

**APPENDIX 7: 2019 PUBLIC COMMENTS AND RESPONSES**

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APPENDIX 7: SEPTEMBER 26, 2019 PUBLIC OUTREACH MEETING – RESPONSES TO COMMENTS

MAPLE/KING NEIGHBORHOOD

Date Received	Method	Name	Address	Comment	Response
10/7	Email	Andrew Saver	Pine Street	<p>As a resident of Pine St for more than 16 years I sincerely hope that the project can be completed in its current iteration. It would bring much needed traffic relief to our neighborhood and facilitate a more direct route into and out of downtown Burlington for commuters. I fully support the project and know that most of my neighbors on the surrounding blocks do as well.</p> <p>Thank you for your consideration.</p> <p>Andrew Saver Pine St</p>	<p>Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
9/28	Email	James Lockridge	56 King St	<p>September 28, 2019 56 King Street Burlington, VT 05401</p> <p>Wayne L Davis Vermont Agency of Transportation One National Life Drive Montpelier, VT 05633</p> <p>and</p> <p>Mr. Kenneth R. Sikora, Jr. Federal Highway Safety Administration 87 State Street Montpelier, VT 05602</p> <p>I'd like to offer a public comment to the Champlain Parkway project in Burlington as a resident of lower King Street.</p> <p>I'm disappointed that the protected bike/pedestrian path ends at Kilburn Street and does not extend into the King/Maple neighborhood. I was told at the public meeting that this design decision was made to preserve on-street parking. I feel that this prioritizes a taxpayer-funded entitlement of free parking for people who can afford cars over the basic safety of all neighborhood children on bicycles. I perceive this as a shallow politically motivated decision rather than one built on values of improving the safety of transportation for all.</p> <p>I also wish there were roundabout-style intersections at King and Maple Streets, which keep polluting vehicles moving past homes rather than idling in front of them, and are known to be safer than traffic lights for pedestrians. If any kind of roundabout fit into those intersections, it would be closer to best practices for transportation safety and neighborhood wellbeing than old fashioned traffic lights would be.</p> <p>Thank you for accepting these comments into the record.</p> <p>Sincerely, James Lockridge (802) 373-2890</p>	<p>The proposed shared use path along the western side of Pine Street cannot extend further north due to design constraints and available width within the public right-of-way limits. The shared use path is designed in accordance with state and federal standards which indicated required offsets from the roadway and other obstructions such as trees, signs, and utility poles.</p> <p>The Project includes on-road buffered bike lanes between Kilburn Street and Maple Street, and shared lanes with a buffered parking lane between Maple Street and Main Street. The on-street parking on the east side of Pine Street between Maple Street and Main Street will be maintained for residents in the Maple and King Street Neighborhood. In addition, it would not be feasible to provide a shared use path or cycle tracks between Maple Street and Main Street due to the frequency of driveway openings and the potential for conflict.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p> <p>In regard to air quality, the traffic changes described in the LS DSEIS will reduce the impacts to air quality as stated in the 2009 FSEIS. A microscale analysis was previously performed and concluded that the project intersections will be below Vermont and NAAQS thresholds. The project will not result in an adverse impact to air quality for adjacent sensitive receptors.</p>
9/26	Spoken Comment	Susi Taylor	Maple Street	<p>My name is Susi Taylor and I live on Lower Maple Street. I have a hard time with this because I really do respect people's hard work and I am not a traffic person, I am not an engineer. I am a biker, a walker, a dog owner, and a long time Burlington resident and I do find it sort of curious that it never really has been made clear to me why this meeting is focusing on Maple and King Street. My opinion is that it's</p>	<p>The Champlain Parkway plans have been prepared by the City of Burlington's design consultants and reviewed by the Department of Public Works, VTrans, FHWA, and various environmental permitting agencies. Residents have had multiple opportunities to attend public meetings and the City has made additional</p>

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				<p>focusing on Maple and King Street because we are the lowest income neighborhood around. Understanding that, I come from a place I'm educated, I'm privileged, and I can't figure this stuff out. I go to the website and I come away with a headache. If Chapin weren't patient enough to answer some of my questions, I probably wouldn't even have the patience to be here tonight. But, having said that, my neighbors don't have time or ability. They are feeding their children, they are cooking their dinner, they are trying to just live their lives. <b>What I hear from many of my neighbors who do not have cars, the children who wait for the school buses in the morning, the parents who try to protect their kids is you take your life in your hands because cars don't stop. They don't pay attention. People are on their cellphones. We sit on our porch at night when the traffic is backed up on Pine Street down to South Champlain Street and yes, they're not going fast, but they're all on their cell phones. Nobody is paying attention to the pedestrians and what the answer is to fix that, I don't know.</b> I do have a couple of questions and I really can't get the information. <b>Some of them is the traffic numbers. It looked like roughly 3,000 increase. Where do those numbers come from? The EIS, hey come on. It's outdated, in my opinion. I don't understand. I think if we did an EIS currently it would look very different from what you all are working with and I would really. I think we should have a new EIS.</b> You mentioned curb bump outs. Interesting, we just had an experience with curb bump outs at the corner of St. Paul Street and Maple. They had to take them out because it doesn't work for traffic. I respect again you want green streets, you want I've forgotten the right term, but we want people walking and biking. We want people driving, but we want them all to do it safely. So, where are the curb bump outs? Where does the sidewalk end when you go down Pine Street on the West side? The railroad crossing at the bottom of Maple Street, the sidewalk stops there now. There's not a sidewalk to get across to the lake and Perkins Pier. Trucks now can't make a left hand turn from Pine on to Maple. I've seen traffic back up. I've seen accidents with cars, children, bicycles, walkers. I understand that left-hand turns are still going to be allowed from Pine Street and King Street and there will be no dedicated lane. I just want to say it's a nightmare and there can't be any restriction of or any increase in sidewalks or reduction of the lane there because trucks can't do it now. Thank you.</p>	<p>effort to provide alternative avenues to provide input and comment. In addition, a public hearing will be held at the conclusion of a public comment period during the present NEPA process.</p> <p>An analysis of traffic safety has been prepared as part of this LS DSEIS. Please refer to the corresponding sections of the document.</p> <p>The Record of Decision issued by FHWA in 2010 has been rescinded in order to reassess environmental justice concerns.</p> <p>The proposed curb extensions have been designed to accommodate the largest vehicles expected at each intersection. The objective of the curb extensions is to provide better sight distance, visibility and shorter crossing distances for pedestrians and to promote speed management through a more compact design. Considering the vehicle composition of traffic flow on Pine Street and side streets, and the City's policy for promoting Complete Streets concepts, curb extensions have been proposed where appropriate. One purpose of the Champlain Parkway is to remove truck traffic from local roads such as King Street.</p>
9/26	Spoken Comment	Donna Walters	Maple Street Pine Street St. Paul St. BHA Residents at Wharf Lane, Maple Street, Decker, Bobbin Mill	<p>My name is Donna Walters and I live at the intersection of Maple Street and South Champlain. I live in a Burlington Housing Authority building called Wharf Lane Apartments and I am speaking tonight on behalf of the Steering Committee for the Wharf Lane Residents Association. I also, being on the Steering Committee for that Residents Association, network closely with resident leaders at Decker Towers and Bobbin Mill. Bobbin Mill is on South Champlain Street and Decker Towers is on St. Patheul Street. The building I live in is a multifamily unit. There's people with disabilities, seniors, and people with children that live there. Decker Tower has mostly elderly and people that are disabled. It's actually the tallest building in the city, or in the state I guess. <b>The environmental concerns for families with children are mostly centered around biking to school safely and to the park that is down on Pine Street. Kind of like what the gentleman from Segways had to say, the disjointed bike and walk path is a problem and a concern for parents.</b> I would not let my children ride down a shared bike path. Kids are goofing off when they're walking to school and someone who is buzzing along going 15 miles an hour on a bicycle. A kid could just jump right out in front of that bike because his buddy pushed him out. It does not seem like a safe alternative for kids coming and going to school or the park. So it really seems like those really need to be separated in order to be safe. It seems to work on the bike path along the lake, but we're not dealing with traffic there. On Pine Street, you're dealing with traffic. The other thing is, is it protected? The shared bike path or shared use path.</p> <p>There is a buffer. That's considered a protected shared use path? The whole length of the street, from Main Street to the school? Can we ask questions and get answers or are we just giving comments?</p> <p><b>The concern that the whole length of the street to and from school for anyone who lives on Pine Street or in one of the neighborhoods that would feed on to Pine Street is a concern. The other thing that is a concern, the environmental increased health concerns for the elderly and disabled who are walking, using electric wheelchairs, and breathing car fumes. For folks who are using electric</b></p>	<p>The proposed shared use path was designed in accordance with state and federal standards to safely accommodate bicyclists and pedestrians.</p> <p>The shared use path is protected from Pine Street by a grassed buffer strip and vertical curb. This offset complies with state and federal standards. There will also be pavement markings on the path where it crosses driveways.</p> <p>In regard to electric scooter and wheelchair users, the shared use path and new sidewalk on Pine Street will be constructed according to ADA regulations and guidelines and will be continuous on both sides of the street. This includes providing minimum widths, curb ramps, and cross slope on the path and sidewalk. The existing sidewalk along Pine Street is not continuous on each side and is non-compliant and is impassable in some locations. The shared use path will be a paved bituminous surface, while the sidewalks will be poured concrete panels, consistent with the City's and VTrans construction standards.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of</p>

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				<p><b>wheelchairs and scooters; they are more inclined to actually ride in the road because it safer for them to ride on a pathway that doesn't have a bunch of cracks in it like sidewalk. I've heard many stories of people who are on a scooter or in an electric wheelchair who either tipped over or sustained substantial damage to their wheels because of going over a curb or hitting a crack that dumped them over or broke their axle.</b> It's not like car where you can just go to the garage and get it fixed in a couple days. It takes a lot longer to get an electric wheelchair or electric scooter fixed when you have an accident like that. <b>So they're more likely to ride on the shared, what you're proposing as the shared use path, which is like a road. Is that correct? If it's like a sidewalk where you have blocks of cement that heave with the frost, that would be problematic. But if it's more like the road, like the bike path along the lake, that would be preferred alternative for them. However, if it's not protected, that's a problem because you've got cars buzzing by and people on bicycles going faster than someone in an electric wheelchair.</b> There's two other points I would like to make. <b>One is the elderly that are walking. I just want to touch on breathing fumes from cars that are idling.</b> Right now it's a big problem where I live on Maple Street. I have a neighbor who lives on the Maple Street side of the building, she has asthma. A lot of old people have more sensitive respiratory systems and they get more sensitive as they get older. Many of them have COPD or asthma so they can't open their windows if there's traffic idling under their windows or it could literally send them to the emergency room and has. <b>So for exchanging stop signs for traffic lights does not solve the problem with idling traffic. It seems to me that roundabouts would keep the traffic moving a little faster and prevent cars from idling under windows.</b></p>	<p>Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p>
9/26	Spoken Comment	Steven Marshall	Pine Street, Main Street	<p>My, my, my, what a huge project. My name is Steven Marshall, I'm a resident of Burlington. I'm very interested in community development. As a driver, I would love to be able to cruise down 189 and keep on going into town down that parkway, boy, that would be a really nice experience. I have to question, though, whether we really want to be investing so much money into a project which is intending to help people drive cars. Ok, we need to deliver trucks. In the near term, in the next 10, 20 years I supposed we are still using all that transportation infrastructure. It's our style, it's our culture, it's what we do. But we really do need to be looking at how to escape our dependence on fossil fuels and this encourages fossil fuel use. More detail, going down the scale here. If you look at Burlington, geographically, you notice that it's kind of captured by its geography: it's got a river on the north, it's got an interstate highway on the east, it's got an interstate-like highway on the south end. So, there are very, very few ways to escape except through these major highway channels. You've got 127, you've got Williston Road, you've got Shelbourne Road. One of the really nice things about Pine Street right now is that you can escape four different traffic lights by going down Pine Street. And I want to say to anybody that lives in that neighborhood, I do feel sympathy for your... you might be rejoicing that you're going to escape from all that traffic and I'm sorry about that, I don't know how we balance this. It looks, to me, like a perfect location for a roundabout right there where Pine meets this new road. I was just in Britain, experienced a lot of roundabouts – maybe a few too many – but it's a good location for that. I'm really, really disappointed that that intersection over there, Shelbourne Road and 189, that that's not a roundabout. Highway administration has got to look at roundabouts to replace cloverleaf; they work beautifully. Those are the roundabouts that I encountered in Britain that really worked. Anyway, please do not close Pine Street at its conclusion down there. Put in a nice roundabout, let us continue to be able to move through there. My final question is: what's happening to the property on Sears Lane? I'm part of the homeless camp down there, and we're anticipating having our camp bulldozed. We noticed a pattern that the city is developing property after property after property and we end up not having a place for people to camp. That's the last thing, thank you.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/14 (hand dated 10/9)	Mailed Comment Card	Vicky Smith Porteous	Home: 136 Crescent Rd Work: 87 King St	<p>As Executive Director of King Street Center, I remain concerned about the present design of the Champlain Parkway. The EIS is outdated and does not address the environmental concerns and the negative impact of an increased traffic flow (37%!) on our low income neighborhood.</p> <p>I am troubled about the negative effect this project will have on the safety and quality of life of our families who live in the Maple Street/King Street neighborhood – most of whom live with low income.</p>	<p>This LS DSEIS was prepared to assess the Project's impacts on the environmental justice community in the Maple and King Street neighborhood.</p> <p>As part of this LS DSEIS, traffic operations and safety in the Maple and King Street neighborhood were assessed, and conclusions are presented in this document. Please refer to the appropriate sections of this document for a discussion on traffic aspects related to environmental justice.</p>

