian crosswalks will be refined during the preparation of final design plans, once a Build Alternative is selected. The location of the pedestrian crossing has no bearing on the identification of the Selected Alternative.

Considerations of pedestrian accessibility at this location as a result of ongoing residential and commercial revitalization can be monitored and assessed as this redevelopment occurs. The selection of a preferred Build Alternative does not affect the options for future traffic control at this intersection.

The Preferred Alternative would accommodate pedestrians along Pine Street with sidewalks, crosswalks, ramps in compliance with ADA standards and pedestrian actuated signals.

Comment E46:

From: Nancywoodbba@aol.com [mailto:Nancywoodbba@aol.com]

Sent: Thu 12/28/2006 4:19 PM

To: Burl-SEIS

Subject: Comment on the So. Connector/Champlain Parkway EIS

December 28, 2006

Re: Comments on the Draft Supplemental Environmental Impact Statement on the Burlington Champlain Parkway/Southern Connector MEGC-M5000(1)

To: Mr. Kenneth R. Sikora, Jr., Environmental Program Manager, Federal Highway Administration

Mr. Wayne L. Davis, P.E., Vermont Agency of Transportation

From: Nancy Wood, Executive Director, Burlington Business Association

Dear Mr. Sikora and Mr. Davis:

After reviewing the EIS, and attending the November 30th Public Hearing, I support moving ahead with construction of the Champlain Parkway. The C-1 and C-2 sections especially will have economic and social benefits for the City of Burlington by significantly improving truck access to businesses in Burlington's enterprise district, while providing relief from truck and commuter traffic in the City's southend residential neighborhoods. The design of these sections has taken into consideration years of public input and meets the multiple needs for automobile and truck access to that part of the city, while being pedestrian and bicycle friendly. Also, these sections will efficiently deliver commuter traffic to the site of the CCTA PARC Shuttle lot at Sears Lane, which will help encourage greater participation in this alternative to downtown parking.

Upgrading Pine Street with the C-6 section will benefit that growing commercial district. Under the "Build Alternative 2," ***{I believe the intersections at Maple and King Street are workable with the new signals proposed. I understand that there are concerns of residents about increased traffic at those intersections, and my suggestion for minimizing these impacts is to direct traffic bound for the Church Street Marketplace and the Campus Districts onto Rt. 7/Shelburne Street rather than the Champlain Parkway. Appropriate signage at the intersection of I-189/Rt 7 could accomplish this.***

Also I would suggest that Kilbourn Street be used to divert some of the Champlain Parkway/Pine Street traffic to the City Center before it reaches the Maple and King Street intersections}, and, if feasible, that the Battery Street "Build Alternative 1" continue to be considered for Waterfront, Ferry and through-city traffic.

Thank you for your consideration.