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				<p>Please take this factor into consideration! Thank you</p> <p>Vicky Smith Executive Director King Street Center <a href="http://www.kingstreetcenter.org">www.kingstreetcenter.org</a> <a href="mailto:Vicky@kingstreetcenter.org">Vicky@kingstreetcenter.org</a></p>	<p>The City and its consultants will prepare a public information plan to implement during construction. This plan will outline strategies to provide updates to neighborhood residents and stakeholders and minimize disruption. The plan will provide a conduit for neighborhood concerns to reach the Project team.</p> <p>This LS DSEIS concludes that there will not be a disproportionately high and adverse effect to the Maple and King Street neighborhood as result of the Project.</p>
9/26	Spoken Comment	Dahir Kassim	King Street, Maple Street, Pine Street	<p>Just a comment – thanks for having me here today. My name is Dahir and I’m an interpreter. And I’m engaged in the community every day of my life for the past five years. And what I actually know is about – we talk about all these ideas, yes, but there’s also some positive, too, I hear. A couple weeks ago we were at the old folks’ home and we were discussing about bike lane to be increasing and there was a lot of support within our group that we did agree with that one. And the reason for that is the safety. Yes, there is going to be vehicles all over the place, correct. But what I’m thinking about is, if I speak on behalf of my community, my people, most likely it’s an African family. They don’t have just two kids or one child. I’m speaking on behalf of my people and you will see a mother with eight kids trying to cross a road – they’re not even comfortable to drive their vehicle from Pine Street all the way to South Meadow. And that has been the major problem since day one and I’ve been hearing about this. And this is a good outcome. Yes, I understand that we are trying to renovate our roads, we are trying to fix our sidewalks and all that stuff did we actually thought to expand the sidewalk and also have a specific road for just bikers and people to be considerate with other civilians who are on a wheelchair, or what and so on. So, what I’m thinking about is for me, and for my people out there, I would like to ask: two more meeting, not one. Two more meeting. And I would like for you guys to come down to The Family Room. I will volunteer to organize some families and I also want them to be heard by their voice – I’m not the one who is going to speak out for them. And most of the people they are low income, as what I heard, yes, it’s correct. But the majority of the amount of the kids that makes it much different. And a lot of the drivers that don’t pay attention, maybe driving with their phone, or maybe not watching where they’re going – there’s police for a reason. Also, there’s rules and laws out there. So if they break it, yeah it could be good civilians who are walking down a road, he could get some information. But we want it down at Pine Street to be renovated because we have already seen it down at North Winooski Avenue, and it feels great to see that. Also bicycle have a right to share on the road. But I’m talking about people who walk down the street – that we need that expanded sidewalk. Thank you.</p>	<p>In regard to driving comfort and safety, the Project will provide signals at intersections to help facilitate the flow of vehicular traffic throughout the corridor. The speed limit will remain 25 miles per hour on Pine Street and will include signing and pavement markings in accordance with state and federal regulations. In addition, the Project will introduce traffic-calming measures such as curb extensions and raised intersections as well as marked bicycle accommodations in order to better define the roadway for all modes of transportation.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>The Project includes improvements to pedestrian and bicycle facilities (newly constructed shared use paths, newly constructed concrete sidewalks, pedestrian signals, bike lanes, and other traffic calming features).</p> <p>Exclusive pedestrian phases have been incorporated into all traffic signal designs which allow pedestrians to cross the roadway while all cars are stopped.</p> <p>Separate bicycle facilities are not feasible on Pine Street between Maple Street and Main Street due to the available width of the street and public right of way. In addition, there is neighborhood residential parking and numerous driveway openings that would cause a conflict with a separated bicycle facility.</p>
10/2	Mailed Letter	Jack Daggitt	161 St. Paul Street	<p>Mr. Wayne Davis Project Supervisor VT Agency of Transportation One National Drive Montpelier, VT 05633</p> <p>October 1, 2019</p> <p>Dear Mr. Davis,</p> <p>This letter is in response to the Champlain Parkway outreach meeting held September 26 at the Burlington City Hall. This meeting was the first chance for public comment since 2006 and may be the last so it’s important that aspects of the project be thoroughly considered now.</p> <p>If a street connecting Shelburne Road and Lakeside Avenue is opened up it is foolish to think motorists will observe a 25 MPT speed limit on a smooth, freshly paved surface. Without roundabouts at critical</p>	<p>This LS DSEIS was prepared to assess the Project’s impacts on the environmental justice community in the Maple and King Street neighborhood.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p> <p>The proposed shared use path was designed in accordance with state and federal standards to safely accommodate bicyclists and pedestrians.</p>

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				<p>intersections we can only expect increased speed, air pollution, and danger to both bicycles and pedestrians.</p> <p>Shared use facilities for both bicyclists and pedestrians serve the needs of neither. Bicycles need protected bike lanes not just a white stripe on a road heavily traveled by motor vehicles.</p> <p>Pedestrians need safe a safe walkway separate from bicycles especially now that E-bikes capable of speeds in excess of 20 MPH will be coming into increased use.</p> <p>At one point, Briggs Street, Champlain Parkway, and Pine Street all run parallel north and south within a few hundred feet of each other. This is an unnecessary and wasteful duplication.</p> <p><b>My wife and I live in the King/Maple Street neighborhood and the latest iteration of the Champlain Parkway will have a negative impact on our health and safety. This also applies to the low-income neighborhood families that are served by the King Street Center directly across from our home and the laundromat down the street.</b></p> <p><b>The present version of the Champlain Parkway and its 2009 EIS is outdated and obsolete. It ignores environmental concerns and the impact on low income families. It should be abandoned or redesigned and an entirely new EIS developed to reflect the needs and laws not prevailing. The cost of this project is great enough that we should take the time to get it right.</b></p> <p>Sincerely, Jack Daggit 161 St. Paul Street #103 Burlington, VT 05401 (802) 540-0760</p>	<p>The shared use path is protected from Pine Street by a grassed buffer strip and vertical curb. This offset complies with state and federal standards.</p> <p>The street and public right-of-way width in the Maple and King Street neighborhood is not wide enough to provide protected bicycle facilities in accordance with state and federal design standards.</p> <p>The Project will include new, continuous sidewalks or shared use path along both sides of Pine Street constructed to ADA standards. If pedestrians desire to be separated from bicycles, they can cross the street and use the sidewalk on the other side.</p> <p>This LS DSEIS document concludes that there will not be a disproportionately high and adverse effect on the residents of the Maple and King Street neighborhood and adverse health and safety effects are not anticipated as a result of the Project.</p> <p>The LS DSEIS was initiated by FHWA in order to reassess the most current Census data and evaluate the potential for impacts on environmental justice communities within the Project study area. The analysis concludes that there are no low-income communities within the study area and no disproportionately high and adverse effects anticipated for the minority population in the Maple and King Street neighborhood.</p>
10/10	Email	Laurie Kotorman	59 King St	<p>To whom it may concern,</p> <p>I believe it is unfair to increase traffic in other neighborhoods, while greatly increasing traffic in ours with the Parkway project. We do not need more traffic, we already have too much.</p> <p>We hope for a fair and just decision on this matter.</p> <p>Sincerely, Laurie and Mark Kotorman owners 59 KIng St. Burlington, VT 05401</p> <p>Laurie laurieinv@yahoo.com www.nikken.com/wellnesspathways www.mypilatesvt.com 802-318-8388 802-985-5848 home office</p>	<p>The analysis and conclusions contained in this LS DSEIS indicate that construction of the Project will not result in disproportionately high and adverse effects to the Maple and King Street neighborhood. Please refer to the appropriate sections of the document for detailed analysis of traffic operations, volumes and safety considerations.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p>
10/8	Email	Mary J. Wright	King St / Maple St	<p>To whom it may concern:</p> <p>I live on the King Street/Maple Street section of the proposed Champlain Parkway. I don't believe this low income, high population dense area should have to bear the disproportional environmental, public safety and quality of life burdens for this project.</p>	<p>As part of this LS DSEIS, Census data was assessed and screened for environmental justice communities in accordance with FHWA guidelines. The assessment concluded that there are no low-income communities within the Project study area.</p>

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				<p>The proposed plan will lower traffic volume in the more affluent sections of the Parkway by as much as 72% while increasing an already high traffic volume and it's accompanying health and safety hazards by 37% in one of the most economically deprived and population dense areas in the State.</p> <p>A couple of traffic lights, no turns west on Maple or King Streets and a mixed use path will only worsen the air pollution, traffic congestion and public safety problems that already exist in this crowded neighborhood.</p> <p>I am requesting a new, fairer and more equitable design for this road project.</p> <p>Sincerely, Mary J. Wright 185 Pine Street Burlington, VT 05401</p>	<p>The analysis and conclusions contained in this LS DSEIS indicate that construction of the Project will not result in disproportionately high and adverse effects to the Maple and King Street neighborhood.</p> <p>Please refer to the appropriate sections of the document for detailed analysis of traffic operations, volumes and safety considerations.</p> <p>Regarding air quality, the traffic changes described in the LS DSEIS will reduce the impacts to air quality as stated in the 2009 FSEIS. A microscale analysis was previously performed and concluded that the project intersections will be below Vermont and NAAQS thresholds. The project will not result in an adverse impact to air quality for adjacent sensitive receptors.</p>
9/26	Spoken Comment	Vicky Smith	Lives Crescent Road. Works King/Maple	<p>Hi I'm Vicky Smith – South End, Crescent Road resident but I work smack in the middle of the King/Maple Street neighborhood. I'm the director of the King Street Center. I want to thank all the interpreters for joining us this evening and I'm disappointed that more families couldn't join us, but I do want to say that there was an outreach effort made to our families: interpreted materials, translated materials, so they could join us. It's a difficult time of evening and I'm hoping we can pull together an outreach endeavor at the King Street Center so that more of our families – we have one of our families joining us this evening – so they can join us. I guess what I have heard from families is less about the actual project and more about phasing. We use the words “we've been under siege” in that neighborhood - it's been untenable. And that impacts quality of life, it impacts children's performance in schools and at the Center and in their neighborhoods. It's just been a lot. So, I hope that whatever magical project comes forward. We are lucky to live in a city that can address infrastructure issues but we have to be sensitive to really well thought out phasing for the children and families that live there, many of whom do not – they speak five languages – but English might be five. And it's difficult to articulate just how difficult the noise and the danger of walking among these construction projects brings to bear on their lives. So, thank you and we'll let folks know when there's a meeting at the King Street Center, we look forward to it. Thank you.</p>	<p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>As discussed in this LS DSEIS, additional considerations and communications will be provided during construction of the Parkway in the Maple and King Street neighborhood.</p> <p>VTrans' policy is to continue public communication during construction and the standard resident engineer contract already includes ongoing conversation with neighborhoods within the Project area. In addition, the City and its consultants will prepare a public information plan to provide updates during construction and allow residents to voice concerns.</p> <p>Yes, there is disturbance during construction, but the community will have new facilities including ADA compliant sidewalks and sidewalk access ramps, new crossings, and improved circulation. Overall, the Project will create minimal temporary construction impacts but provide long-term improvements.</p>
9/26	Spoken Comment	Rick Sharp	177 Pine Street (business address)	<p>Could you go back to the map that shows where the bike path ends in front of Curtis Lumber, please? One of my concerns is that bike paths. My name is Rick Sharp, I run Burlington Segways. Our business is located at 277 Pine Street so we're very familiar with that area and the needs of the people there including the Farmer's Market. A lot of people are going down that street in that area. So, I want to see the area of the map where it goes in front of Curtis Lumber. One of my biggest problems with what's going on in the city today is that the bike paths that you installed are disjointed and then you dump people in the middle of nowhere and that's exactly what this is doing here. My belief is that there is enough space, I understand that further up Pine Street you cannot put a 10-foot path because there isn't enough space between the building and the street, specifically at the Carpet place, but you can extend the bike path. Most of the people coming up that pathway will go all the way into Burlington so don't just dump them into Pine Street here. My feeling is that you can extend that bike path all the way up to the entrance to Curtis and the other businesses there just before you get to the Carpet company. <b>But when you rebuild the sidewalk from there up to Main Street, don't put in a 3 or 4 foot sidewalk there. It should be as wide as possible and if you have to take out the green strip to do that, do that so we can run our segways up Pine Street into Downtown and everyone else can go up and down there.</b> Particularly on Saturday mornings if the Farmers Market is going to stay down there, there is a crowd coming down there. So don't just dump people onto the street there, make sure the sidewalk.... You gotta think about everyone coming all the way into downtown; don't just dump them at Kilburn. Thank you.</p>	<p>The proposed shared use path will extend the existing path from Home Avenue to Kilburn Street. The available roadway width and public right of way precludes extending the shared use path further north than Kilburn Street. The City continues to make improvements to bicycle paths throughout the City.</p> <p>The proposed shared use path was designed in accordance with state and federal standards that specify required slope, width, and clearance from obstruction on either side of the path.</p> <p>The grass strip provides a required buffer between the street and shared use path. In addition, the grass strip serves as needed surface area for stormwater infiltration, utility poles, signs, fire hydrants, and snow storage.</p>

Date Received	Method	Name	Address	Comment	Response
9/26	Written Comment Card	Rick Sharp	277 Pine St	The 10-foot wide multiuse path along the west side of pine Street should be extended north as far as possible (to north driveway into Curtis Lumber and others). Don't stop at Kilburn. From there north make the sidewalk as wide as possible (at least 5') so bikes can continue on the sidewalk all the way to Main St. If you need to take out green belt to do that and run the sidewalk all the way to the curb if necessary. Don't just dump bicyclists onto the streets.	<p>The proposed shared use path will extend the existing path from Home Avenue to Kilburn Street. The available roadway width and public right of way precludes extending the shared use path further north than Kilburn Street.</p> <p>The proposed shared use path was designed in accordance with state and federal standards that specify required slope, width, and clearance from obstruction on either side of the shared use path. In order to accommodate bicyclist and pedestrian traffic, a minimum of 8 feet is required, and 10 feet is recommended. It is not possible to provide this width between Maple Street and Main Street due to the available width between the curb and buildings.</p> <p>The grass strip provides a required buffer between the street and shared use path. In addition, the grass strip serves as needed surface area for stormwater infiltration, utility poles, signs, fire hydrants, and snow storage.</p>
9/26	Spoken Comment	Claire Leonard	South Champlain	My name is Clair Leonard, I live on South Champlain Street. I came to this meeting with questions. And a number of times, in response to people asking questions, instead of providing comments, you've said that this meeting is for giving comments. So, I suppose that my main comment here is, I would really like an opportunity to not just offer comments, but to ask questions in order to be able to offer more informed comments. Maybe I just missed other meetings, though it sounds as though many of them happened several years ago so, I might have just missed them. But this is the first meeting I've seen that is addressing the concerns of residents of these neighborhoods. <b>And I have a lot of questions about the methodology of the traffic studies, stormwater issues, economic concerns for the neighborhoods. And I would like an opportunity to ask those questions before I can offer more informed comments. So, I suppose my comment is that I would like a chance to ask better questions. Thank you.</b>	<p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>Please refer to the appropriate sections of the document for detailed analysis of traffic operations, volumes and safety considerations and other issues relevant to the Maple Street and King Street neighborhood.</p>
9/26	Spoken Comment	Charlie Messing	Pine & College	Charlie Messing. I live at Pine and College. So whoever's roaring down Pine, if they continue past Main Street, they'll pass my house. Sorry about these glasses, I had an eye operation, and everything is totally glarey, it's driving me nuts. Pardon. I've always looked at the dead end of Pine Street at Bank and I've been skeptical of making that street go through. Reconnecting the street, at this point, it seems to be between the arch that used to go down to the parking garage and the free press building and it will become a street: one lane either way and the bikes and people will be walking 20 feet to the left. That's pretty surrealistic to me, but reconnecting the street so that it can go to Pearl Street - I don't see the point. I agree with everybody, twenty people before me, yes, building a road, it is my dream. There is a reason that this thing is a stack of filing cabinets worth of material extending 60 feet up. It's a beautiful sculpture, one of my favorites in town, and it's about the folly of this. And we, as developer-minded people, looking forward to the future and activating all kinds of stuff, we love this idea because it's an idea: it's building something, it costs a lot of money. These are qualities. It is my dream that we do not build this, that we do not increase the traffic on Pine Street, that we try to keep cars out of town. Pine Street shouldn't dead end. I would like nothing more than all the changes that have been mentioned tonight. Or, just forget the whole thing and fix all the sidewalks in town. Thank you so much.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/15 (postmark 10/10)	Mailed Comment Card	Rebecca Bernard	101 College St	<p>Pine to College are way too busy now!! No traffic lights why?? Someone will get hit + killed. We have many many elderly and disabled people people with canes + walkers here at 1010 College St and corner of Pine St.</p> <p>It's an unjust hardship to this neighborhood.</p>	<p>The Project will include signalized intersections on Pine Street at Maple Street, King Street, and Main Street. These signals will be coordinated to improve traffic flow. Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>As part of this LS DSEIS, Census data was assessed and screened for environmental justice communities in accordance with FHWA guidelines. The assessment concluded that there are no low-income communities within the Project study area.</p>

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					<p>The analysis and conclusions contained in this LS DSEIS indicate that construction of the Project will not result in disproportionately high and adverse effects to the Maple and King Street neighborhood.</p>
10/15 (postmark 10/10)	Mailed Comment Card	Jesse Porter	101 College St. Apt. 407	I believe that it is unfair to decrease traffic to other neighborhoods while freely increasing it in ours with this project. We do not need more traffic. We already have to much.	<p>The analysis and conclusions contained in this LS DSEIS indicate that construction of the Project will not result in disproportionately high and adverse effects to the Maple and King Street neighborhood.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway is expected to become the major routing for north-south through traffic in this area. The reassignment of the majority of through traffic to the Parkway will reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p>
10/10	Email	Susi Taylor	Maple St	<p>I am a resident of lower Maple street and am writing in regards concerning the Champlain Parkway. It is a bad design for many reasons, and I have been toldone consideration is" environmental justice." I am not sure what this means, but since we are one of the lowest income areas in the city and one that is already overwhelmed with cars and trucks, the idea of adding another 3,000 cars is ridiculous! In contrast, neighborhoods to the south which are generally higher income, and less diverse will see significant decreases in traffic. Many of my neighbors do not have cars and rely on walking or public transportation to get around. The fact that muach of this new road will not have a consistent bike lane is also ridiculous- bad design.</p> <p>I am also upset with the recent meeting.The timing of the meeting could not have been worse for many residents of our neighborhood who have young families and need to cook dinner and take care of the children, etc.Furthermore,the format of the meeting was problematic; we were not allowed to ask questions, and simply had to try to understand the speakers. IAt the "open time" prior to the meeting where there were "information baords posted around the room - there was no dates on the info so impossible to tell if the design had been changed since then- but most troubling was that i received confliting information from different respresentatives regarding the same question, so don't know who/what to believe. This meeting did nothing to "educate" or attempt to deliver any message that the people who live along the proposed Parkway matter in any way.The fact that only one meeting is being held further challenges the concept of public outreach and education.</p>	<p>Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.</p> <p>The analysis and conclusions contained in this LS DSEIS indicate that construction of the Project will not result in disproportionately high and adverse effects to the Maple and King Street neighborhood.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and</p>

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				<p>I also have to speak to the design of "bump outs" I have been told these are for the benefit of the pedestrians- so we don't have a large span to get across. This might make sense if there was actually space for them, but based on the fiasco we recently witnessed with bump outs at the corners of Maple &amp; St. Paul- it is a horrendously unsafe design. I can't count the number of vehicles now that try to turn onto Maple from Pine or visa versa and oncoming traffic has to back up (if it can), and vehicles constantly drive into or over</p> <p>It is my hope that additional outreach meetings will be held in the neighborhood at convenient times that allow for meaning full dialogue and answers to our many questions. Thank you Susie Taylor Maple St</p>	<p>through traffic. Through traffic that is destined for the CCD or 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 Parkway is expected to become the major routing for north-south through traffic in this area. The reassignment of the majority of through traffic to the Parkway will reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>There will be new ADA compliant sidewalks and/or shared use path along the entire project corridor.</p> <p>The proposed curb extensions have been designed to accommodate the largest vehicles expected at each intersection. The objective of the curb extensions is to provide better sight distance, visibility and shorter crossing distances for pedestrians and to promote speed management through a more compact design. Considering the vehicle composition of traffic flow on Pine Street and side streets, and the City's policy for promoting Complete Streets concepts, curb extensions have been proposed where appropriate. One purpose of the Champlain Parkway is to remove truck traffic from local roads such as King Street.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>