Sincerely,

Nancy Wood

~~~~~  
Nancy E. Wood, Executive Director  
Burlington Business Association  
110 Main Street, Suite 3B  
Burlington, Vermont 05401  
Tel 802-863-1175 \* Fax 802-658-5866

*Visit our website for Membership Directory, Calendar, Committee Information & Member-to-Member Discounts: <http://www.bbavt.org/>*

*Our mission is to enhance and promote the economic vitality of Burlington and to assure that the City of Burlington continues as the cultural, social, political, educational and economic center of northwestern Vermont.*

**Response to Comment E46:**

As stated in the 2009 FSEIS, the installation of traffic signals at the intersection of Pine Street at Maple Street and Pine Street at King Street provide acceptable levels-of-service (LOS). Therefore, additional measures to divert traffic from the proposed alignment are not required as part of the Southern Connector/Champlain Parkway project.

The City could pursue these measures to direct traffic destined for these specific locations as a separate project.

**Comment E47:**

**From:** Joe Reinert [mailto:JReinert@ci.Burlington.vt.us]

**Sent:** Thu 12/28/2006 5:06 PM

**To:** Burl-SEIS

**Cc:** Carol Duncan; Jonathan P.A. Leopold, Jr.; Joe McNeil; Michael Monte; Steve Goodkind

**Subject:** Champlain Parkway DEIS comments

Hello,

Please find attached a letter from Burlington Mayor Bob Kiss with comments on the Champlain Parkway Draft Environmental Impact Statement, along with another attachment referenced in the letter.

Please let me know if you have any problems opening these attachments or any questions. Thank you.

With best regards,

Joe Reinert  
Assistant to the Mayor  
Room 34, City Hall  
Burlington, VT 05401  
(802) 865-7275

**Comment E47:**

**Office of  
the Mayor  
Burlington,  
Vermont**



**Bob Kiss  
Mayor**  
Room 34, City Hall  
Burlington, VT 05401  
Tel: (802) 865-7272  
Fax: (802) 865-7270  
TDD: (802) 865-7142

December 28, 2006

Mr. Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
P.O. Box 568  
Montpelier, Vermont 05601

RE: Comments on Champlain Parkway Draft Supplemental Environmental Impact Statement

Dear Mr. Sikora,

As mayor of Burlington, I share the commitment of my predecessors to this project's goals which are to restore and preserve the livability of our South End neighborhoods and to maintain the vitality of our commercial areas. About a year ago, facing what appeared to be insurmountable short term issues regarding rail yard impacts, the City and V-Trans agreed to pursue an approach to this project that deferred realizing most of the project goals in the Maple/King/Pine Street neighborhood until a later date. This scaled back version of the project, known as Build Alternative #2, has now been identified as the preferred alternative in the draft EIS that is currently under review. Recent events, however, lead me to believe that the opportunity is within our grasp to fulfill all of the project goals now. In light of this, I am requesting that as part of the DSEIS review, strong consideration be given to Alternative #1 and to restore its designation as the preferred alternative.

To support this request I have attached a copy of a letter from Dave Wulfson, President of Vermont Railway, to Neale Lunderville, V-Trans Secretary, describing steps the railroad is willing to agree to in order to facilitate the construction of the link from Pine Street to Battery Street.

This letter is significant for two reasons. One, this is the first time that the Railroad has expressed in writing its approval of a facility relocation plan with an agreement to take an active role in making this happen. Second, by agreeing to discontinue the use of the Whiting Spur track, the roadway can be shifted in order to eliminate the need to demolish any of the historic old Burlington Street Department building, which otherwise is a significant 4(f) issue.

While the city supports whichever alternative is selected in the EIS, I believe it is clear that Alternative #1 represents the best option to address our needs and meet project goals without

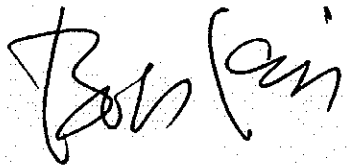
causing a significant increase in traffic to a neighborhood anticipating a traffic reduction resulting from this project.

I also have the following list of questions/requests related to the various alternatives that I would like to see answered in the EIS:

1. What will the addition of a left turn lane at Maple Street and Pine Street do to the level of service of that intersection? We realize the need to balance the reduction in delay that would be realized with a turn lane with the additional traffic volume that such a design element would encourage. (a)
2. What are the minimum curb radii along the C2 segment that would allow for minimal encroachment of trucks into oncoming lanes while keeping intersection width to a minimum to allow for a safer pedestrian experience? (b)
3. What is the requirement for sound attenuation at the cul-de-sacs along Section C2? If no sound attenuation is required, but there is a desire for it from adjacent property owners, what means could be used to achieve this effect? (c)
4. What lighting level was used to design the lighting for this project? Does the lighting design take into account the close proximity of residential neighborhoods? (d)

Thank you for your consideration of these issues and concerns and your ongoing support of the city in its search to find the best solution for the people of Burlington and Vermont.

Sincerely,



Bob Kiss, Mayor



General Offices  
One Railway Lane, Burlington, VT 05401-5290  
Tel (802) 658-2550  
Fax (802) 658-2553

RECEIVED DEC - 7 2006



December 7, 2006

Mr. Neale Lunderville, Secretary  
Vermont Agency of Transportation  
1 National Life Drive  
Montpelier, VT 05633-0001

HAND DELIVERED

Re: Burlington MEGC - M5000(1)  
Southern Connector/Champlain Parkway

Dear Neale;

Vermont Railway recognizes the need to relocate the VTR commercial and switching rail yards has been a major impediment to the construction of the "Pine St. Spur" of the Southern Connector. Recent developments including the closing of the Specialty Filaments (the old Whiting property) and the potential for VTR to purchase the Havey property have finally made the relocation of the commercial rail yard feasible. As a result, VTR is prepared to work with the City of Burlington on the relocation of its' commercial rail yard from the Burlington Waterfront. This will enable the City to complete the Southern Connector to Battery Street as originally proposed and will encourage the redevelopment of the former rail yard.

In order to achieve this outcome and to mitigate the loss of VTR's commercial and switching operations, VTR will agree to work with the state and city to:

1. Secure a long term option from Dennis Havey to purchase the Havey parcel.
2. Relocate its' commercial yard onto the Havey parcel.
3. Agree to stipulate through a covenant that if VTR were to leave the waterfront rail yard location and cease to operate it as conditioned in the State-VTR lease, VTR would provide the State with a perpetual lease for the Havey property for railroad purposes.
4. Relocate the switching yard off the waterfront, if a suitable location can be found. The relocation of the yard has yet to be determined, but it may include properties in Burlington and as far south as Shelburne.

In order to accomplish this, the City will need to do the following:

1. Obtain transportation funds to pay for the acquisition (including funds for the options) and relocation of the VTR commercial yard onto the Havey parcel.
2. Obtain funds for the acquisition and relocation of the switching yard off of the waterfront.
3. Build the "Pine St spur" from Pine to Battery through the state owned VTR property

*"Serving New England's Industry With Pride"*

Page 2

In my opinion, these activities can be conducted in two phases. The relocation of the commercial yard and the construction of the spur should be done as part of the Southern Connector project which is presently in the EIS process. The relocation of the switching yard can take place at a later time, perhaps when a suitable location has been found and redevelopment opportunities have been explored.

The concepts outlined above will allow the Southern Connector Project to finally be completed and in doing so to achieve the long sought goal of neighborhood traffic mitigation from King Street to Home Ave. If VTR, the City and VTrans work together we can finally make this happen.

Sincerely,



Dave Wulfson, President  
Vermont Railway, Inc.

✓ CC: Robert Kiss, Mayor, City of Burlington



**Response to Comment E47:**

- (a) The traffic analyses performed for the SEIS indicate that the addition of a left-turn lane at the intersection of Pine Street and Maple Street would not provide a benefit to the overall LOS at the intersection. The left-turn lane would provide approximately a five second reduction in the delay at the intersection. The benefits generated by the addition of a left-turn lane were not considered to be enough to outweigh the loss of on-street parking by the City.

Refer to Section 2.2.11 for additional information.

- (b) Design vehicles were selected for each turning movement at each intersection based on the anticipated vehicle usage. The Southern Connector/Champlain Parkway was designed to accommodate WB-62 design vehicles. The intersections along the C-2 Section were design to accommodate the WB-50 design vehicles anticipated to be accessing the industrial areas located west of the C-2 Section. These same intersections along the C-2 Section provide access into the residential areas to the east for SU design vehicles to accommodate emergency vehicles and local delivery trucks.
- (c) Refer to responses H6(a) and H20(a).
- (d) Refer to responses H21(c).

**Comment E48:**

**From:** Juli Beth Hinds [mailto:jhinds@sburl.com]

**Sent:** Fri 12/29/2006 9:29 AM

**To:** Burl-SEIS

**Cc:** Davis, Wayne; jcondos@aol.com; chafter@sburl.com; sgoodkind@ci.burlington.vt.us; 'Scott Johnstone'

**Subject:** comments on DEIS

Attached are the City's comments on the Southern Connector DEIS. A hard copy will follow by mail. Thank you! Juli Beth Hinds

## Comment E48:

December 28, 2006

Mr. Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
P.O. Box 568  
Montpelier, Vermont 05601

Mr. Wayne L. Davis, Project Supervisor  
Vermont Agency of Transportation  
Drawer 33  
Montpelier, VT 05633

RE: Southern Connector/Champlain Parkway  
MEGC-M5000(1)

Dear Mr. Sikora and Mr. Davis,

The City of South Burlington would like to submit the following comments regarding the Draft Supplemental EIS for the Southern Connector/Champlain Parkway.

First and most important, the City strongly supports completion of Build Alternative 1. Access to the Burlington core and improved quality of life in all regional neighborhoods has long been among the key transportation and economic development goals supported by the City. We believe that Build Alternative 1 supports these goals and is desirable for both cities and the region.

With that in mind, the City believes that two important areas of analysis were omitted from the EIS.

1. Shelburne Road intersection analysis

We disagree strongly with the notion that there would be no impacts – positive or negative – on intersections south of the Route 7 – I-189 intersection under any of the alternatives, notably the no-build. An EIS is intended to evaluate all potential impacts, and the omission of any traffic analysis to the south of the project's start is simply not consistent with appropriate standards of analysis. At a very minimum, there must be level of service evaluations of the following intersections as part of this EIS:

- (1) Swift Street and Route 7
- (2) Queen City Park Road/Southern Connector and Route 7
- (3) Lindenwood Drive and Route 7
- (4) Brewer Parkway/K-Mart and Route 7

(a)



(5) Laurel Hill Drive/Fayette Road and Route 7 (a)

The exclusion of the Queen City Park Road and Lindenwood Drive intersections from this analysis is especially troubling. It is amply apparent from the traffic analysis that there will be substantial impacts on this area. We note that turning movement projections for the Southern Connector-Route 7 intersection were not completed at all for the no-build alternative<sup>1</sup>, which makes it challenging for the city to evaluate these impacts.

(b)

We further believe that the alignments of Queen City Park Road and Lindenwood Drive must be evaluated as part of planning any build alternative for the Southern Connector. Within the past year, we have been in contact with the Burlington Department of Public Works regarding a proposal for adjusting these roadway alignments to improve traffic safety, levels of service, and also the ability to create a safe recreation path crossing at this point – an issue that VTrans has in fact studied within the past three years. The lack of analysis of this area in the DEIS, omitting even turning movement, traffic count and LOS projections for directly affected intersections, does nothing to further any of these important public purposes.