**OUTSIDE MAPLE/KING NEIGHBORHOOD**

Date Received	Method	Name	Address	Comment	Response
9/26	Written Comment Card	Stephen Marshall	101 College St	Why are we building new roads in the age of “leave it in the ground”?	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/30	Email	Andrew Simon	54 Locust St	<p>I would like to register the following comments on the impact of the current proposed design of the Champlain Parkway:</p> <ol style="list-style-type: none"> <li>1. As I stated at the meeting on 9/26, I am a low-income senior who lives one block east of Pine Street and just north of the Lakeside Ave/Pine St intersection. I do not own a car so I am frequently a pedestrian, a bicycle rider and a user of public transportation.</li> <li><b>2. The current design of the Parkway is outdated and should be revised through a new EIS process that reflects current standards and community priorities, including impact on low income residents and increased concern about climate impacts.</b></li> <li><b>3. Pedestrians and cyclists are disadvantaged and put in jeopardy by the current design. Shared use paths and "sharrow" segments do not create a safe environment for either pedestrians, cyclists or (in the case of "sharrows"), motorists. Separate walk and bike lanes should be part of the design from Queen City Park Road to Main Street and beyond.</b></li> <li>4. The dead end proposed for Pine Street at Queen City Park Road will cause undue disadvantage to the low-income neighborhood of South Meadow as well as the South Burlington neighborhood of Queen City Park. Why not a roundabout at this location?</li> <li>5. The current design harms the Englesby Brook watershed by increasing the flow through a large culvert and unnecessarily paving over more acreage, thus increasing run-off into the already-impaired waterway.</li> <li>6. I request further hearings to be held at locations throughout the proposed route of the Parkway, including my neighborhood, near the Lakeside Avenue intersection with Pine. The impact of the current design is considerable on many low-income residents the length of the route.</li> <li><b>7. I object to the format of the 9/26 meeting because presenters refused to answer questions from attendees.</b></li> <li><b>8. While I applaud your recruitment of translators for several languages, it is clear from the attendance of the 9/26 meeting that more must be done to include the voices of New Americans and other residents along the proposed route (including but not limited to the Maple/King neighborhood and South Meadow).</b></li> <li>9. The current design will have a serious negative impact on residents who live near or travel on Pine Street by increasing traffic volume, air pollution, wait times at intersections and noise.</li> </ol> <p>Thank you very much for taking these comments seriously and acting upon the above points. Please contact me if any clarification or elaboration of the comments is needed.</p> <p>Andrew Simon 54 Locust Street</p>	<p>The project design has been updated and several design enhancements have been incorporated as a result of public engagement and input. In addition, the Parkway has been significantly reduced in scope from the original four-lane design as conceived in the 1980’s.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>Online and print advertising was utilized for the September 26, 2019 meeting, as well as door-to-door flyers and direct outreach to community groups.</p> <p>The LS DSEIS was initiated by FHWA in order to reassess the most current Census data and evaluate the potential for impacts on environmental justice communities within the Project study area. The analysis concludes that there are no low-income communities within the study area and no disproportionately high and adverse effects anticipated for the minority population in the Maple and King Street neighborhood.</p> <p>The project includes improvements to pedestrian and bicycle facilities (newly constructed shared use paths, newly constructed sidewalks, pedestrian signals, bike lanes, and other pavement markings in accordance with federal regulations.</p> <p>The Project’s design, which keeps emissions down and keeps traffic moving, should encourage lower-emission transportation.</p> <p>In regard to air quality, the traffic changes described in the LS DSEIS will reduce the impacts to air quality as stated in the 2009 FSEIS. A microscale analysis was previously performed and concluded that the project intersections will be below Vermont and NAAQS thresholds. The project will not result in an adverse impact to air quality for adjacent sensitive receptors.</p> <p>Traffic would have to double before there is a perceived change in noise. The 2009 FSEIS concluded that there are noise impacts anticipated at receptor locations along Pine Street near Jackson Terrace and Marble Avenue. However, due to spatial constraints, noise mitigation measures are not feasible. Other receptor locations do not exceed the Noise Abatement Criteria (NAC) and do not require mitigation.</p>

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				Burlington	
9/26	Written Comment Card	John Creason	174 Home Ave	Living on Home Ave is like living 15 ft. away from a highway. Home Ave was not built for nor intended to handle the volume of cars that currently use it as a main commuter route in and out of the city as well as a trucking route. The current situation is not tenable and the people who live on Home, Flynn and Pine are suffering health effects from the constant noise and pollution.	Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Written Comment Card	Brynne Martin	20 Joy Drive #301 05403	The plan needs to be changed to consider the current community and the climate crisis. Roundabouts are the safest and most environmental choice for intersections. And the most extensive bike and walkway options are the safest for bikers and walkers as well as being the best choice for carbon emissions in our community. We need to be building infrastructure that boasts and encourages non-carbon transportation in the climate emergency we are in.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Written Comment Card	Jonathan Pratt	239 Riverside Ave 05401	Pine St. to Queen City Park Rd. is a safe and convenient route for bicyclists to get to Shelburne Rd. south of I-189. Bicycle-only access across the interchange will maintain safe passage past the interchange.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Written Comment Card	Charles Messing	101 College St (corner of Pine St) 05401	When bicycles zip past my elbow on the sidewalk, I find it more than annoying. That's <u>shared use</u> . I don't think it works. I also don't think we need <u>more</u> cars on Pine St. And Pine St. should not Dead End! We need <u>roundabouts</u> instead of traffic lights or 4-way stops! They would speed traffic up and make it much safer for pedestrians and bikers.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Written Comment Card	Charles Simpson	83 Summit Ridge	<p>1) You have disproportionately impacted the low-moderate income residents just east of Pine at South Meadow by closing Pine St. access to South Burlington.</p> <p><b>2) You have dumped the expressway traffic at King/Maple, an area with a high concentration of subsidized housing including the physically handicapped at Decker Towers.</b></p> <p>3) By running the limited access from Home to Lakeside you have precluded full economic expansion in the Enterprise Zone and affected the job opportunities of low-income neighborhood residents in the South End.</p> <p>4) By paving over much (200') of Englesby Brook you have deprived low and moderate income residents, including at the Flynn Ave co-op, of access to a natural area and increased their risk of being flooded out because the ability of the area to absorb rain water will be reduced.</p> <p>5) the 43 million of public funds being wasted on their poorly designed roadway should go for truly affordable housing for low-income Vermonters.</p> <p>6) Shared-use paths don't serve the needs of the physically handicapped, seniors, and those with small children. The concept is dangerous.</p> <p><b>7) You say synchronized signals will allow Pine to handle increased traffic volumes. But you also have several pedestrian initiated signals and priority technology that favors mass transit. Won't the combination make "synchronized" traffic flow impossible with resulting traffic congestion, exhaust problems, and time (?) in transit?</b></p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway is expected to become the major routing for north-south through traffic in this area. The reassignment of the majority of through traffic to the Parkway will reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project has always been part of the plan for years and has always been listed/incorporated into the City's planning projects and is consistent with City's planning goals. The Parkway is part of the City's economic development plan.</p>

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					<p>The combined impact of the Project creates space for new employment and creates access to these jobs.</p> <p>There will be improved access, across all modes of transportation, in the areas that have been zoned for economic development. The Project is not changing proposed uses and will provide additional access to these parcels.</p> <p>All sidewalks and share-use paths incorporated into the project will be designed in accordance with ADA guidelines.</p> <p>The Project's design, which keeps emissions down and keeps traffic moving, should encourage lower-emission transportation.</p>
9/26	Written Comment Card	S Marshall	101 College	Re-examine rail right of way between Pine & Battery to escape King/Maple issues	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Written Comment Card	S Marshall	101 College St	<p>The Pine Street termination is problematic channeling existing traffic on to congested Shelburne Rd.</p> <p>Perfect location for a round-about.</p>	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Spoken Comment	Steve Goodkind	NNE	<p>My name is Steve Goodkind, I don't live in the neighborhood but I am one of the people that probably instigated the meeting. This meeting was designed to get input for a very specific reason, that's environmental justice, and <b>I didn't hear any explanation as to what you're looking for or what people should be concerned about because there's a lot of things that were shown tonight but I suspect when you get the comments on them you're going to say it has nothing to do with environmental justice and that's your answer. I think you owe an explanation tonight as to what the criteria you're going to be looking at and what the implications of it</b> and I also think having one week to get comments back is unreasonable. I don't know what the rush is, but one week? I think a lot of people are seeing this for the first time and it's asking an awful lot to think you're going to get back something meaningful if you really want it. So I think you need to do some explaining as to what you're looking for at this meeting and what you're not looking for. Don't waste time and let people focus because I think most people don't have an idea of what's going on here as far as this meeting. *interruption from community in terms of when comments are due back* (clarifies) It's a little better. Anyway, I think you need to explain what this meeting is really about.</p> <p><b>You're supposed to be talking about if this is providing an un-proportional burden on the low income neighborhood that it goes through. That's what this is about. A disproportionate impact, that's what this is about, right?</b></p>	<p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street Neighborhood.</p> <p>The US Environmental Protection Agency (EPA) Office of Environmental Justice defines environmental justice (EJ) as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."</p> <p>Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p> <p>Environmental Justice (EJ) populations are those that are minority, low-income, or tribal. A minority population may be present if the minority population in the area is "meaningfully greater" than the minority population percentage in the general</p>

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					<p>population. Low-income communities are defined by the US Department of Health and Human Services (HHS) poverty guidelines.</p> <p>The EJ analysis for this Project identified a minority community in the Maple/King neighborhood. Based on the HHS poverty thresholds, there are no low-income communities within the Project area.</p>
9/26	Spoken Comment	Andrew Simon	Pine Street low-income	<p>My name is Andrew Simon. I live one block east of Pine Street. Not in King and Maple, but near Callahan Park. I'm a senior, I'm a Ward 5 NPA Steering Committee member, I am low income. One of the things I would like to know, not so much about the Parkway plan because I've seen the plan before, but this process we're going through right now is how else will you be gathering data from those affected by the parkway? Low income people? Seniors? People who are not in the King and Maple area? Because there are certainly people in my part of Pine Street who are in those categories and affected by this. I am one block away from Lakeside where all of the traffic in the proposed plan will be dumped on Lakeside and then on to Pine Street so our neighborhood is going to be ground 0 in a certain way for the increase in traffic. My life will definitely be affected by this plan. I don't have a car, I am a walker, a biker, a public transit user, and I have a granddaughter who is five years old so all of those things are impacted by this increase in traffic. So <b>I guess I would very much like to know what the rest of this gathering input process is in a step-by-step basis.</b> The slide that was up there about this really only said we're gathering comments but didn't say where that's going to happen, when that's going to happen and to <b>what extent you are consulting people in other neighborhoods, outside of King and Maple because there's certainly people who are low-income people affected by the Champlain Parkway plan</b>, seniors and others who live further down Pine Street all the way to Flynn Avenue where the Flynn Avenue Co-Op is, Jackson Terrace, just around the corner from me. Many, many people who will be touched by this. So I guess besides just registering this comment, I am asking a question about this. Thank you.</p>	<p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>A formal public hearing and public comment period will also take place during this NEPA process.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p>
9/26	Spoken Comment	Carolyn Bates	Caroline Street, Tract 8 low	<p>Hi Everyone. Thank you very much for your time to do this. It was a lot of energy you had to put into this. I one, very importantly think, you certainly need to have more than one meeting. This is a 43 million dollar project and is going to disrupt the entire south end. I'm sorry. I'm Carolyn Bates. I'm a low-income Tract 8. I used to be low-income, with my business, in Tract 10 on Maple Street. I've been here since 1973 with my businesses. Also, I've been partially disabled four times when I've had to been in a wheelchair. One accident happened because of a bad sidewalk and I ended up needing a new hip from it. <b>This whole plan is not safe. It's slow, unsafe, expensive, and a lot of it is unnecessary.</b> Just look at how the bikes go. Have you really studied that bike path? Maybe you want to take a close up of this? <b>Going north, there's one part of your Champlain Parkway that doesn't even have a space for bikes. So does that mean they have to portage their bikes or carry them north?</b> Completely illogical. Completely illogical and completely unsafe for any children trying to walk. You do not want bikes with pedestrians and some points they're on the right-hand side and some points they're on the left hand side and then they're with the cars and then they're in a separate bike lane. Please. You must not use your present plan there ever. Now, we also have the King Street Maple Street which is our low-income, our lowest income, I think for the entire Burlington. We have 200 Section 8</p>	<p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p> <p>Bike lanes have been incorporated where they were determined to be feasible and fit within physical constraints and the right-of-way width.</p> <p>Separated bike infrastructure wasn't provided on Pine Street between Maple Street and Main Street because there isn't enough width available in this built-up City corridor.</p> <p>Shared use path designed with state and federal standards that specify required slope, width, and clearances from obstructions on either side of the path.</p>

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				<p>residents in this neighborhood; 21 different housing districts in this neighborhood. Are you paying any attention to them? They walk. If they need to get to City Market, they need to bus. And what have you done? You've dead-ended Pine Street with a roundabout the buses can't go around. So doesn't it mean then that the people south of home Avenue will no longer have a bus to take? What about all those people in South meadow? They need buses. A lot of them are disabled. I have maps also to show you with the housing. Now we get into stop lights. You know, the federal government has said in safety laws since this EIS. The safety laws say no federal highway can be built unsafe. A stoplight we know is unsafe. We've had two people killed in the last twenty years in this City because of a stoplight. Roundabouts have had no deaths anywhere in Vermont. And Roundabouts are 8 seconds to go through and stop lights, 30 seconds. And you're adding six more stop lights, so that estimates three more minutes slow time on Pine Street. <b>I think you should get a roundabout anyplace you want to put a stop light. They're faster, safer, 50% less money, they're greener because there's less pollution and none of us want more bad air to breathe. The maintenance is nominal where a stoplight is \$5,000 minimum a year and left-hand turns will be able to be made on King and Maple because the buses and trucks can go around a roundabout and not a stoplight. They're also bike friendly and pedestrian friendly and stoplights are not.</b></p>	<p>Bicyclists desiring to traverse a more efficient route will benefit from improved on-road bicycle accessibility along Pine Street.</p> <p>In addition to the shared use path adjacent to Pine Street, improvements include a northbound bike lane between Lakeside Avenue and Locust Street, shared lane markings, and buffered bike lanes for northbound and southbound cyclists between Kilburn Street and Maple Street.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>While the neighborhood does not meet the US Department of Health and Human Services (HHS) thresholds, a number of design features have been included in the Project to mitigate the impact of traffic on the community. These features include improved pedestrian and bicycle facilities, new, consistent, ADA compliant sidewalks and sidewalk access ramps, bicycle markings, curb extensions, raised intersections, rapid flashing beacons, and exclusive pedestrian phases.</p> <p>Exclusive pedestrian-actuated phases have been incorporated into all traffic signal designs which allow pedestrian to cross the roadway surface while all vehicles are stopped.</p> <p>The signals at intersections will help facilitate the safe movement of all modes of traffic through the corridor.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p>
9/26	Spoken Comment	Spencer Smith	Flynn Ave Coop Homes	<p>My name is Spencer Smith, I live at the Flynn Avenue Cooperative Homes on Flynn Avenue across from where the new City Market is and a block or so from Pine Street. Is there any chance we could see an image of that neighborhood? The Flynn and Pine Neighborhood? Where the plan is to go through? Flynn Avenue and Pine, that area. That's it! That one we just saw. I think, let's see, yeah. No. Unfortunately, this is an old thing and it doesn't show City Market, which is a big presence. You can see the railway across at the top, then those grey-roof buildings are old industrial buildings that now have offices in them. Then there's parking</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p>and then you'll see there's a green space and across from that green space, if we could see, is the Flynn Avenue Cooperative Homes, which is low/moderate income. At least half of us have Section 8 in some form and five years ago, we or the city and through some other places, we outlawed smoking because we have 20 children and we know that second hands smoke is very dangerous for children. But now, we're going to have a highway that goes through our neighborhood. We see that intersection of Flynn and the proposed Parkway and up on the left is the City Market (just this side of the railway) is the City Market; these are all old buildings that were torn down. We have a concern that the pollution of the neighborhood is going to become worse for the children. We already have very heavy traffic now on Flynn, because of City Market and also the large tankers and all the moving vans that are down that side of the railroad. The problem is, when I moved here, into the Flynn Co-Ops from Montpelier in 2007, there were very few children in the co-op and that's the way it was from the founding. But, because of certain legal issues that came up, we now have had 20 children for a number of years. They range from birth to teens, people 15 and 16. So I'm very concerned about that. I thought there was going to be a meeting where we could bring, in the area, probably at City Market, they have a large space we could use. Where our members could come. They all work, they have little children, they couldn't come downtown at this time of day. They're busy feeding their kids and laundry and everything. So I just feel very concerned that there's not going to be a chance for people in that neighborhood. Also, there's the Raymond Place is it South Meadow Housing which is also largely low-income. There are many children in the neighborhood because of the Champlain School and they're walking to work and walking to school. The kids are walking to school and the traffic is very heavy. I'm concerned that it will become worse. Also, we'll lose that wildlife area, which is we see fox, we see deer, we see squirrels. Thank you.</p>	
9/26	Spoken Comment	John Creason	174 Home Avenue	<p>Hi, My name is John Creason. I live at 174 Home Avenue. I speak for myself, a parent who works with young children; and a lot of my neighbors. A lot of them have children as well. Neighbors from Scarf Avenue, Home Avenue, South Meadow, that sort of area. If we want to talk about safety for kids, we try to walk our children to school, as well as a lot of our friends. Right now, there's so much tractor trailer traffic on Home Avenue, trying to turn on to Pine. Same thing with Flynn. We have a system that one of these gargantuan trucks come to the intersection while we're waiting to cross, we have to back up because multiple times people have almost been hit. This is the reason the project's going in. To try and get traffic off these streets. Also, the noise, the pollution, all the studies have shown that Home Avenue, Flynn, and that area of Pine was never constructed or ever intended to handle the kind of volume of traffic it gets. There's so much traffic, huge traffic trailers, FedEx, everyone is online shopping there's all kinds of things trying to get down to the industrial part of the South End that is extremely dangerous and loud for the people trying to live there. The Champlain Parkway will help to alleviate that and is absolutely necessary. I'd also like to mention, because people who don't live in the area probably don't know this, there are a lot of people who live around us who are in wheelchairs. The sidewalks are up on Shelbourne Road and then intermittently down on Pine, but there's always potholes there. The sidewalks down Home Avenue are so rough that they can't use them. So I actually have a couple of my neighbors who use wheelchairs who when they go by that I go out, because they have to go down Home Avenue, in their wheelchair. Numerous time there have been tractor trailers there that have almost run them off the road. People are in a hurry commuting. It is so unacceptable, the current situation, and I don't think that's something that people who keep protesting this and want to speak about it understand. It's as if things are operating as they should right now and this road is going to bring traffic onto these neighborhood streets. It's there and it's not good at all. Finally, I'd like to say that the City, in trying to keep larger businesses in town that pay taxes, like Burton, Higher Ground, City Market was similar, their being able to build in the places they are is predicated on the Champlain Parkway. So part of the argument is the Champlain Parkway is coming in; all of these traffic studies- it's going to be okay, it's going to get better, once that's built. That's probably true, but it hasn't been built and if it's not built, all of these things are getting done in the name of money, on top of falsehoods. So I'd just like to say that. If Higher Ground comes in, with the same kind of traffic, 1,200 person music venue, these people are going to be coming at night; 9:30, 10:30, 11 traffic starts getting better but these people are going to fill up that time and we will get no respite from the extreme amount of traffic coming down Home Avenue. Thank you.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
9/26	Spoken Comment	Lynn Vera	End of Pine – Queen City Park Road	<p>My name's Lynn Vera and I live at the other end of all this, at the end of Pine Street where it becomes Queen City Park Road in the neighborhood of Queen City Park. I've lived there for 30-something years. I've used Pine Street, I've seen the changes in Pine Street – the traffic that tries to get down Pine Street. There is no</p>	<p>Similar comments and ideas for implementing light rail or other rapid transit services in Burlington were raised and responded to in the 2009 FSEIS. At the time, it was identified that the area didn't meet population requirements to support this type of</p>

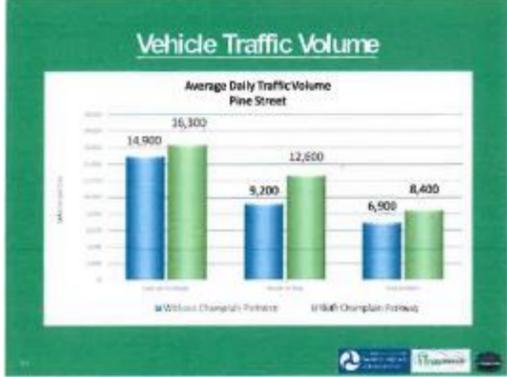
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				<p>way for me, other than by water, to get to Burlington without dealing, at some point, with Pine, Maple, King, all the mess. I really have tried to study this connector, <b>tried to make some sense of why there would be a throughway to bring even more traffic just still to get dumped before you can get into the city.</b> When Chapin took his job, I hoped that there meant there would be a little sanity, levity, to the idea of increasing traffic to get dumped down there. I live where there is lots of parking now- the connector that never got built. And I always fantasize that people of... I don't want to be, I don't want to use a poor word... I fantasize that people, and I, Chapin, put you in that group, that would think of that as a spot to park cars and create something that Vermont could be proud and excited of: an aerial tram to haul all these people and bring them downtown. I hear the gentleman in front of me. Certainly, I've looked at all those neighborhoods, I have friends in all those neighborhoods, you got to get trucks out of there, you have to fix sidewalks. We need some way to get vehicles into town, but it doesn't need to be the road for every vehicle going into town. And most vehicles don't need to go into town and wouldn't if there were a sane and accessible place, like that ugly K-Mart that's not becoming another huge parking lot. Why not plunk all those cars there and bring people downtown in another way? There's so many unpolluting ways of moving large numbers of people. And if we are going to even talk about spending this kind of money we should be getting people out of their cars who need to get into town and just let the trucks and the cars that have to go go. If I lived on any one of those streets and saw a 4,000 car increase and just I'm just supposed to swallow it, I would be crazy tonight. And I do agree with everyone, this one meeting, although it's nice, you have got to get to where the people are, not expect them to come here, if you can do that. But, come on, Chapin, we're looking for ya! Thank you.</p>	<p>transportation alternative. The factors considered at that time have not changed so that our previous responses are still applicable.</p> <p>New, consistent sidewalks compliant with ADA-requirements will be provided throughout the Project.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>
9/26	Spoken Comment	Sandy Henneberger	Colchester	<p>I'm Sandy Henneberger, I live in Colchester. And I'm part of the group that would love for you to do roundabouts instead of traffic signals. I think they're mostly safer. I was a hard sell on this and I'm convinced now they're safer. And maybe there not even – I haven't looked into it that much. But maybe one thing I do know about are these multiuse paths- they're a joke. You're depending on almost no one using them. That artist picture, there was no people on that walkway, no people, no bikes and, yeah, people say that it works on the bike path. Well, I live, I use a bike path, and it does not work if you have a volume of people using it. Supposedly bikes can't go – like the bikes that you get in the town – can't go more than 10 mph. Ten miles an hour is fast for a pedestrian. I've had friends that've had really bad accidents on these multiuse paths. And in Colchester they just put another one in and it looks lovely, it looks peaceful, it looks wonderful. And no one uses it. As soon as you have – you're depending on people not walking, not using their bike. What we really need to have are designated bike paths that are separate from the people walking, or you are creating accidents. And that's really all I have to say. It sounds like a complicated project... good luck.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
9/26	Spoken Comment	Charles Simpson	Summit Ridge Burlington	<p>Hello, my name is Charles Simpson, I live in Burlington but up at Summit Ridge. And I'm a retired professional sociologist with published studies of work in lower Manhattan, including highway planning. I have to say, and speaking with all due respect, what you've presented here is an exercise in magical thinking. You talk about shared use for paths; we've already seen that when you add together the Segways, the folks on wheelchair access, the parents pushing children in carriages, elderly people, add that to bikers it just doesn't work – you have to know it doesn't work. It's not a solution. You talk about synchronized signals as speeding up the one third increase in traffic that you predict at the King end of Pine Street, and yet you talk about the pedestrian at will signals, you talk about emergency vehicles that can change the lights. There will be no synchronized signals, you have to know that. You talk about connectivity: you're breaking of. You're asking the low- and moderate-income people in South Meadow that may not have cars, you've broken their connection to South Burlington and all of the shopping in South Burlington. That doesn't make any sense. You talk about that this is somehow free money because we're going to be getting 95% of this from the federal government, without realizing that we have to, as tax payers in Burlington, we're going to have to retrofit this road because it's a limited access highway and it doesn't fit into our industrial district. And those jobs, those employers will not have access to that road unless curb cuts are made. And at the same time, we have to maintain this road in perpetuity, so it's not a free road. You talk about servicing the needs of downtown, the original rationale for this highway- it doesn't make any sense. Every one of your purposes and needs is not served by this highway. You talk about getting around; you talk about enhancing economics in the city- you have taken six acres and paved it over in the enterprise zone. You've precluded that from being a job creator. You talk about environmental enhancement: you have put in 200 feet of culvert to channel Englesby Brook. One thing after another, it seems to me, is in contradiction to the rationale and the public</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				relations that surround this highway. It simply is in the wrong place, it's over done. All you would need to do to solve the problem of trucks is to enhance the C1 Section from Home to the interstate; put in a roundabout at the terminus of Pine Street and you would have all of that truck traffic out of that neighborhood. It's a simple solution, it's half built already; it was abandoned but I could be certainly enhanced. Thank you very much.	
9/26	Spoken Comment	Laurie Smith	Queen City Park South Burlington	Hi, my name is Laurie Smith, I live in South Burlington and Queen City Park. And I want to comment about this planet that we are living on. Last Friday there was a strike for the climate; our planet's on fire and we're building more roads. We have Plan B TV which is talking about building a walk and bike friendly community, but we are building a road that brings more cars into Burlington. What are we doing? We have an existing road from I-89 to Home Avenue that could be opened up, get truck traffic off the ground streets, we don't need more roads. We don't need more cars in Burlington; we've been talking about this since the '70s. We want to take car parking off the streets in Burlington so that it's more bike friendly, but we're increasing our dependence on cars. Please! We're killing ourselves. And maybe it doesn't matter – let's build another road. And that's it, thank you.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Spoken Comment	Laura Waters	Queen City Park	My name's Laura Waters, I just have a very quick comment. I'm confused because I thought this meeting tonight was billed as an outreach to get comments from the King Street and Maple Street neighborhoods. Although, you said that's not really what this is about; but you brought in all these translators to help people from those neighborhoods to understand to understand the project, to comment on the project. But there's no one here and you've got one meeting. So where are the people that we are supposed to be providing outreach to discuss the project, to let them express their concerns about the project? And I think that having one meeting where all you have are translators and nobody – or very few people, probably, from that neighborhood, certainly no one from that neighborhood has spoken – is really very inappropriate and that you need to have more meetings. You need to have more outreach. You need to find out where these people are so that you can clearly outreach to them and talk to them about what this project means and how it's going to impact their neighborhoods.	Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.
9/26	Spoken Comment	Ron Krupp	Queen City Park	Hi, I'm Ron Krupp and I have the solution. If anyone's been to Portland, Oregon you might have noticed the light rail system that takes people into town and back. Believe it or not, we have railroad tracks right next to the Champlain Parkway. And we could use those railroad tracks to take people from Shelbourne Road right into town, right to the waterfront. And then we could have jogs that go up to the medical center, go up to the university, go up to the downtown. And if we didn't have light rail, we could use busses that would take people. And we have a large parking area right near Shelbourne Road. So, we could combat pollution, we could use the parkway to build housing, to build shops, because we certainly have a housing crisis in this town. So, we could do all those things with some simple solutions. Some of you may be out of a job – but I'm talking about the people that are wearing the, you know [implying nametag]. Anyway, that's my solution. I live down in Queen City Park. The idea is to close off Pine Street right where Queen City Park hits Pine Street. You know what that's going to do? It's going to send people down Shelbourne Road – that's going to be a mess. So, there is a simple solution if you just listen to me.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Spoken Comment	John Creason	174 Home Avenue	Let me just say one thing. The current Pine Street, part of this project is trying to get this traffic off the road that runs right in front of Champlain Elementary. Everyone keeps talking about we need to save the children from this. All these cars go right in front of the elementary. Right now. This is going to move it down away from that. All these kids from all these neighborhoods come here and go school. There are so many things that seem to be missed by people when they talk about this. I don't even know if people realize that because Champlain Elementary wasn't on the map.	Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
9/26	Spoken Comment	Steve Goodkind	NNE	I have a question about the process. Steve Goodkind. Ten years ago, when we last did an EIS for this project, the city was vehemently opposed to this version of the project, specifically where it no longer goes through the railyard, but it goes through the neighborhood of Pine, Maple and King. As part of our efforts to discourage this option and push for another, information was prepared regarding environmental justice, which is what this meeting is about tonight. Back in those days we were told, well that really wasn't a criteria and it never made it into the EIS, as far as I know. But this information exists. <b>In other words, a request and supporting documentation that talks about environmental justice. And I think even in the last 10 years those concerns are even greater.</b> Some of the consultants here tonight probably worked on that. What I'm requesting is that that document be made available so people can look at it and have a better idea again of	The 2009 FSEIS which contains the previous Environmental Justice analysis is available at <a href="http://www.champlainparkway.com">www.champlainparkway.com</a>  Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.