(c)

In short, treating this area as static and unrelated to the project is wholly inadequate. There must be a comparable analysis of the traffic issues in this area for the DEIS to be complete.

2. Queen City Park Road Bridge

Another key transportation link in this area is the Queen City Park Road bridge, which at present is a one-lane structure. The DEIS omits analysis of the implications of the Southern Connector for the bridge, which represents a major hole in the evaluation. Certainly, opening the C-1 section to traffic will affect trip distribution in the area and it may well have effects on the use of the bridge by car and truck traffic. Without a reasonable analysis, the City cannot be sure of what effects can be expected.

(d)

We understand that the City of Burlington recently re-initiated an evaluation of the bridge's sufficiency and alternatives for its reconstruction. At a minimum, as part of the EIS, a basic trip distribution analysis is required to help inform planning efforts.

In closing, we would take this opportunity to request that VTrans formally initiate scoping for reconstruction of the upper portion of Shelburne Road from

(e)

<sup>1</sup> Please see Figures 4-1 through 4-4

the terminus of the recent reconstruction project to the traffic circle at South Willard and South Union Streets. Again, the City strongly supports Build (e) Alternative 1 – once the impacts on South Burlington outlined above have been fairly evaluated – but hopes that VTrans will recognize that in a regional context, upper Shelburne Road is just as vital to the well-being and economic health of thousands of workers and residents in Northwest Vermont. We sincerely hope to see a comparable engineering effort to the recent Shelburne Road project underway within the next two years, along with resolution and progress on construction of the Southern Connector.

Thanks very much for the opportunity to submit these comments. We look forward to continuing to work with both of your agencies and the City of Burlington on completion of the Southern Connector.

Sincerely,

Juli Beth Hinds, AICP  
Director of Planning & Zoning

**Response to Comment E48:**

(a) Limits of Study Area

As noted in Section 3.2 of the 2006 Draft Supplemental EIS, the purpose of the analysis of the secondary study area was to provide a general context for evaluating the potential ancillary effects of the various Build alternatives. However, this analysis purposefully does not include any recommendations for improvements in the secondary study area as that level of study is beyond the scope and intent of the Supplemental EIS. The rationale for this approach was that the overall regional impacts and benefits of the Southern Connector project were demonstrated by the 1979 FEIS. The scope and intent of the SDEIS, as established by FHWA and the State, was to identify alternative treatments of the northern terminus of the Southern Connector/Champlain Parkway.

(b) The model information developed for the SEIS indicates that, while the alternatives considered for the north section of the Connector will have locally positive impacts consistent with the project goals and objectives, they do not have a regional significance beyond those considered by the 1979 FEIS. A comparison of the 2028 No-Build and Build alternatives provided in the 2006 DSEIS (Figures 4-3, 4-4, 4-11 and 4-12) show that the two-way volumes on Route 7 south of the I-189 interchange will change by approximately 175 vehicles in the peak hours with the construction of either Build alternative, which represents a variance of 4% from the No-Build condition. This nominal change in traffic volume will not have a substantial impact on the traffic operations of Route 7 south of the I-189 interchange.

(c) The commenter's proposal to investigate opportunities to adjust the alignments of Queen City Park Road and Lindenwood Drive to improve traffic operations, safety and pedestrian/bicycle connectivity is an important public interest. However, these issues are not directly associated with the impacts and issues considered by the SEIS for the completion of the Southern Connector project and consequently the two issues have independent utility and should be evaluated through separate processes.

(d) The construction of the Southern Connector project will provide improved accessibility from Industrial Parkway and the residential neighborhoods along Austin Drive to access the regional transportation system. The travel demand models of the project study area for the Build alternatives indicate that the travel patterns to and from Home Avenue west of Pine Street will be essentially the same as in the No-Build alternative, although some minor shifts in traffic distributions are indicated. It was concluded from review of this data that the Southern Connector Build alternatives would similarly not contribute to a substantial change in traffic volumes or operations on the other roadways serving the Industrial Parkway and Austin Avenue areas, including Queen City Park Road and the one-lane bridge.

As noted by the commenter, the City has initiated an evaluation of the bridge's overall sufficiency and long-term utility and, as part of that process, will evaluate the needs and issues for rehabilitation or replacement. As indicated by the traffic analysis, the Southern Connector project is not anticipated to have a substantial impact on these bridge issues or long-term solutions for the Queen City Park Road corridor.

- (e) Requests for projects within the limits of the City of Burlington should be made by the City of Burlington.

**Comment E49:**

**From:** Harris Roen [mailto:roen@sover.net]

**Sent:** Fri 12/29/2006 1:20 PM

**To:** Burl-SEIS

**Subject:** Champlain Parkway Comments

I am writing in support of completing the Champlain Parkway. I think it will improve overburdened traffic conditions in “The Addition” neighborhood and adjacent South Burlington neighborhoods, and will more efficiently move vehicles to and from downtown for commerce and tourism.

*{(a) I do believe there needs to be pedestrian/bicycle friendly crossings at Home Ave and Flynn Ave so that people east of the Parkway can easily access the lake.}*

I prefer Alternative #1, where the road goes west of Gregory’s Hardware. This will greatly alleviate additional traffic on Pine Street around Maple and King Streets, which is already currently a problem. *{(b) If that alternative is cost prohibitive, then I could live with Alternative #2, where the Parkway continues down Pine Street. If that happens, I would highly recommend making Pine Street a one-way north somewhere around Maple of Kilburn Street, and correspondingly making St. Paul Street a one way south. In fact, I believe these one-ways should be done currently regardless of what happens with the Champlain Parkway, since these streets already pose a traffic problem.}*

Please confirm that you have received these comments.

Thanks for you consideration.

Harris Roen  
46 Scarff Ave.  
Burlington, VT 05401  
802-658-2368 phone  
802-860-7222 fax  
lm@roen.net

**Response to Comment E49:**

- (a) The intersections of Home Avenue at the Southern Connector/Champlain Parkway and Flynn Avenue at the Southern Connector/Champlain Parkway would provide accommodations for bicyclists and pedestrians under either Build Alternative.

Refer to responses H8(b) and H18.

- (b) Refer to responses H1(b) and E6(b).

**Comment E50:**

**From:** Erica Green [mailto:esgreen05@hotmail.com]

**Sent:** Fri 12/29/2006 3:01 PM

**To:** Burl-SEIS

**Subject:** comments regarding the southern connector

To Whom It May Concern:

My name is Erica Green, and I am a resident at 20 Arthur Court. I was present at the DEIS hearing back in November, and have a few more questions that I would like to ask:

*{(a) 1. Does the construction of the SC impact any wetlands?}*

*{(b) 2. What pollution will be created by building the SC?}*

*{(c) 3. What will the light pollution be of the "historic lamps" placed along the center of the SC? And will they remain on all night?}*

*{(d) 4. Will there be a sound barrier built between the SC and the homes between Route 7 and Home Ave, and if so, who will be taking care of all of the graffiti that I am certain, will show up on these barriers (as it has in quite a few places around town).}*

*{(e) 5. What will happen to the bike path that now runs along the length of the SC from Queen City Parkway to Home Ave?}*

*{(f) 6. What noise pollution will be created by the traffic that will effect the homes?}*

*{(g) 7. What air pollution will be created?}*

*{(h) 8. Since the access to Queen City Parkway from Pine Street will be blocked and vice versa, what is your proposal for re-routing that traffic, and what will we do when that traffic becomes too difficult for alternate roads to handle?}*

I am not sure that moving traffic from one street down the block to another, will remedy this situation. After attending the hearing and veiwing the options, I am difficulty believing that this is a viable solution to traffic issues in Burlington.

Thank You.

Sincerely,

Erica S. Green  
20 Arthuir Court  
Burlington VT 05401  
802 862 9730

**Response to Comment E50:**

- (a) Yes. As detailed in Section 4.5.1, Build Alternative 1 would impact approximately 0.78 acre of Class III wetlands. Also, Build Alternative 2 would impact approximately 0.69 acre of Class III wetlands.
- (b) Refer to response H1(a).
- (c) Refer to response H21(c).
- (d) No sound barriers would be required under either Build Alternative.  
  
Refer to response H6(a).
- (e) The existing path connecting Queen City Park Road to Home Avenue will remain. The proposed shared-use path along the C-2 Section will connect the existing path and provide continuous access from Home Avenue to Lakeside Avenue.



- (f) Refer to response H6(a).
- (g) Refer to response H1(a).
- (h) Access to Queen City Park Road would be maintained at U.S. Route 7 and Industrial Parkway under either Build Alternative.

**Comment E51:**

**From:** Jay Vos [mailto:jamespvos@yahoo.com]  
**Sent:** Fri 12/29/2006 9:36 PM  
**To:** Burl-SEIS  
**Subject:** DSEIS COMMENT on Burlington Southern Connector

To Whom It May Concern:

**Re:** Burlington Southern Connector a.k.a. Champlain Parkway

I am a resident of Ward 5 in Burlington and am against the construction of the Southern Connector in Burlington. It will not relieve traffic. The proposed parkway may relieve truck traffic in some neighborhoods but it would only do so by moving that traffic to other neighborhoods (I live in Lakeside). We don't want more traffic in our city. Have you people ever heard of a carbon footprint?

I am a member of the Burlington Board of Health and am concerned about the environmental impact of building the Connector. *{(a) Not only will we have increased long-term maintenance costs, exhaust pollution, traffic and noise}*, additionally, Burlington will have to pay for *{(b) increased run-off pollution (effecting Lake Champlain) - already a serious and costly problem in the South End}*. Building this construction project will not make Burlington a green city!

*{(c) My suggestion is to move the proposed South End (sic) Transit Center at the end of the current I-189 ramp (at the intersection with Home Avenue) and increase the public transportation (monorail, mini-buses) to downtown to accomodate commuters and residents along the route. Look to the long-term future and not just some short-term band-aid to "fix" traffic. I don't mean park & ride lots and kiosks either, but a concerted collaborative effort by the city, suburban towns and county transportation agencies to promote public transportaton. Have you thought of trains (the Champlain Flyer)?}*

No to the Southern Connector!!!

Thank you.

Sincerely,

James P. Vos  
42 Conger Avenue, #6  
Burlington, VT 05401  
802-324-8219

**Response to Comment E51:**

- (a) Refer to responses H1(a) and H6(a).
- (b) Refer to responses H10(a) and H15.
- (c) Refer to responses H3 and H4.

**Comment E52:**

**From:** Owen Mulligan [mailto:ombreath@yahoo.com]  
**Sent:** Fri 12/29/2006 11:42 PM  
**To:** Burl-SEIS  
**Subject:** Southern Connector

I got one word for this project...

NO!

Owen Mulligan  
375 S. Winooski Ave. #3  
Burlington, VT 05401

PS It's still Friday so my comment should be included.

**Response to Comment E52:**

Comment noted. No response required.

**Comment E53:**

From: KD [mailto:dawson\_artist@yahoo.com]  
Sent: Fri 12/29/2006 11:49 PM  
To: Burl-SEIS  
Subject: comment on southern connector

Folks,

Eleventh hour, literally, and I am very tired, but suddenly moved to write some thoughts down.