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				<p>what the issue is here because it is environmental justice. Because the city was on record trying to make a case that environmental justice precluded this particular option being selected. So I would appreciate it if that option could be made available. I couldn't agree more with the gentleman that said, "more meetings." I went down to Public Works last week and asked them about their process and I was told there probably would be more meetings. It's just, like, one. So, I think more meetings, definitely. Thank you.</p>	<p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p> <p>The Record of Decision issued by FHWA in 2010 has been rescinded in order to reassess environmental justice concerns. This LS DSEIS was prepared to assess these concerns.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>
9/26	Spoken Comment	Tony Redington	Ward 2	<p>I'm Tony Redington I live on North Winooski Avenue. I'm a resident of the Old North End along with Pine/King/Maple area. We have over 80% of our residents at low and median income and low income and poverty level income. It's a key point about what these two areas are like, it's not just that you're low income, there's something that goes along with that. And that is about 40% of the folks and households that live in the King/Maple neighborhood, and the Old North End, do not have a car and have no access to a car. But we don't hear much about that. So when we talk about the importance of walking and biking, this isn't just a nice thing to go scurrying around to enjoy life. It's a necessity. And quite frankly the biggest defect in this project, as you well know, is the fact that this plan has no protected bike lanes anywhere in the project. Paint does not protect a bike lane, physical barriers do. Not only is there no protected bike lanes, there's no separate sidewalk anywhere in this project that is being built. We are taking away sidewalk on parts that's existing right now in front of Chapin's own office. They're taking sidewalk away and making it a shared-use path. That is... it's irrational. But this isn't just my thinking; it's also the thinking of the plan walk-bike of the city, and also the regional plan for active transportation. At just two years old, they call for separate, protected bike lanes from the top of Pine Street at Bank Street, all the way down to Flynn Avenue. You can look it up just as well as I can. And what are those plans – what are we doing with this project? We're not providing one inch of protected bike lane. We're spending 47 million dollars and not getting a quality bike lane anywhere in the project. Number two, we're also not getting any sidewalk; we are actually degrading the ability to walk and bike. I'm not going to go into roundabouts. As you know the city pointed out that you have a 30 second delay with a signal versus 8 seconds with a roundabout. The roundabouts, the downtown roundabouts in Vermont, there are five and have yet to have a bicycle crash. Have not had a serious pedestrian crash. We've had three... about every seven years we kill a pedestrian at a traffic light. It's not confusing; roundabouts are safe. I'm part of the Pine Street Coalition, about 200 people who are supportive of a new EIS process because this project was really put in the can in about 2006. Carolyn Bates has been here tonight and spoke, she was at the 2006 hearing in this location, about 95 people. That was the last real public hearing that put this project to bed. 2006 was the year before the iPhone was invented, the year before the first protected bike lane network was put in Montreal – and here we are today. The point is, the walk-bike coalition of the city has been opposed to this project from the very beginning because of that very thing and the city has refused to respond to them in the design plan that we have here. I guess, finally, my major concern is safety, but also for the neighborhoods. We are concerned about the safety, health and the air quality of our neighbors. Whether we live in the Old North End or the South End, and yes, the sidewalk on Home Avenue is terrible. I'm a biker, but I only can do sidewalks now because it's not safe to be on the street. I must admit that one of the worst sidewalks of the city is trying to get up and down Home Avenue. Thank you.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/11	Email	William Calfee	147 South Cove Rd	<p>Wayne Davis VAOT One National Life Drive Montpelier VT, 05633</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only</p>

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				<p>Hello Mr. Davis,</p> <p>I would like to go on the record supporting round-a-bouts for the Champlain Parkway in Burlington. I grew up near Manchester VT, where we had "Malfunction Junction" the intersection of VT Rt 30, VT rt 7A and VT rt 11.</p> <p>As residents and business people we went through many attempts to improve the traffic in Manchester at this intersection including several traffic lights. It was not until we installed Round-a-bouts that things improved dramatically.</p> <p>I encourage you to consider avoiding the same pain that Manchester went through and <b>change the plan to replace traffic lights on the Champlain Parkway with round-a-bouts.</b> This would also be in line with the State's and the City's commitment to reduce Green House Gases and carbon emissions.</p> <p>We are at a point of crisis with the impacts of Climate Change and we need to be considering carbon emissions in every action.</p> <p>Let me know if I can help in any way or clarify my thoughts.</p> <p>Thanks for the work you do for the rest of us. Cheers,</p> <p>William Calfee 147 South Cove Road Burlington, VT 05401 802-870-0964 cell 802-540-1082 Home</p>	<p>comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/10	Email	Rick Wackernagel	263 S. Prospect St	<p>Mr. Wayne L. Davis Vermont Agency of Transportation One National Life Drive Montpelier, Vermont 05633</p> <p>Dear Mr. Davis,</p> <p>I am writing you for Burlington Ready for 100% about the proposed Champlain Parkway in Burlington.</p> <p>Burlington Ready for 100% is a Sierra Club renewable-energy campaign seeking a full, just, equitable, affordable and inclusive transition to clean, renewable energy.</p> <p>Burlington has long been a leader in sustainability. It's recent adoption of a goal of becoming a net-zero-energy city by 2030 and the preparation of a roadmap to get there are but the latest examples. In this context the existing Champlain Parkway plan is out of place. However, we see the Parkway was potentially being a model for sustainable urban transportation infrastructure, designed to support low- and no-carbon transportation modes at volumes needed for Burlington to reach its net-zero-energy goal. This would include state-of-the-art transit and bicycle infrastructure. We also believe that the transition to renewable energy must be just and inclusive. The existing plan disproportionately affects low-income and minority populations within Burlington, Making the Parkway a no-regrets transportation project that will benefit everyone and not require reconstruction to support net-zero transportation will be a more just and cost-effective path to Burlington's goal.</p> <p>Deficiencies of existing Champlain Parkway plan and potential remedies</p>	<p>The following responses apply to concerns raised regarding Environmental Justice and the Maple and King Street neighborhood.</p> <p>This LS DSEIS was prepared to assess the potential for environmental justice impacts as a result of the Project.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>The Project includes improvements to pedestrian and bicycle facilities designed in accordance with ADA guidelines and state and federal design standards.</p> <p>Bike lanes will be provided where they are determined to be feasible. Separated cycle tracks were not feasible on Pine Street as there isn't enough width available to accommodate vehicular traffic, separate cycle tracks, and pedestrian sidewalks within the same footprint. In addition, the multitude of driveway openings between Maple Street and Main Street would create numerous conflict points with a separated cycle track facility. The shared use path has been extended as far north on Pine Street as possible and was designed in accordance with state and federal standards that specify required slope, width, and clearance from obstructions on either side of the path.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane</p>

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				<p>The limited access portion of the Parkway dead-ends Pine Street, disconnecting Queen City Park Road and connected portions of the South End of Burlington and the northwest corner of South Burlington.</p> <p>While the provisions for bicycles and pedestrians may have been best practices at the time the last Parkway plan was developed, they no longer are. Shared lanes for bicycles and pedestrians, and <b>painted lines on roadways for bicycles have been replaced by separate cycle tracks and sidewalks, because of their ability to reduce accident rates and support higher volumes of bicycle traffic.</b> Burlington's roadmap to net-zero energy includes a substantial increase in use of bicycles for transportation, making the future benefit of reducing accident rates even greater than now. Shared paths and painted lanes on shared roadways will not be adequate then, making the Parkway a regret requiring reconstruction to resolve.</p> <p><b>The use of traffic signals instead of stop signs along the Parkway results in a collection of missed opportunities to improve the operation of the corridor and its impacts on the area.</b></p> <p><b>Signalized intersections are now known to increase throughput less than roundabouts do, while increasing accident, injury and fatality rates. Vehicles move more slowly through roundabouts, and roundabouts are not affected by power outages. Roundabouts have fewer points of conflict between vehicles than do standard intersections.</b></p> <p><a href="https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm">https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm</a>  <a href="https://www.greatersudbury.ca/sudburyen/assets/File/Comparative%20Analysis%20-%20Second%20Avenue%20at%20Scarlett%20Road%20v2.pdf">https://www.greatersudbury.ca/sudburyen/assets/File/Comparative%20Analysis%20-%20Second%20Avenue%20at%20Scarlett%20Road v2.pdf</a></p> <p>Studies by the Insurance Institute for Highway Safety and Federal Highway Administration have shown that roundabouts typically achieve:</p> <ul style="list-style-type: none"> <li>• A 37 percent reduction in overall collisions</li> <li>• A 75 percent reduction in injury collisions</li> <li>• A 90 percent reduction in fatality collisions</li> <li>• A 40 percent reduction in pedestrian collisions</li> </ul> <p><a href="https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm">https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm</a></p> <p>A September 2015 study of 15 single-lane roundabouts in Maryland showed "a 68 percent decrease in the total accident rate per million vehicles entering the intersection (mve). In addition, there was a 100 percent decrease in the fatal accident rate/mve, an 86 percent reduction in the injury accident rate/mve, and a 41 percent reduction in the property damage only accident rate/mve." This study showed a benefit-to-cost ratio based on the reduced accident rates of 15 to 1 - \$15 of avoided costs of accident and injury for each \$! spent on roundabouts.</p> <p><a href="https://ops.fhwa.dot.gov/publications/fhwahop14032/ch5.htm#55">https://ops.fhwa.dot.gov/publications/fhwahop14032/ch5.htm#55</a></p>	<p>roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p> <p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont's Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p>

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				 <p>The reduced throughput and increased dwell times at signalized intersections increase motor-vehicle emissions along the route. The increased emissions cause increased health costs, particularly among area residents, particularly in the King-Maple portion of the Parkway. Traffic volume will increase more there, in both absolute and percentage terms, than in other portions of the Parkway. Idling traffic at signals where these two streets cross Pine St. will produce higher concentrations of vehicle emissions in this portion of the Parkway.</p> <p>Champlain Parkway Project, Burlington, Vermont: Public Outreach Meeting For The Greater King Street and Maple Street Neighborhood. Thursday, September 26, 2019.</p> <p><a href="http://champlainparkway.com/resources/documents/activity/09-26-2019-Public-Outreach-Presentation.pdf">http://champlainparkway.com/resources/documents/activity/09-26-2019-Public-Outreach-Presentation.pdf</a></p> <p>This neighborhood has the second highest concentration of low-income and minority people in Burlington. The Federal Highway Administration's policy is to avoid disproportionately high adverse impacts on minority and low-income populations:</p> <ol style="list-style-type: none"> <li>2. "The FHWA will administer its governing statutes so as to identify and avoid discrimination and disproportionately high       <ol style="list-style-type: none"> <li>2. "(2) proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with EO 12898</li> <li>3. "(3) considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with EO 12898;"</li> </ol> </li> </ol> <p>FHWA Order 6640.23A - FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations</p> <p><a href="https://docs.google.com/document/d/1Jon1fcviiqqjh4tjQumkyVErFDFoV9nbPkoYQ12op0/edit">https://docs.google.com/document/d/1Jon1fcviiqqjh4tjQumkyVErFDFoV9nbPkoYQ12op0/edit</a></p> <p><b>installing roundabouts at intersections on the Parkway would increase throughput and reduce dwell time at the intersections. This would reduce the disproportionately high adverse impacts on the low-income and minority populations living in King-Maple neighborhood.</b></p> <p>Higher automotive emissions will also mean higher greenhouse-gas emissions, missing an opportunity to contribute to reaching Burlington's net-zero-energy goal, and setting the stage for reconstruction at a later date.</p>	

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				<p>Consolidated list of proposed changes            To create a Champlain Parkway that cost-effectively supports Burlington's and the Federal Highway Administration's commitments to environmental justice, and supports Burlington's efforts to become a net-zero-energy city, we concur with the Burlington Walk-Bike Council's endorsement (Letter to Mayor Miro Weinberger at <a href="https://drive.google.com/drive/folders/1z7Mv9fl596ntnX3CJPD1KVyzRoKcUEv">https://drive.google.com/drive/folders/1z7Mv9fl596ntnX3CJPD1KVyzRoKcUEv</a>) of the Pine Street Coalitions Redesign Guidelines (Below), with the following specifications or additions:</p> <p>A park-and-ride facility close to the intersection of 1-189, Queen City Road and Pine Street, served by</p> <ul style="list-style-type: none"> <li>Mass transit, with a handicapped-accessible waiting shelter with seats</li> <li>A bike-share system, with the charging hub</li> <li>Secure bike racks</li> </ul> <p><b>Continuous separate cycle tracks and sidewalks along the whole length of Pine St</b></p> <p><b>Roundabouts with separate cycle tracks</b>, as in: <a href="https://www.youtube.com/watch?v=FR5148h5Eo">https://www.youtube.com/watch?v=FR5148h5Eo</a></p> <p>Summary            Redesigning Champlain Parkway as outlined above will produce a Champlain Parkway that contributes more to Burlington's transition to net zero energy and reduces differential adverse impacts on low-income and minority residents along the Parkway corridor. This will avoid redesigning and rebuilding it later to achieve this goal, and make the Parkway a demonstration of sustainable urban transportation infrastructure.</p> <p>Yours sincerely,            Rick Wackernagel            Volunteer Lead            Burlington ready for 100%</p> <p>Appendix</p> <p>Parkway redesign Guidelines            Pine Street Coalition: Let's Do It Right -Thursday, August 9, 2018 ·</p> <p>CHAMPLAIN PARKWAY REDESIGN GUIDELINES Let's Do it Right June 2018</p> <p>The Champlain Parkway Redesign Guidelines (Guidelines) arise from public many South End community and City groups discussions. The Guidelines shape a safe and complete street concept. Ultimately a new Parkway design happens through a thorough, informed, public discussion of today's needs. The Parkway dates from 1960s, the current design from a decade ago-plans do evolve over time!</p> <p>The Guidelines call for:</p> <ol style="list-style-type: none"> <li>a. Cutting 1.5 mile lane miles of roadway;</li> <li>b. Conserving four acres between Flynn and Lakeside Avenues, about two for economic development of the "Gilbane" parking property and two for protection and improving Englesby Brook</li> <li>c. Employing roundabout technology throughout to avoid dozens of crashes and injuries to the traveling public, and reducing intersection gas use and pollutants including global warming by about a third;</li> <li>d. Attaining about \$12 million cost savings, one quarter of the \$43 million project;</li> </ol>	

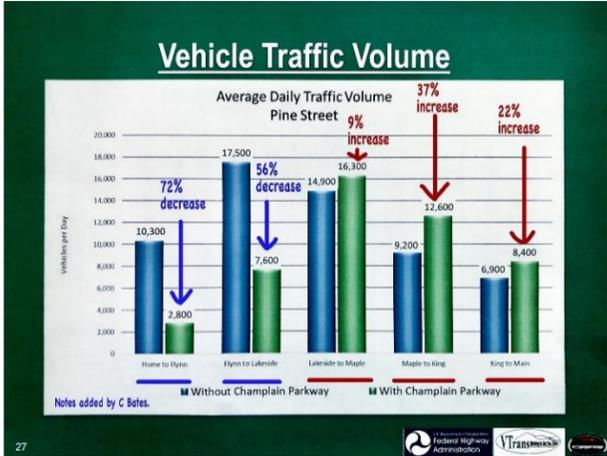
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				<p>e. Retaining connectivity and enable improved bus services as well as future light rail;</p> <p>f. Offering better, safe access to City Market South End and Petra Cliffs;</p> <p>g. Allowing some savings invested in lower Pine Street and Flynn Avenue for sidewalks;</p> <p>h. Providing separate and safe individual walk and bike facilities now absent;</p> <p>i. Fostering a livable and sustainable South End so critical to both quality of life and new vibrancy of the neighborhoods-as well as the arts, education, and business economies.</p> <p>Champlain Redesign Guidelines feature:</p> <p>Reversing dead-ending of Pine Street at the Parkway Current design dead-ending worsens the nearby single-lane bridge, cuts Queen City Park road access and linkages to the Industrial Drive and South Burlington points.</p> <p>The I 189 segment for years used for commuter parking, children bike riding and dog walks Some can be retained as a two-lane road allows a linear transit or park 'n ride facility.</p> <p>From Home Ave. to Flynn Ave. the Parkway converted from two segregated streets, becoming a single, quality and safe "complete street."</p> <p>Melding Briggs and Batchelder into a single street with full connectivity possible for City Market and Petra Cliffs (no vehicle access to Morse, Lyman and Ferguson).</p> <p>The "[proposed Champlain]Parkway" ends at Flynn Ave. The original "Purpose and Need" to speed traffic downtown no longer serves the City or is possible with moving the railyard abandoned.</p> <p>The objective of shifting trucks off local streets to the industrial areas still occurs.</p> <p>The natural areas of Englesby Brook now preserved and two acres of prime development land at Glbane recovered for businesses and associated jobs. The Gilbane property and Innovation Center now become an overall "Lakeside Innovation Zone." Guidelines affirm the value of the energy and industrial innovation enclave which mark the area from its earliest days. This "innovation enclave" engages with the City's food hub and energy production as a common goal.</p> <p>Safe and separate walk and bike routes Walk/bike quality facilities along the Pine Street corridor serve the neighborhood, commuters. and feature a focus on "safe routes to school", thereby becoming a complete street with "low stress" bikeways.</p> <p>Stormwater infiltration Mechanisms for stormwater include rain gardens, soils remediation and open space protection on the Barge Canal as an ongoing remediation site.</p> <p>Pine Street to Main Street With Bicycle Connections: The Tuning Fork Separate from the Parkway project, the Railyard, may allow a one way street design west from Curtis Lumber to South Champlain, north to Main Street then return down Pine Street-'this allows the addition of a low-stress bike circulation and connector to the Burlington Bikepath.</p> <p>-----</p> <p>This scheme of combustion to get power makes me sick to think of - it is so wasteful. We burn up wood and coal, as renters burn up the front fence for fuel. -Thomas Edison, 1910</p> <p>Rick Wackernagel (He, him or his)</p>	