I am not excited to see Burlington embark on a project that takes us back to the 20th century. Why not just scrap it? It's an albatross, it's loomed over us for long enough, the very idea is likely inhibiting forward thinking to a really exciting and a truly progressive landscape.

Infrastructure is a good thing in the right place, but my concerns are

- 1) That we seem to be about to waste one of, if not the most important draw to our lovely lakefront community; that is, lake front.
- 2) At best it's a boondoggle; worst case, *{we will really have a nightmarish situation on Pine street, with the morning commuters backing up there as they now do at Shelburne road.}*
- 3) It will endanger the likelihood of Burlington's continued high marks in the coolness department. For example: <http://www.msnbc.msn.com/id/16268916/> I mean, do we really want to look like Cleveland at water's edge? Ughghghg... .
- 4) Poor Lakeside Neighborhood! As a Lakesider, I am of course biased. Notwithstanding, it's hard to imagine that the impact will be anything if not enormous. As an artist, I look at the likely effects as grist for the mill, not necessarily bad. As a philosopher I apply the utilitarian calculus to see if the project maximizes utility. I don't see that it's clearly advantageous for the many.
- 5) Finally, as a taxpayer, I think we have a little trouble keeping ahead of maintenance on what we already have.

These are my thoughts, and in the morning I will shudder to see what has gone out unedited, but not unthought about.

Sincerely,

Karen Dawson

58 Wright Ave.  
Burlington, VT

**Response to Comment E53:**

Refer to responses E3(a) and E45(a).

**Comment E54:**

**From:** carolyn bates [mailto:cbates@burlingtontelecom.net]  
**Sent:** Sat 12/30/2006 1:47 PM  
**To:** Burl-SEIS  
**Subject:** southern connector

to whom it may concern

I was given this note to send to you three days ago.

I just found it in my pocket

hope that you will allow it to be part of the local citizens comments on the southern connector

please use my email address below if you want to contact her through me.

she does not have email.

cbates

from Barbara Van Raalte  
5 Southwind Dr  
Burlington, Vt 05401  
802-862-6612

this is what she said:

*{(a) I am opposed to the final creation of the Southern connector because Burlington needs to create alternative travel modes as other cities have done successfully. Reliance solely on the automobile will create unnecessary pollution and congestion in an already tight downtown area.}*

*{(b) I suggest that you follow the creative solutions developed by Portland, Oregon, where bicycling, street cars, and pedestrians travel successfully together.}*

Many cities throughout the world have also already progressed into these multi-modal forms of transportation and restrict multi housing units to the routes which service these individuals, reducing the necessity of only one person riding to and from work in a car.

Thank you.

Barbara VanRaalte  
Dec. 27, 2007

Carolyn L. Bates  
PO Box 1205  
Burlington, VT 05402

802-862-5386  
[cbates@burlingtontelecom.net](mailto:cbates@burlingtontelecom.net)  
[www.carolynbates.com](http://www.carolynbates.com)

**Response to Comment E54:**

- (b) Refer to responses H3 and H4.
- (c) Bicycle and pedestrian accommodations have been incorporated into both Build Alternatives.

Refer to responses H8(b) and H18.

**Comment E55:**

-----Original Message-----

**From:** Susi Taylor [mailto:taylor@nefcu.com]  
**Sent:** Friday, December 29, 2006 3:23 PM  
**To:** Davis, Wayne  
**Subject:** FW: comments on Champlain Parkway EIS

Allan is having trouble with your/his email and asked me to forward this on...

----- Original Message -----

**From:** [Allan Hunt](#)  
**To:** [wayne.davis@state.vt.usa](mailto:wayne.davis@state.vt.usa)  
**Sent:** Friday, December 29, 2006 2:23 PM  
**Subject:** comments on Champlain Parkway EIS

I am commenting on the Environmental Impact Statement for the Champlain Parkway MEGG-M5000[1] Burlington, Vermont

I am a lifelong Burlington resident who owns property near the intersection of Maple and Pine streets. I have owned and lived in this property for over 20 years. While this neighborhood has experienced much change over these years, the one thing that hasn't changed is the heavy street traffic. It is constant and heavy from 6 am to 8 pm.

I have held out hope that the so-called southern connector [now called Champlian Parkway] would alleviate some of this traffic and make this area more pleasant to live in. According to city figures, over 13,800 cars and trucks use this route to get in and out of town daily. *{The recent draft EIS suggests at least one alternative that would make this situation worse, adding another 2,000 cars a day. I cannot support alternative 2 which INCREASES the amount of traffic at the intersection of Pine and Maple! This option fails to address any of the Project purposes of alleviating overburdened neighborhoods, improve safety, and removing truck traffic from the local street network.}* The proposal using alternative two is like replacing old small water pipes in most of the system but leaving the last few feet unchanged! The flow will not be improved. The city engineer argues that the installation of traffic lights at the two interesections will increase traffic flow. I find this statement curious since I and others have asked the city for years to install traffic lights, only to be told they wouldn't help!

The only viable option is alternative 1 which addresses most of the project purposes even though it is far more expensive. This alternative will alleviate some of the heavy traffic from the King and Maple Street neighborhood, unlike alternative 2 which increases it.

Thank you for the opportunity to comment.

**Response to Comment E55:**

Refer to response E38(a).

**Comment E56:**

**From:** SMMAPES@aol.com [mailto:SMMAPES@aol.com]  
**Sent:** Tue 1/2/2007 10:10 AM  
**To:** Burl-SEIS  
**Subject:** Fwd: Southern Connector

Dear DPW:

I am wondering if you could help clarify some information about the Southern Connector as it is currently proposed. From the recent DPW meeting, the BFP article on the same and the information on the City's web page

(<http://www.aot.state.vt.us/progdev/Sections/LTF/SouthernConnectorSEIS/SouthernConnectorDraftSEIS.htm>), the following are not real clear to me:

*{(a) 1. Is the "Pine Way" option which directs traffic off Pine Street to Battery Street through the railway right of way a real option and/or alternative as opposed to having the Southern Connector route continuing on Pine Street to Main Street to City? The "Pine Way" route is what I believe to be also known as or referred to as Alternative C in the City Council Resolution at:*

*[http://www.ci.burlington.vt.us/ct/agendas/resolutions/southern\\_connector\\_alternative.pdf](http://www.ci.burlington.vt.us/ct/agendas/resolutions/southern_connector_alternative.pdf). Is that correct? Additionally, if "Pine Way" is a "real" option, is this supported and being pursued by the City DPW and Counsel as the preferred alignment and proposal for the*

*Southern Connector? I would urge this as the Battery Street connection is much more suited for the southern connector than the Pine Street to Main Street route.}*

*{(b) 2. While I have not had the opportunity to fully comprehend and understand the Draft Supplemental Environmental Impact Statement Document or even to know if and how it addresses truck traffic impacts on residential streets and neighborhoods, is the City DPW and Counsel committed to address undesirable truck traffic/impacts on the City's other north-south residential streets as a comprehensive integrated City wide Transportation Plan as part of the Southern Connector project?}*

*{(c) 3. Concerning the City Counsel Resolution of 11/16/05 at page 2, is the City undertaking any stormwater and drainage improvements along the Southern Connector? The reason why I ask, I understood from conversations I have had with JR about a proposed project I was working on at 453 Pine Street that the Pine Street work associated with the SC would not include any new underground utility improvements, is that an accurate account for addressing drainage and stormwater with the SC project?}*

4. Concerning the City Counsel Resolution of 11/16/05 at page 3, last paragraph, the Counsel resolves that "should the proposed alternative described in a, b, and c be advanced in the SEIS Record of Decision by the Federal Highway Administration, the Burlington City Council supports the VTrans proposal that the rail yard are will be the subject of a scoping/environmental documentation process to study the feasibility, desirability and consequences of relocating the rail yard out of the waterfront area and removing traffic from the Maple and King Street neighborhood by connecting Pine Street to the intersection of Battery and Maple Streets with a new road as part of a separate economic redevelopment project."

Concerning the foregoing resolution:

*{(d) a. Where is (or where would one find) the SEIS ROD by the FHA that addresses alternatives a, b and c and whether they are "advanced"?*

*b. Where is (or where would one find) the scoping/environmental documentation process to study the feasibility, desirability and consequences of relocating the rail yard out of the*



*waterfront area and removing traffic from the Maple and King Street neighborhood by connecting Pine Street to the intersection of Battery and Maple Streets?}*

*{(e) c. Under paragraph c of the City Counsel resolution who is charged with making the determination "if required and warranted"? And where is such documentation and support for those determinations made? Do those determination reside in the Draft SEIS? If so where?*

*( <http://www.aot.state.vt.us/progdev/Sections/LTF/SouthernConnectorSEIS/SouthernConnectorDraftSEIS.htm>), }*

*{(f) 5. Would you please provide me with electronic versions (PDF) of the proposed SC layout?}*

Please review and advise. Thank you.

Scott Michael Mapes

**Response to Comment E56:**

- (a) Build Alternative 1, Build Alternative 2 and the No-Build are the three alternatives which were evaluated in the 2006 DSEIS. It appears that what you refer to as the “Pine Way” is Build Alternative 1. Build Alternative 1 would be the City’s preference; however, it has not been identified as the Preferred Alternative because of the use of Section 4(f) resources and environmental issues associated with the Pine Street Barge Canal Superfund Site.

Refer to response E38(a).

- (b) The City continues to be committed to providing dedicated truck routes throughout the city; however, a city wide transportation plan would not be developed in association with the Southern Connector/Champlain Parkway project.
- (c) Relocation of existing aerial utilities underground would no longer be eligible for federal and state reimbursement under either Build Alternative.

Under Build Alternative 2, the drainage improvements along Pine Street would be limited to existing areas of concern (i.e. the intersection of Lakeside Avenue and Pine Street).

- (d) The Record of Decision (ROD) would be issued by FHWA no sooner than 30-days after the publication of the 2009 FSEIS.

The scoping/environmental documentation process to study the feasibility, desirability and consequences of relocating the rail yard out of the waterfront area would be conducted by the City of Burlington in coordination with VTrans as a future economic redevelopment project. At this time, no action has been taken to advance this study.

- (e) Refer to the City Council.
- (f) Requests for specific information regarding the Southern Connector/Champlain Parkway project should be directed to the City of Burlington Department of Public Works.

**Comment E57:**

**From:** SMMAPES@aol.com [mailto:SMMAPES@aol.com]

**Sent:** Tue 1/2/2007 10:11 AM

**To:** Burl-SEIS

**Subject:** Fwd: Southern Connector

In a message dated 12/11/2006 8:26:39 AM Eastern Standard Time, SGustin@ci.Burlington.vt.us writes:

FYI, DPW will give a Southern Connector presentation at the Conservation Board's February 5, 2007 meeting. I've mentioned that stormwater management is a matter of interest. Anything else?

In addition to stormwater I have the following concerns/questions as the Southern Connector relates to City Transportation planning:

*{(a) 1. Is the "Pine Way" option which directs traffic off Pine Street to Battery Street through the railway right of way a real option and/or alternative as opposed to having the Southern Connector route continuing on Pine Street to Main Street to City? The "Pine Way" route is what I believe to be also known as or referred to as Alternative C in the City Council Resolution at:*

*[http://www.ci.burlington.vt.us/ct/agendas/resolutions/southern\\_connector\\_alternative.pdf](http://www.ci.burlington.vt.us/ct/agendas/resolutions/southern_connector_alternative.pdf).*

*Additionally, if "Pine Way" is a "real" option, is this supported and being pursued by the City DPW and Counsel as the preferred alignment and proposal for the Southern Connector? I would urge this as the Battery Street connection is much more suited for the southern connector than the Pine Street to Main Street route.}*

*{(b) 2. While I have not had the opportunity to fully comprehend and understand the Draft Supplemental Environmental Impact Statement Document*

*(<http://www.aot.state.vt.us/progdev/Sections/LTF/SouthernConnectorSEIS/SouthernConnectorDraftSEIS.htm>) or even to know if and how it addresses truck traffic impacts on residential streets and neighborhoods, is the City DPW and Counsel committed to address undesirable truck traffic/impacts on the City's other north-south residential streets as a comprehensive integrated City wide Transportation Plan as part of the Southern Connector project?}*

**Response to Comment E57:**

- (a) Refer to response E56(a).
- (b) Refer to response E56(b).

**Comment E58:**

**From:** SMMAPES@aol.com [mailto:SMMAPES@aol.com]

**Sent:** Tue 1/2/2007 10:50 AM

**To:** Burl-SEIS

**Subject:** SC Comment

Dear SEIS Comment team:

Please allow me to further share my grave concern with the SC review and public opinion process and the so-called "preferred alternative" (Alt. #2):

- *{(a) The City (DPW) does not appear to be considering the full costs of improvements associated with Alt. #2, for one the two intersection improvements (Pine and Maple, Pine and King or even improvements at Pine and Main); two burying utilities and three improving stormwater drainage infrastructure along the entire run on Pine Street;*

- There seems to be a perception that FHA is pushing Vtrans who is pushing DPW to get the project constructed on the basis of the risk of the project losing funding (at the sake of building the better alternative and at the sake of having informed citizens directing the choices), whether this is true or not there seems to be some force pushing the project on an ill-advised path;

- *{(b) Dumping traffic on and off of the SC at the north end of Pine is absolutely ridiculous with or without traffic lights and will only serve to influence traffic to use the less desirable residential streets contrary to everyone's best interest, the City should "take" the railroad right of way and put this traffic and intersection at Battery where it belongs;*

- *{(c)The City Council and DPW have not committed to undertake a comprehensive City wide Transportation Plan as part of the SC}; and,*

- This project appears to be more about government waste than effective infrastructure planning and construction, the City has a new generation of citizens and homeowners who know not one iota about the history of the SC and its sensitivities to even begin to make informed decisions or better yet get engaged in this current process.

In my opinion this entire project has gotten so overly complicated in that there appears to be no rationale basis upon which alternative routes are compared and further adding to the complication are statements made by some City Councilors which seem to add to confusion as their statements are full of contradictions like "The traffic lights at Pine & Maple Sts. are included in the Alt. #2 costs. Insofar as a City project for possible improvements at that intersection, it has not been scoped and therefore there are no cost estimates." So are the cost for those intersection improvements INCLUDED or NOT or worst yet is it just the cost of the traffic lights that are included which is something less than the full cost of the intersection improvements which are a desperately needed integral component of the SC project? I suspect tax payers and City residents are being hoodwinked into this project on an ill-advised basis that it "needs" to get built, regardless of an effective preferred route and or its true costs.

Scott Michael Mapes

**Response to Comment E58:**

- (a) Under Build Alternative 2, the intersections of Pine Street at Maple Street and Pine Street at King Street would include the installation of traffic signals. Undergrounding of utilities would no longer be eligible for Federal and State funding. Under Build Alternative 2, drainage improvements would be limited. The existing drainage problems at the intersection of Pine Street and Lakeside will be addressed under either Build Alternative.
- (b) Refer to response E38(a).
- (c) The City of Burlington has a Transportation Plan and the Southern Connector/Champlain Parkway is included in it.

**Comment E59:**

**From:** Ethan Brown & Sara Goodwin [mailto:ebrown@greatharvest.com]

**Sent:** Tue 1/2/2007 2:21 PM

**To:** Burl-SEIS

**Subject:** Champlain Parkway Comment

As a resident of the South End and a business owner on Pine Street, I am very interested in the Champlain Parkway Project. Ultimately, I felt that the project would be very beneficial to the South End. I think that Pine Street is due for some major improvements and that the intersection of Maple and Pine must be rethought and replanned to safely and efficiently move traffic downtown from the south. If feel that a comprehensive approach – like those currently put forth – would be more affordable, more efficient, and more attractive than the result of several short sighted attempts to fix one or two problems at a time. While I count myself as a supporter of the Champlain Parkway, I have two major concerns.

I feel that the proposal to route Pine Street on to a Battery Street extension and avoid the Pine & Maple intersection makes the most sense. Not only would it ease the congestion and delays at that intersection, but it would also preserve the livability of the historic neighborhood near that intersection. *{(a) However, my husband and I are very concerned about the loss of on street parking in front of our business as a result of this option. We own Great Harvest Bread Co at 382 Pine Street. Currently the parking lane in front of our business is used heavily at certain times of the day. This parking not only serves our business but also the Burlington Futon Company, The Fresh Market, Pine Street Artworks, and Speeder & Earls. These businesses*

*are the retail and historic heart of Pine Street. The on-street parking lane would be lost to allow a turn lane for truck access to the train yard. I question whether this turn lane is necessary. Would the trucks most likely be accessing the train yard during off peak traffic hours when turning left off Pine Street would not be a challenge?}* If the turn lane is deemed necessary and the on-street parking were lost, some of those valuable spots might be regained by creating some parking in the green space in front of our building at Marble and Pine. I am sure that our landlord would be open to a discussion to create parking in that space.

Loss of parking is not the only threat that our business faces in the Champlain Parkway. We are very concerned for the viability of our business during the months of construction. *{(b) When any part of Pine Street is blocked by construction, our bakery will become less accessible and our business will suffer. We cannot afford to operate at a loss for 6-18 months. We currently employ 10 people in addition to ourselves, and we could not continue to pay them and their health benefits if we were to see our sales drop. I am sure that we are not the only business to have these concerns. We would feel more confident about the project if there were a plan in place to minimize the disturbance caused to businesses during construction. Is there any plan to compensate businesses for lost revenue during construction?}*

I believe that the Champlain Parkway would improve Pine Street and the South End by updating the basic infrastructure and laying groundwork for more safe and efficient traffic patterns. I believe that the Pine Street corridor has tremendous potential in Burlington's future growth and that the improvements offered by this project are necessary. It is our belief in Pine Street's potential that has caused my husband and I and numerous other business owners to invest our money into maintaining and improving historic buildings in this area and building the taxpaying business community of the South End. I hope that Public Works will hear, consider, and respect these concerns and that we will be able to find a way to work together to improve the South End.

Thank you for your time.

Sincerely,

Sara & Ethan Brown  
65 Charlotte Street

and

Great Harvest Bread Co.  
382 Pine Street

**Response to Comment E59:**

- (a) Build Alternative 1 has not been identified as the Preferred Alternative. Under Build Alternative 1, the existing parking on the east side of Pine Street, from approximately 200 feet north of Howard Street to Marble Avenue would be removed to accommodate a left-turn lane for the proposed rail yard. The left-turn lane would allow trucks entering the rail yard to be removed from through traffic.
- (b) The primary impacts associated with construction on the socio-economic environment are those related to the potential disruption of service. Past studies have found that commercial businesses tend to experience a loss of gross sales during reconstruction of an existing roadway. These losses are attributable to the difficulties created by construction for accessing commercial properties, and the fact that potential customers may stay away if they know that delays are expected as a result of the construction. However, reasonable access would be maintained to all properties as construction proceeds. The businesses that may be temporarily impacted during the construction would gain the long-term benefits achieved by the enhanced accessibility to the study area. Under Build Alternative 1, the temporary impacts to the commercial properties are anticipated to occur for a longer duration and to a greater extent than under Build Alternative 2 because Build Alternative 1 incorporates the complete reconstruction of the roadway pavement section while Build Alternative 2 incorporates rehabilitation of the existing pavement section along Pine Street which is a substantially less intrusive operation.

**Comment E60:**

**From:** Mary Kehoe [mailto:mkehoe@lisman.com]  
**Sent:** Wed 1/3/2007 9:08 AM  
**To:** Burl-SEIS  
**Cc:** smmapes@aol.com; andrea.gray@verizon.net  
**Subject:** Southern Connector

Hello:

Thank you for the opportunity to weigh in on the Southern Connector (repackaged as Champlain Parkway). It sounds as if the Alternative for Pine Street is a foregone conclusion, so ***{(a)I would like to urge the city to make the infrastructure improvements that Pine Street so desperately***

*needs. If you have ever driven down Pine in a rain storm, you would know that the sewage in that area is failing (in fact, in a recent rain storm, the intersection between Pine and the street that runs to the lake past the old GE plant (right in front of your offices) flooded so severely that police were called in to redirect traffic).} {(b) Also, if you really are dedicated to the Parkway concept, please put utilities underground.}* Pine Street has become, and will certainly be, a major artery to our downtown. Let's make it something we can be proud of! If there is no money to do it now, let's save up or pass a bond. But please, nothing half ass.

I would be pleased to receive an email from you correcting any misimpressions I may have about what infrastructure improvements will or will not be made under the current proposal.

Thank you.

--Mary  
Mary P. Kehoe, Esquire  
Lisman, Webster & Leckerling, P.C.  
84 Pine Street, 5th Floor  
Burlington, VT 05401  
802-864-5756 (tel)  
802-864-3629 (fax)  
[www.lisman.com](http://www.lisman.com)  
[mkehoe@lisman.com](mailto:mkehoe@lisman.com)

**Response to Comment E60:**

- (a) The existing drainage problems at the intersection of Pine Street and Lakeside will be addressed under either Build Alternative.
- (b) Undergrounding of utilities would no longer be eligible for Federal and State funding.



**Comment E61:**

**From:** Lori Salls [mailto:l.salls@yahoo.com]  
**Sent:** Wed 1/3/2007 10:12 PM  
**To:** Burl-SEIS  
**Subject:** about the South End Monorail.....

*Hi, I just wanted you to know that I'm all for the monorail! As a person that relies on public transportation to get around, I would much rather ride that than a bus and I really think we need to free up some of the traffic on the roads in Burlington. It gets ridiculous sometimes! Not to mention that global warming is happening way too fast and we need to do something about it and this seems like a good solution. If you need any help getting votes or anything to support the monorail let me know and I'll do what I can to help out.*

Yours Truly,  
Lori Salls

**Response to Comment E61:**

Refer to response H3.

**Comment E62:**

**From:** joey corcoran [mailto:joeycork@burlingtontelecom.net]  
**Sent:** Thu 1/4/2007 12:15 PM  
**To:** Burl-SEIS  
**Subject:** southern connector

To Whom It May Concern,

*{(a) I understand from reading comments made by Scott Mapes that there are questions regarding stormwater infrastructure on Pine St. that may not be addressed in Alt. #2. In order not to further impact Lake Champlain, I hope that these would be addressed in whatever alternative the City pursues.}*

*{(b) I know, too, that questions have been raised about disturbing the contaminated soil on the Hevey property. I would hope that whichever alternative is pursued that careful consideration will be given to the environmental hazards in moving the contaminated soil.}*

In general, I hope that environmental concerns will be taken into full consideration and that short-term problems will not be replaced by more significant problems in the long-term.

Thank you.

Josephine Corcoran

**Response to Comment E62:**

(a) Under Build Alternative 2, drainage improvements would be limited. The existing drainage problems at the intersection of Pine Street and Lakeside will be addressed under either Build Alternative. Any discharge of stormwater would be permitted through the Vermont Agency of Natural Resources.

(b) Any contaminated soil encountered under either Build Alternative would be handled in accordance with the EPA's and Vermont Department of Environmental Conservation's regulations.

**Comment E63:**

**From:** Karen Hunt [mailto:karen@krhoffice.com]

**Sent:** Thu 1/4/2007 9:00 PM

**To:** Burl-SEIS

**Subject:** Champlain Parkway Support

I am writing in support of the Champlain Parkway project. My name is Karen Hunt and I live on the corner of Home Avenue and Pine Street with my husband, two young children, and our dog. We do a lot of walking through our neighborhood especially up and down Pine Street on the way to and from school.

I believe that the Champlain Parkway will improve the quality of life in my neighborhood. I look forward to walking home from school with my kids and being able to hear them as they tell me about their day. Currently there are many times I have to ask them to hold their thought while the big truck or bus goes by. We walk up and down Pine Street at least 8 times a week and the Southern Connector will make those walks much more pleasant.

I also envision a time when we will be able to play out in the yard at 5:00 before dinner and maybe have a conversation with our neighbors. Right now it is way too noisy at rush hour so no one is

outside. That would definitely improve the neighborhood feeling.

I also believe that the Champlain Parkway will improve the safety in my neighborhood. I look forward to being able to back out of my driveway onto Pine Street at 8:00 am or 5:00 pm and head South without fear of being hit. Right now I often have to head toward town, then take a right on Morse, take another right on Richardson, and finally take a left onto Home Ave. I know I am not the only one who takes this route -- this increases the traffic on the interior streets as well.

I support the Southern Connector because I think it will improve my neighborhood. Walking will be easier, safer, and more pleasant. Neighbors will be able to be outside enjoying their yards and getting to know one another.

Thank you for your time.

Karen Hunt  
106 Home Avenue  
Burlington

**Response to Comment E63:**

Comment noted. No response required.

**Comment E64:**

**From:** Donal Dugan [mailto:redworks@burlingtontelecom.net]  
**Sent:** Thu 1/4/2007 9:01 PM  
**To:** Burl-SEIS  
**Subject:** Railyard impacts

To whom it may concern,

The southern connector alternate which travels through the railyard is a better solution. *{What are the impacts on the railyard which are preventing this alternate from being chosen? My understanding is the during the construction process some rail activities would need to be*

*moved onto an adjacent parcel which is polluted. Due to the relatively minor disturbances in the railyard, alternatives should be found which would avoid using the adjoining parcel if that is the main stubbling block.}* I hope that the state as land owner of the rail property and manager of the southern connector road project can find a solution to make this route possible.

Regards,

Donal Dugan  
96 Ferguson Ave. Burlington VT  
802-660-9954

**Response to Comment E64:**

The impacts on the rail yard should not be considered minor. The impacts on the rail yard that are preventing Build Alternative 1 from being identified as the preferred alternative are not the physical relocation of infrastructure. The ability of Vermont Railway to conduct its operations and the environmental issues associated with the Pine Street Barge Canal Superfund Site must also be considered.

Also, refer to response E38(a).

**Comment E65:**

**From:** Andrea Gray [mailto:andrea.gray@verizon.net]  
**Sent:** Fri 1/5/2007 9:39 AM  
**To:** Burl-SEIS  
**Subject:** Champlain Parkway

I don't believe the Southern Connector should be built. I get the feeling from meetings I attended that it is moving forward no matter what.

*{If this is the case and Alternative 2 is the favored plan, by all means find a way and the funding to bury the utilities on Pine Street.}* If this is going to be a major gateway to the city, let's do it right.

Andrea Gray  
153 Howard Street  
864-4668

**Response to Comment E65:**

Undergrounding of utilities would no longer be eligible for Federal and State funding.

**Comment E66:**

**From:** SMMAPES@aol.com [mailto:SMMAPES@aol.com]

**Sent:** Fri 1/5/2007 11:45 PM

**To:** Burl-SEIS

**Subject:** Fwd: South Union Neighborhood Forum No. 65

In a message dated 1/5/2007 11:09:24 PM Eastern Standard Time, neighbors@frontporchforum.com writes:

MORE ON SOUTHERN CONNECTOR

*{I suggest that we improve Pine Street from the south end where the southern connector now exists to Main Street in the similar fashion as we have North Street and Riverside Avenue. Give Pine Street a new look. Improve the travel lanes, turning lanes, lights, curbs, sidewalks, underground utilities, storm and sewer. Make it equally bike and pedestrian friendly as well as bus and truck useful.}* I would not be in favor to build more road on top of what we have that we can hardly maintain. We have streets, sidewalks and curbs that are in desperate need of repair and maintenance. It seems grossly irresponsible to spend millions on a new twisted highway that will "somewhat" relieve traffic when we cannot take care of the streets and sidewalks that we already have, to spend that kind of money without the results being better than "somewhat" and to do all this construction without a commitment from the City to develop a City wide transportation plan.

Scott

**Response to Comment E66:**

An alternative which only provides improvements to Pine Street, as described, would not satisfy the purpose and need of the project. Traffic would continue to utilize the residential neighborhoods in the South End to access Pine Street and the industrial areas located west of the railroad tracks.

## A9.4 Written Comments

**Comment W1:**

LISAYANKOWSKI  
35 CENTRAL AVE  
(QUEEN CITY PARK)  
S BURLINGTON, VT 05403  
12/01/06

PDD - LTF

DEC 18 2006

Approved \_\_\_\_\_

MR WAYNE L. DAVIS, PE  
VT AGENCY OF TRANSPORTATION  
LOCAL TRANSPORTATION FACILITIES  
NATIONAL LIFE BLDG  
DRAWER 33  
MONPELIER, VT 05633

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

*THERE ARE MAJOR CONCERNS ABOUT THE DESIGN OF THIS ROAD ON THE SOUTHERN MOST PART OF IT. The theory behind the parkway is to move traffic in/out of Burlington faster and keep traffic away from the residences in the south end of Burlington. It includes closing off Pine Street where it meets Queen City Park Rd. The traffic will then directly access the interstate or exit on to Shelburne Rd/Rte 7.*

*I have been saying for years that this is a poorly designed road, particularly at the southern most portion. And the intelligence of the designer is highly questionable- YES THIS IS MEANT TO BE AN INSULT. In the zeal to move cars faster, pedestrians living in the area are being completely overlooked. The southern most end of the Pine St. area, slated to be closed off, is home to single family homes, condominiums, the South Meadow development, Champlain Water District, Baird Childrens Center, and Queen City Park (QCP) in S. Burlington which includes Red Rocks Park. People within this area walk to and from the grocery stores, Kmart and other businesses along Shelburne Rd/Rte 7, and down to Queen City Park to walk in Red Rocks or use S Burlington's town beach. Access to these areas involves accessing Pine St., at its southern-most end. The parkway plans **DO NOT INCLUDE PEDESTRIAN ACCESS**. Building the parkway with no pedestrian access will greatly inconvenience people. Those in QCP will no longer be able to walk to the stores north of the interstate ramps and people on the north side of the parkway would not be able to go to Kmart, Red Rocks, the beach. Yes, we can inconveniently go way out of our way around by Industrial Ave*

(a)

to Home Ave, try to maneuver across the parkway and travel up to Shelburne Rd. Or we can go to Shelburne Rd and try to navigate all the traffic and lights to Price Chopper or Shaw's. The trying to get anywhere gets even more complicated for those in South Meadows. South Meadows has low income housing & housing for those with physical disabilities. The increased distances will put a strain on wheelchair batteries.

(a)

In case you haven't guessed, I am a resident of Queen City Park, S Burlington. I am also one of those people who will be greatly inconvenienced as I try to walk to the grocery store, (Price Chopper), or try to get to work in Burlington- I take Pine St. all the time either in my vehicle, on foot or by bicycle. Using Pine St. is preferred since the "revamping" of Shelburne Rd/Rte7 has thoroughly mucked up the light at the head of Queen City Park Rd to Rte 7. Vehicles have a very hard time trying to get out of QCP Rd. The light is very short when it "finally" decides to turn green.

I appreciate the opportunity to present this information- I wasn't sure if it has been brought to your attention yet and has serious consequences.

Sincerely,

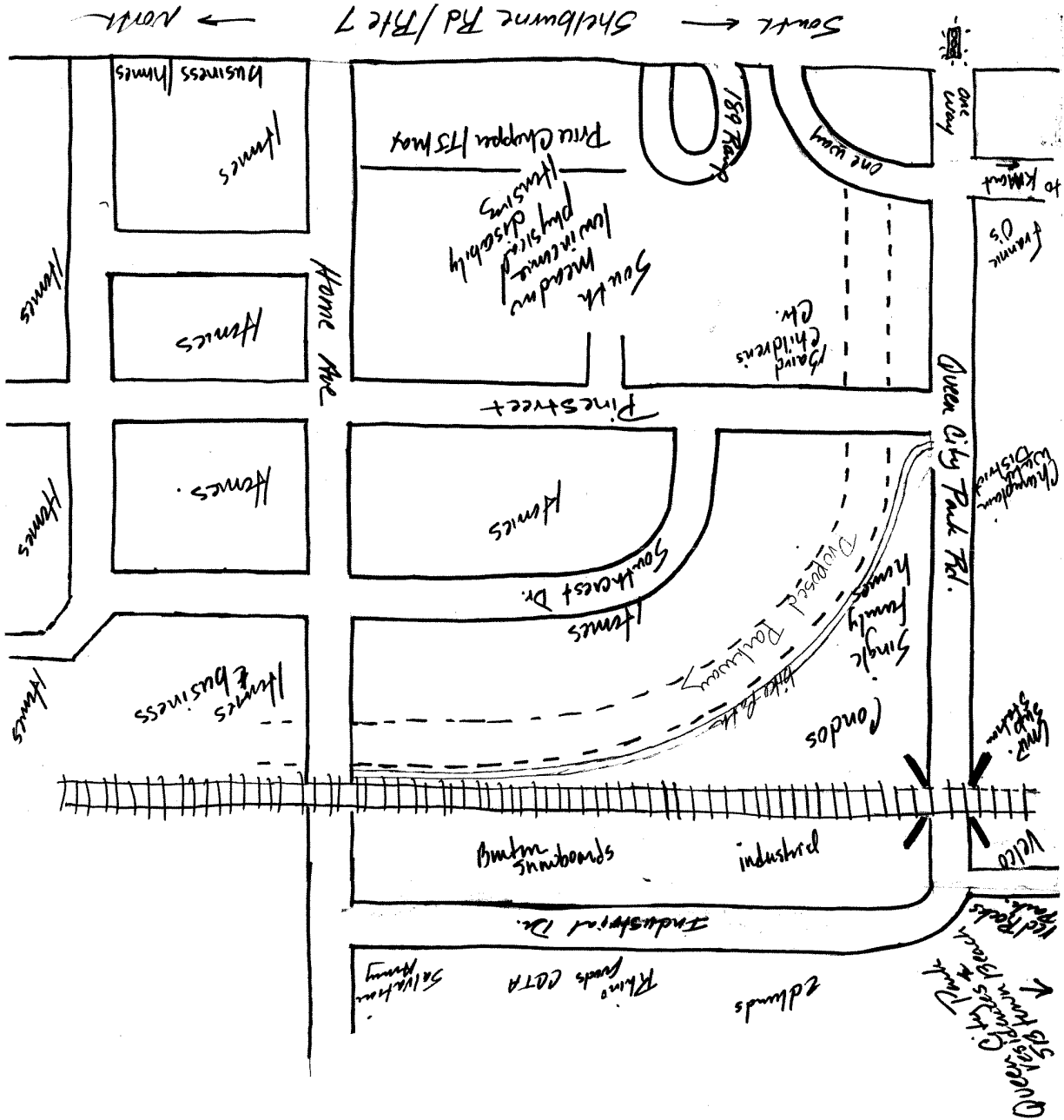
*Lisa Yankowski* 12/12/00  
Lisa Yankowski



Please excuse the roughness of my map. I wanted to include it for you to demonstrate the area I refer to in my letter.

In case you aren't aware - Queen City Park Rd is the dividing line between Burlington's South End and South Burlington.

Thank you.



**Response to Comment W1:**

- (a) As indicated, access to Queen City Park Road will continue to be available from U.S. Route 7 and Industrial Parkway. Pedestrian and bicycle access to Queen City Park Road will continue to be provided via the existing bicycle path adjacent to the C-1 Section. As stated, Pine Street will be cul-de-sac'd north of the C-1 Section, resulting in a loss of pedestrian access from Pine Street to Queen City Park Road. Both Build Alternatives would provide a shared-use path along the north side of the C-1 Section from the proposed Pine Street cul-de-sac to U.S. Route 7 in the vicinity of T.G.I.F's.

**Comment W2:**

Mr. Kenneth Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
PO Box 568  
Montpelier, VT 05601

Dear Mr. Sikora:

Thank you for giving our neighborhood the opportunity to learn more about the progress of the Southern Connector aka the Champlain Parkway on Thursday night. As residents of Flynn Avenue for the past ten years, we are pleased to hear that the work on this extension may actually start in the spring.

We support the Champlain Parkway first and foremost because it will remove the 18 wheeler trucks from our street, a residential road never intended for such heavy truck use. This will result in a quieter, safer road in our neighborhood, not to mention less shaking of the windows and walls in our house as the trucks rumble by.

As regards the presentation of Alternative 1 and 2, we **urge you to go with Alternative 1**, even though it presents itself as the more expensive option. It is clearly the better alternative for the residents of the South End since it avoids adding to the congestion at Maple and King Streets as was strongly articulated at the meeting. No one wants to divert traffic from one residential neighborhood into another.

(a)

We agree with the suggestions made at the meeting to look into a park and ride near 189 with shuttle buses available for travel into the city. We also agree that every effort should be made to keep the area surrounding the Parkway green and environmentally sound.

(b)

Finally, we urge you to go forward with the Champlain Parkway using the available funds from the federal government before the opportunity is lost. It is imperative that 18 wheelers are removed from the South End's residential streets.

Sincerely,



Tom and Jeanette Ruffle  
361 Flynn Ave  
Burlington, VT 05401  
802 864-2528  
jruffle@aol.com

**Response to Comment W2:**

- (a) Refer to response E38(a).
- (b) Refer to response H4.

**Comment W3:**

P.O.Box 300  
Colchester, VT 05446-0300  
Dec 15, 2006

Mr. Wayne Davis  
VTrans  
Drawer 33  
Montpelier, VT 05633

Re: Champlain Parkway

Dear Mr. Davis;

Although I do not live in the South end of Burlington, I have been on the CCRPC and MPO boards and Technical Advisory Committee for nearly 10 years, so I have a number of comments and suggestion regarding the Champlain Parkway. I have been following the proposed project for years and attended the public hearing on November 30. It is encouraging to see that at least Contract 2, which makes a lot of sense may actually go to construction fairly soon. However I had thought that Dawn Terrill had decided that Contract 6 should not be built, and I agree with that decision.

Building Contract 2 up to the Park & Ride lot on Lakeside makes a lot of sense, particularly with shuttle service to downtown. Bus service would be practical, but perhaps better, would be a Budd car on the adjacent railroad track. It would be faster than the bus and avoid increasing congestion on Pine Street.

Building Contract 6 would be extremely expensive, particularly because the real objective is to get Transportation dollars (at 98% yet!) to replace all the utilities underground. I suspect even the high current estimate would not be enough, and the disruption of traffic and access to Pine Street businesses during the 2 or 3 years of construction would be disastrous. I have asked the Burlington Public Works planners several times what their plans are for alternative routes during construction and they have no plans, other than Shelburne Street.

Most of the residents speaking at the public hearing were concerned about increased traffic on Pine street and the addition of traffic lights would only exacerbate the problems. The best solution is to make it convenient to use existing park & ride facilities, and build more, further out of town, Frequent express bus service and Budd cars would make it attractive to commuters and save them time and money. One idea which I've been suggesting for years would be to try to convince Federal Highways to fund the operational costs of transit if it can be shown that it would be much less costly than new construction. I've talked with Chris Jolly about this. Contract 6 of the Champlain Parkway would be an excellent project to demonstrate the cost-effectiveness of this approach.

(a)

Perhaps the worst waste of money would be the re-arrangement of the railyard if that alternative route were chosen. Most transportation planners agree that The railyard on the waterfront makes no sense and it should be phased out as soon as a new transload facility can be sited and built. This should be a very high priority for VTrans, because it will obviously take a long time to locate and acquire a suitable site, and get the rail operators onboard. With the railyard on the Burlington waterfront, the full Champlain Parkway could encourage more trucks to use it and further increase traffic in the neighborhood. (b)

Please consider these suggestions from someone with no axe to grind, other than as a taxpayer, who has studied the issues for many years on the CCRPC and the MPO.

Sincerely,



Lewis K. Wetzel  
Colchester  
862 9093

PDD - LTF

DEC 19 2005

Approved \_\_\_\_\_

**Response to Comment W3:**

- (a) Refer to responses H3 and H4.
- (b) Build Alternative 1 is not being identified as the Preferred Alternative.



**Comment W4:**

December 20, 2006

Mr. Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
P.O. Box 568  
Montpelier, Vermont 05601



**Work Group**



RE: Comments on the Champlain Parkway

Dear Mr. Sikora:

The Burlington Walking Work Group is an unincorporated group whose mission is to promote walking as a safe, sustainable form of transportation. We are comprised of organizations and individuals who seek to improve Burlington's walking environment through education, activism, citizen participation and political advocacy.

*This Plan envisions Burlington as a city where transportation functions as part of an interconnected system which offers a range of choices that are safe, affordable, efficient, and convenient ... As a result, rail, air, ferries, transit, cycling, and walking are successfully competing with the automobile for the dominant mode of choice ... Circulation within the downtown, waterfront, neighborhood activity centers, and institutional campuses is predominantly oriented to the pedestrian.*

*- Vision Statement excerpts from the 2006 Burlington Municipal Development Plan*

A subcommittee of our work group has reviewed the Champlain Parkway plans and our comments here are based on this review. Our overall desire is to have consistent and well-designed treatments for the pedestrian network along the Champlain Parkway corridor. Such treatments include:

**Pedestrian signal phase:** We seek an actuated leading or advanced pedestrian signal phase at all signalized intersections. (a)

**New sidewalk along Pine Street:** There are many problems (drainage, cracking, etc.) with the existing sidewalk along Pine Street. As a result, we expect that the construction plans include new sidewalk along the entire length of the Pine Street project area. (b)

**Curb ramps:** At the King/Pine and Maple/Pine intersections, the plans do not show curb ramps and crosswalks. Accessible curb ramps must be installed all four ways at these intersections. (c)

*One Step at a Time*

For more information, contact:

**CEDO**  
Ita Meno  
Community Development Specialist  
149 Church Street, BTV 05401  
802 865-7172  
imeno@ci.burlington.vt.us

**Public Works**  
Nicole Losch  
Bike/Ped Planner  
645 Pine Street, BTV 05401  
802 865-5833  
NLosch@ci.Burlington.vt.us

**Local Motion**  
Chapin Spencer  
Executive Director  
1 Steele St. #103, BTV 05401  
802 652-2453  
chapin@localmotion.org

**Durable crosswalk markings:** Due to the projected traffic levels on the Champlain Parkway, we seek to have wear-resistant crosswalks and markings on the roadway – whether they are thermoplastic or some other sturdy application. (d)

**Bump outs in neighborhoods:** Plans do not show bump outs on the intersecting streets (Main, King and Maple) where parking lanes offer the opportunity to install bump outs. Traffic calming here will attempt to mitigate the impacts of the increased traffic in this residential neighborhood. We request that bump outs be included in the project design wherever feasible. (e)

**Shorter crosswalks:** Many key intersection crossing distances are too long for a pedestrian-oriented urban environment. We seek solutions such as narrowing the curb radii, shifting lanes, and pushing back stop bars to narrow crossing distances. Long crossing distances include:

- The crossing at Flynn Avenue is approximately 70 feet.
- The crossing at Kilburn is approximately 35 feet.
- The crossing at Home Avenue suffers from a wide curb radius on the SW corner of the intersection. Re-assess the necessity of the eastbound right turn only lane (RTOL) on Home Avenue. We believe an adequate vehicle level of service can be obtained without the eastbound turning lane. By removing the RTOL and adjusting the stop bars, a more pedestrian-friendly intersection can be achieved. (f)

**Driveway crossings:** We seek to have continuous and nearly level concrete sidewalks across driveways along the Champlain Parkway Corridor. Driveway ramps should rise up to the sidewalk to physically indicate that the pedestrian has the right of way. In addition, the plans appear to show driveways on Pine Street with wide openings – we’d recommend that the curb cut widths be tighter to minimize vehicle / pedestrian conflicts. Specific driveways to review include the Gregory Supply, old DPW, Fresh Market and Burlington Electric Department driveways. Improving access management should be a critical objective included in this project. (g)

**Pine Street mid-block crosswalks:** Crossing Pine Street as a pedestrian is difficult as there are no traffic signals or stop signs in the segment between Maple Street and Lakeside Avenue. Pedestrian crossings across Pine Street at Kilburn, Marble, Howard, and Locust Streets are critical to providing reasonable pedestrian access to both sides of the street. The current plans do not show crosswalks across Pine Street at Howard, Marble, or Locust Streets. Since these intersections may not have signals or stop signs, their crosswalks are really mid-block crosswalks on an arterial roadway and therefore must be well designed to ensure pedestrian safety. Ongoing development along the corridor in this segment further increase the importance of these unsignalized marked crosswalks. (h)

**Improve Flynn Avenue Sidewalk:** The Flynn Avenue sidewalk is the main connection from the South End residential area to Oakledge Park. The current sidewalk design near the Champlain Parkway intersection needs to be more protected from the on-street parking, made more attractive, and wider to meet the level of demand. There is a safety issue with the current design as there is no buffer between the street and the sidewalk and there are many curb cuts. Angled parking will have car bumpers encroaching into the sidewalk space.

(i)

**Remove the 6' High Fencing:** There appears to be an extensive fence along the parkway between Flynn and Lakeside avenues. The fence acts as a barrier for pedestrians and cyclists. Furthermore, it will be an unnecessary maintenance burden for the City. We feel that significant funds can be re-allocated by removing the fence.

(j)


**Pedestrian Amenities:** The Champlain Parkway section on Pine Street is also as a lively arts and small business corridor that hosts annual special events and open studios. The pedestrian environment along this section must be inviting as well as safe. To this end, we seek a corridor design that includes pedestrian amenities such as benches, pocket-parks with public art, shade trees, and pedestrian-scale wayfinding. Some of these features have started to emerge organically along the corridor. The Champlain Parkway should build on and enhance these pedestrian features.

(k)

We understand that the Champlain Parkway north of Home Avenue will be a City-owned and City-maintained facility. As such, we are hoping that the City will accept these above recommendations into the final design.

Thank you for reviewing these comments. Please contact us should you have any questions.

Sincerely,



Wayne Senville  
for the Burlington Walking Work Group

cc:

Mayor Bob Kiss  
City Councilors (via Council President Ian Carleton)  
Carol Duncan, Department of Public Works

**Response to Comment W4:**

The City of Burlington will continue the public involvement effort regarding the specific pedestrian design concerns which were expressed in your December 20, 2006 memo during the final design phase for the Selected Alternative.

- (a) Refer to response H8(b).
- (b) The Preferred Alternative incorporates sidewalks along both sides of Pine Street from Lakeside Avenue to Main Street. Existing problems such as the ones you describe would be corrected.
- (c) All curb ramps within the limits of the Southern Connector/Champlain Parkway would be constructed to be in compliance with ADA Standards.
- (d) Crosswalk markings will be specified to VTrans or City of Burlington specifications.
- (e) Bump outs may be incorporated during the final design phases of the Preferred Alternative.
- (f) Refer to responses H17(c) and E47(b).
- (g) Driveway ramps and sidewalks will be developed in accordance with VTrans' standards.
- (h) The placement of mid-block crosswalks could be considered during the final design phases of the Selected Alternative.

Also, refer to responses E45(b) and E37(h).

- (i) New sidewalks will be provided within the limits of the Southern Connector/Champlain Parkway. Safety issues related to the existing angled parking stalls will be addressed during the final design phase for the Selected Alternative.
- (j) Refer to responses H20(c) and E27(b).
- (k) The Southern Connector/Champlain Parkway has incorporated facilities for pedestrians and bicyclists which will complement to the existing network within the study area. The Southern Connector/Champlain Parkway does not preclude the development of additional pedestrian amenities beyond those described for the Preferred Alternative.

Comment W5:



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 1  
1 CONGRESS STREET, SUITE 1100  
BOSTON, MASSACHUSETTS 02114-2023

OFFICE OF THE  
REGIONAL ADMINISTRATOR

December 21, 2006

Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
P.O. Box 568  
Montpelier, Vermont 05601

Re: Draft Supplemental Environmental Impact Statement Southern  
Connector/Champlain Parkway Project Chittenden County, Vermont CEQ # 20060460

Dear Mr. Sikora:

The Environmental Protection Agency, in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, has reviewed the Federal Highway Administration's Draft Supplemental Environmental Impact Statement (DSEIS) for the Southern Connector/Champlain Parkway project in Burlington, Vermont.

The DSEIS evaluates proposed changes to portions of a previously approved 2.3 mile alignment extending from the I-189 interchange with Shelburne Street (US Route 7), northerly and westerly to the Burlington, Vermont City Center District (CCD). This highway segment, known as the Burlington Southern Connector/Champlain Park Way Project, is intended to relieve severe traffic congestion and safety problems in the southern part of the City of Burlington. An EIS for this project was completed in 1979, at which time an alignment composed of three sections, C-1, C-2, and C-8 was approved by the FHWA/VAOT. Of these, the .6 mile C-1 Section is the only portion of the previously approved connector roadway that has been constructed. According to the SDEIS, the proposed section C-8 (which was to have traversed the Pine Street Barge Canal Superfund Site) was eliminated from further consideration and alternative alignment C-6 was advanced. Alignment C-6 will avoid the Superfund site and will follow the existing roadway network to provide access to the CCD.

The primary focus of our review of the SDEIS was the C-6 section of the preferred alternative (Build Alternative 2) and the potential for negative impacts to the remedy at the Pine Street Barge Canal Superfund site ("the Site"). We have rated the SDEIS "LO-1 Lack of Objections—Adequate Information" in accordance with EPA's national rating system, a description of which is attached to this letter. Although we have no objection to the project as proposed we have enclosed comments in the attachment to this letter that would like to see addressed in the FEIS. Thank you for the opportunity to review the

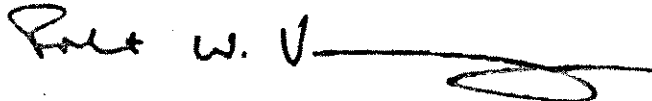
617-918-1010

Internet Address (URL) • <http://www.epa.gov/region1>

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SDEIS. Please contact Timothy Timmermann of EPA's Office of Environmental Review at (617) 918-1025 with any questions.

Sincerely,

A handwritten signature in black ink that reads "Robert W. Varney". The signature is written in a cursive style with a long horizontal line extending to the right.

Robert W. Varney  
Regional Administrator

Enclosure

**Additional Detailed Comments on the SDEIS for the Southern  
Connector/Champlain Parkway Project Chittenden County, Vermont**

Land-use Restrictions

We note that significant land-use restrictions exist (for the purpose of protecting human health and the environment) for the parcels on the west side of Pine Street, between Lakeside Avenue and Kilburn Street and understand that the restrictions have been considered during the development of the alternatives. We recommend that the FEIS include an expanded discussion in sections 3.3 and 4.3 of these land-use restrictions, in particular the prohibition on excavation greater than five feet and the restriction on causing changes in hydrogeological conditions that will likely cause migration of contaminated groundwater to Lake Champlain.

(a)

Excavation along Pine Street

Based on our review of the C-6 section of Build Alternative 2 described in the DSEIS we believe the construction is unlikely to have a negative impact on the remedy at the Pine Street Barge Canal Superfund site. EPA reviewed and commented on a geotechnical engineering report for the Superfund project prepared by Clough Harbour & Associates LLP in February 2005. At that time, it was expected that Pine Street would be widened by as much as five feet and that excavation to depths greater than five feet would be required to provide adequate bedding for the road, and for the relocation of existing utilities and installation of new utilities. We note that existing land-use restrictions require that workers conducting excavations deeper than five feet must use appropriate protective equipment if they are to be in contact with soil that exceeds 140 mg/kg total PAH. We note our concern for the potential for coal tar to be encountered during the excavation, particularly in the area of the former manufactured gas plant (near borings B-16 and B-17). It is critically important that the field operation and health and safety plans address this possibility so that workers know a) how to recognize that there has been a release of coal tar, and b) what to do to protect both themselves and the environment should this highly mobile and toxic liquid flow into an excavation. The FEIS should clearly identify these safety concerns and how they will be addressed (e.g., included in field operation and health and safety plans) to ensure they are not overlooked.

(b)

Pine Street Historic District

In addition to the studies listed on pages 3-47 and 3-48 of the SDEIS, a historic resources study was conducted at the Site prior to implementation of the remedial action. The study identified a number of structures (sunken barges, boathouse and marine railway remains, drawbridge, cribbing) that are believed to be eligible for the National Register of Historic Places. Also, historic cribbing encountered during construction of the weir at the Pine Street site was photographed and documented.

(c)

The historic resources study (*Pine Street Canal Superfund Site, Burlington, Chittenden County, Vermont, Historic Resources Study*, John Milner Associates, May 2001) and the



historic cribbing report (*Photodocumentation of Historic Canal Cribwork Identified During Construction of the Pine Street Canal Weir, Burlington, Chittenden County, Vermont*, John G. Crock, Consulting Archaeology Program, University of Vermont, November 2001) are accessible as links from the Pine Street website (go to [www.epa.gov/ne/superfund/sites](http://www.epa.gov/ne/superfund/sites) and search for "Pine Street"). We recommend that both of these studies be referenced in the FEIS as they further support the designation of the Pine Street Historic District.

(c)

#### Stormwater Management

Please note the following correction: Page 4-83 of the SDEIS notes that the weir at the outlet of the canal and turning basin to Lake Champlain has resulted in the 42-inch CMP outlet being submerged. We note that the 42-inch CMP outlet is not submerged during periods of seasonally-low water levels in the canal, turning basin and lake.

(d)

#### Wetland Permitting

The DSEIS indicates the Army Corps of Engineers (ACOE) plans to issue Nationwide permits for this project. The ACOE no longer issues Nationwide permits in the state of Vermont. The FEIS should be revised to reflect this change and to report whether or not the project is eligible for review under the Vermont General Permit (GP). More information regarding the permit process can be obtained from Martha Lefebvre of the ACOE below:

(e)

Martha Lefebvre, Senior Project Manager  
U.S. Army Corps of Engineers  
8 Carmichael Street, Suite 205  
Essex Junction, Vermont 05452  
[Martha.a.lefebvre@usace.army.mil](mailto:Martha.a.lefebvre@usace.army.mil)  
(802) 872-2893.

#### Wetland Mitigation

The SDEIS and previous documents generated in support of the proposed project have maintained that the wetland mitigation performed for the Northern Connector Highway project would offset the impacts of the current project. Comments we offered in 1995 on the previous SDEIS pointed out our understanding at that time that the wetland mitigation provided for the Northern Connector was poorly managed and inconsistent with the permit conditions in the Corps authorization for that project. It would be helpful if the FEIS presented more information about the status of the mitigation site and how those outstanding issues raised in our previous comments were resolved. We remain concerned, however, that mitigation for the Northern Connector is being applied to the current proposal and ask that the FEIS clearly identify the mitigation commitments for the Burlington Southern Connector/Champlain Park Way Project and distinguish the mitigation measures from other previously approved projects.

(f)



Invasive Species Control

We recommend that FEIS address the presence, control of and potential for elimination of wetland invasive plant species found in the project corridor.

(g)

## **Summary of Rating Definitions and Follow-up Action**

### Environmental Impact of the Action

#### **LO--Lack of Objections**

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### **EC--Environmental Concerns**

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

#### **EO--Environmental Objections**

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### **EU--Environmentally Unsatisfactory**

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### Adequacy of the Impact Statement

#### **Category 1--Adequate**

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

#### **Category 2--Insufficient Information**

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

#### **Category 3--Inadequate**

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

**Response to Comment W5:**

- (a) An expanded discussion of the land use restrictions imposed upon the lands located west of Pine Street has been included in the 2009 FSEIS. Refer to Section 3.3.2.3.3 C-6 Section - Land-Use Restrictions and Section 4.3.3 Impacts on Properties with Land-Use Restrictions.
- (b) Refer to response W5(a).
- (c) Historic resources documented for the Pine Street Barge Canal Superfund Site have been included in Section 3.7.1 of the 2009 FSEIS.
- (d) Comment noted. See Section 4.5.2.1 of the 2009 FSEIS.
- (e) Coordination with ACOE indicated that the project would qualify for the Vermont General Permit. This has been reflected in the 2009 FSEIS.
- (f) A discussion of the wetland mitigation for the Northern Connector and Southern Connector/Champlain Parkway has been provided. Refer to Section 4.5.1 of the 2009 FSEIS.
- (g) Wetland invasive species can be found throughout the project corridor. Of the three wetland areas impacted by the Preferred Alternative, stands of common reed in Wetlands A and N are dominant. Salt from roadway runoff is common in both of these areas, which common reed grows exceptionally well in. As described in Section 4.5, Wetland A will be eliminated due to the construction of the shared-use path adjacent to the C-2 Section and a sand filter with a sedimentation forebay which is proposed for the treatment of stormwater.

Wetland N is part of the low lying areas adjacent to the previously constructed portions of the Southern Connector/Champlain Parkway ramps in the vicinity of the I-189/U.S. Route 7 (Shelburne Street) interchange. Similar to Wetlands E, F, L, M and O, which are located within the interchange, this wetland is dominated by common reed, probably due to salt from roadway runoff.



GBIC

Lake Champlain Regional Chamber of Commerce

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December 28, 2006

Mr. Kenneth R. Sikora, Jr.  
Environmental Program Manager  
Federal Highway Administration  
P.O. Box 568  
Montpelier, Vermont 05601

RE: Comments on the Champlain Parkway Draft Supplemental EIS

Dear Mr. Sikora:

The Greater Burlington Industrial Corporation and the Lake Champlain Regional Chamber of Commerce share a unique partnership characterized by a longstanding commitment to the creation of economic opportunity and community development in the Lake Champlain Region, Chittenden County, and downtown Burlington. Crucial to this long term vision is the completion of the Champlain Parkway Project in its original form, presently referred to as Alternative #1, which would terminate on Battery Street.

It is important to be nimble in the face of opportunity. Over the last year, given what appeared to be substantial complications resulting from the presence of active rail yards between Pine Street and the terminus of Battery Street, the City of Burlington and the Vermont Agency of Transportation agreed to modify the project. That modification would delay the satisfaction of the project goals for Maple/King/Pine Street neighborhoods until a future date, or a future project. It is our understanding from the City that an opportunity to fully develop the Parkway has arisen due to the willingness of Vermont Rail to actively participate in the relocation of its facility and also discontinue use of the Whiting Spur.

In light of the changing situation, we are writing to express our support for the City's request to designate Alternative #1 as the preferred alternative, and to support the full development of the Champlain Parkway.

Thank you for considering the City's request and your support for a sensible solution.

Very truly yours,

Frank Cioffi  
President  
GBIC

Tom Torti  
President  
Lake Champlain Regional Chamber of  
Commerce

*Good jobs in a clean environment.*

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**Response to Comment W6:**

Comment noted. No response required.