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				<p>Itinerant climate activist  rick. wackernagel@gmail.com, 802-578-4907  262 South Prospect St Apt 2, Burlington VT 05401  <a href="https://www.facebook.com/rick.wackernagel.3">https://www.facebook.com/rick.wackernagel.3</a></p>	
10/9	Email	Samuel Lurie	80 Austin Drive, #173	<p>I live in the South End and have concerns about the current design of the Champlain Parkway.</p> <ol style="list-style-type: none"> <li>1) The dead-end at Pine Street restricts traffic in too many ways. I live on Austin Drive and use the bus, which uses the connection to Queen City Park Road. I do not see how this will be manageable. Please consider an alternative to cutting off this important South End connection. The roundabout option I have heard about makes sense.</li> <li>2) The terminus at Lakeside Ave also seems like bad planning and counter-productive to the goal of the Parkway. As someone who travels this part of Pine Street, often via Lakeside by bike, this will cause significant backups. How can the small neighborhood--and numerous larger facilities like Champlain College, the Innovation Center, and the new development at Blodgett--manage with this plan?</li> <li>3) There has been a lot of business development on Pine Street which would now all be bypassed with this plan.</li> <li>4) We already have a main road to downtown, Shelburne Road, and I don't see why cars and trucks can't be directed there.</li> </ol> <p>Thank you for your reconsideration of this project. There are reasons it has stalled for so long. Burlington and the entire world has changed so much, even in the past 5 years. Let's not use a plan designed decades ago to solve our current problems. This is an opportunity to step back and re-think the plan before we buy in to something that doesn't work for our community.</p> <p>Thank you,  Samuel Lurie  80 Austin Drive, #173  Burlington, VT</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/9	Email	Michael Royer	Queen City Park Road	<p>I live on Queen City Park Road.  The Champlain Parkway will be immediately behind my house.  This is the wrong road at the wrong time.  Shelburne Rd should be improved to carry traffic into the downtown.  Pine Street already carries too much traffic and adding traffic to it will make it unbearable.  The Champlain Parkway will create an obstacle to lake access.  It will filter car and truck traffic onto Pine Street at a choke point.  The wait, especially at rush hour, to get traffic through Pine and down through Maple onto Main St will be horrible.  And then where does the traffic go when it meets Main Street?  Traffic will continue to cut through the neighborhoods.  How will local kids cross it to get to school?  This project has not been thought through for the 21st Century.</p> <p>Large trucks need to be banned except for the highways and a refurbished Shelburne Rd.  Smaller trucks should be required in urban areas.  There's no reason 18 wheelers need to be delivering locally.  The existing sections of the Parkway should be turned into park and ride, good bike/walking routes, and a trolley track.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				Thank you -Michael Royer Burlington, VT	
10/8	Email	Donna Fellingner	80 Austin Drive	I support Champlain parkway redesign. Lets get pedestrians and cyclists into the plan. Donna Fellingner 80 Austin Drive	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/8	Email	Ben Traverse	92 Home Ave	<p>To Whom It May Concern:</p> <p>The Champlain Parkway, in its currently approved form, is absolutely essential to alleviating traffic in Burlington's Addition neighborhood.</p> <p>Decades' worth of development has taken place down Austin Drive, all under the pretense that folks in places like Red Rocks and Ledgewood would have a way in-and-out via the Parkway. As it is, Home Avenue remains their only outlet.</p> <p>All too many commuters are increasingly making Pine Street their way out of Burlington, with many working in expanded office space along the corridor, or stopping along the way at new restaurants, breweries, and stores.</p> <p>The South End City Market was recently developed with the Parkway in mind. The store's back entrance remains unusable until the Parkway is built. Briggs and Batchelder, and the western portion of Flynn Avenue are in a continuous state of disrepair, awaiting a new thoroughfare.</p> <p>More recently, Burlington acted to rezone the Enterprise - Light Manufacturing area, paving the way for a large late-night entertainment hub to be built along Queen City Park Road. If this project is permitted without the Parkway, the only means of ingress and egress will be through our residential neighborhoods. This is unacceptable.</p> <p>Maintaining quality of life in the South End demands that construction of the Parkway begin as soon as possible. Moreover, for the aforementioned reasons, the project should prioritize the southern portions of the project first, rather than the Flynn to Lakeside portion.</p> <p>Respectfully submitted, Ben Traverse 92 Home Avenue Burlington, VT 05401 (607) 624-1287 bentraverse@gmail.com</p>	Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/8	Email	Sam Beall	396 Flynn Ave	<p>To whom it may concern:</p> <p>I support the parkway as it's currently designed. As a south end resident, I can say from experience that the status quo for traffic flow is unacceptable. The current design will bring relief to an over burdened street system that was not designed for the traffic flows we currently experience. I'm a commuting cyclist, and I really look forward to the protected bike lanes this project includes.</p> <p>I hope the city will move forward with the project without delay.</p> <p>Sincerely,  Sam Beall 396 Flynn Avenue</p>	Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.

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10/8	Email	Ellen Leff	161 Austin Drive	I support Champlain Parkway re-design to make it a safer and more friendly thoroughfare for driving, biking and walking. Please continue access from Pine St to Home Ave and Austin Dr neighborhoods and beyond. Ellen Leff 161 Austin Dr	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/9	Email	Laura Waters	50 Central Ave, S. Burlington	As I was down at the Intervale today a large flock of geese flew over & it caused me to ask why the City of Burlington insists on spending tens of millions of dollars on a road project that was developed before we realized the environmental damage that we are doing to the planet from burning fossil fuels. I know why transportation officials want to spend the money on roads because that is what they do. But Burlington has a choice. We don't have to spend this money on a road that will only encourage more driving & create more traffic in the city. City officials need to have the courage to make a strong statement that contributing to the increase of GHG emissions will not occur in Burlington & that the city will do everything in its power to reduce or eliminate carbon emissions even if it means giving up transportation dollars for construction of a new road. I see no reason that the C1 section should not be opened to remove traffic from Home Avenue, as long as Pine Street does not become a dead end & a roundabout is installed. The design of the pedestrian & bike paths along the entire project is ridiculous. The zigzagging from the east to west at intersections with traffic lights & then constructing a combined bike/pedestrian path along Pine Street until you dump the bikes out into the street at Kilburn. How is this safe? <b>I don't understand how putting 3,000 more cars a day onto Pine Street could be considered a good thing. The traffic lights are supposed to be synchronized to improve traffic flow but pedestrians, buses &amp; emergency vehicles can override the signals which will happen on a regular basis. Did your model take into consideration that the lights will not be synchronized during the most active parts of the day when there is the most traffic &amp; the most pedestrians/bikes trying to maneuver through these intersections?</b> <b>The King/Maple Neighborhood will see a one third increase in traffic while other neighborhoods will see their traffic drop by more than half. This clearly violates the principles of environmental justice. This increased traffic will cause more pollution and noise in the neighborhood and decrease safety and health. I believe that it is unfair to decrease the traffic in other neighborhoods while greatly increasing it in King/Maple with this Parkway design. We do not need more traffic. We need a 21st century approach to transportation.</b> Laura Waters 50 Central Ave S. Burlington, VT	The following responses apply to concerns raised regarding Environmental Justice and the Maple and King Street neighborhood.  This LS DSEIS was prepared to assess the potential for environmental justice impacts as a result of the Project.  Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.  At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.  The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.
10/9	Email	Barbara McGrew	Burlington	To whom it may concern: Please, please do not construct an outmoded, unsafe, and purposeless road. The dumping of all the traffic in the Maple King Neighborhood alone should be reason to reconsider.  It's not a case of opposing something good because it is not perfect. It is opposing a poor design when something good might be built given a little more thought, creativity, and public input.  Barbara McGrew Burlington Sent from my iPhone	Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.  Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.  At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.  The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion,

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					and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.
10/10	Email	Kristen Chutter-Cressy	167 Ferguson Ave	<p>For our time and the future, we should be designing to accommodate cars, but not for them. Keeping more vehicles out of Burlington, rather than encouraging more car/truck traffic by adding another route should be the goal. I hate to think it is too late to make a better plan that will serve residents better. Maybe the positive view of the long wait for the Parkway is an opportunity to update and modernize for a greener, more innovative version.</p> <p>If the Champlain Parkway is to go forward, it is my opinion, that it should be an emission free zone. Limit the Parkway to dedicated cycling lanes, pedestrian lanes and electric bus lanes. It should be designed with the health and safety of all people in mind and be forward looking. Cycling paths should be treated as roads, not recreation. The Pine Street corridor has sections on the east side where parking is allowed, interrupting the bike lanes, making it less safe. Shelburne Road (speed limit 30 mph) allows bikes to ride in all lanes, but without dedicated bike lanes, this is not safe for anyone.</p> <p>This is my neighborhood and for the 12 years we have lived here, the Champlain Parkway has been looming. As a parent with young children, I admit, I did not participate in planning and contributing during these years. Now that they are older, one rides his bike to BHS and the other buses and walks to Edmunds MS. We moved here for the walkability and would love to see the walkability and bikeability improved to include their expanding world. We should use current data and consider current technology to make a plan that will serve us now and in the future. I believe innovation and improved design will attract business and economic development (checkout Carmel, Indiana - population 92,000). I find some of the pictures in the Plan BTV Walk Bike Plan inspiring - dedicated two way bike lanes with a buffer from car traffic (this would be amazing on Shelburne Road). I hope more discussion this can lead to a better solution.</p> <p>Thank you, Kristen Chutter-Cressy 167 Ferguson Ave Burlington, Vermont</p>	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/10	Email	James Vos	42 Conger Ave #6	<p>Good Day:</p> <p>My name is James Vos and I am a resident of Burlington's South End and operate a pet sitting business (PetPal) from my home. I am writing you to share my concerns with the Champlain Parkway Project that is proposed for the King/Pine Neighborhood, the second highest low income and minority neighborhood in Burlington, four-fifths of the neighborhood of low and moderate income. About one third do not have access to a motor vehicle.</p> <p>Recently, the Federal Department of Justice has required that this project undergo an environmental justice review. This mean the project planners must show that the project will not have a disproportionate impact on low income and minority neighborhoods like the neighborhood at the intersections of King/Pine Streets and Maple/Pine Streets. I think it does have a huge discrepancy.</p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is</p>

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				<p>The neighborhood will see a one third increase in traffic while other neighborhoods will see their traffic drop by more than half. (Please see the attached Traffic Volume Graph.) This clearly violates the principles of environmental justice.</p> <p>This increased traffic will cause more pollution and noise in the neighborhood and decrease safety and health. I believe that it is unfair to decrease the traffic in other neighborhoods while greatly increasing it in King/Maple with this Parkway design. We do not need more traffic. We already have too much.</p> <p>Thank you for your consideration of these comments.</p> <p>Sincerely,</p> <p>James Vos Owner Address: 42 Conger Avenue, #6 Burlington, VT 05401</p> <p>PetPal - Dog Walking, Pet Sitting &amp; Overnights</p> <p>Telephone/text: 802-324-8219</p> <p>PetPal everywhere: <a href="http://www.PetPalVt.com">http://www.PetPalVt.com</a> <a href="http://www.facebook/PetPalVT">http://www.facebook/PetPalVT</a></p> 	<p>destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>The statement that four-fifths of the neighborhood is low/moderate income is incorrect in terms of the definition of low income for a NEPA environmental justice assessment. No portion of the Project area meets the US Department of Health and Human Services (HHS) poverty thresholds to be identified as a low-income community. Please refer to the corresponding sections of this LS DSEIS for a detailed assessment of Census data and an analysis of low-income and minority communities in the Project study area.</p> <p>While the neighborhood does not meet the US Department of Health and Human Services (HHS) low-income thresholds, a number of design features have been included in the Project to mitigate the impact of traffic on the community. These features include improved pedestrian and bicycle facilities, new, consistent, ADA compliant sidewalks and sidewalk access ramps, bicycle markings, curb extensions, raised intersections, rapid flashing beacons, and exclusive pedestrian phases.</p>
10/10	Email	Clare Ginger	65 Ferguson Ave	<p>To Whom It May Concern:</p> <p>I am a resident of the South End, having purchased and moved into a home on Ferguson Ave in 2003. I write in strong support of the Champlain Parkway project as it currently stands.</p> <p>I have been to NPA meetings over the years and heard/seen several presentations made about the design and development of the Champlain Parkway at these meetings. While the project is not perfect, it has been substantially improved over the many years of comment, analysis, discussion, and debate. The project will result in better traffic flow through the various neighborhoods in the south end; it will provide much improved</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p>pedestrian and bike access along its length. It is a well-designed, well-vetted project that should move from the design to the build phase as soon as possible.</p> <p>The small group of Burlington residents who currently oppose the Champlain Parkway project and hope to stop it from going forward represent a minority view. They have shown very little respect for the work completed to date, the extensive outreach activities that have already taken place, and, in the end, the views of the majority.</p> <p>Moreover, over the years, they have tried to hijack neighborhood conversations related to other proposed development projects in the South End, and impose their agenda related to the Champlain Parkway. They have been unable to contribute in any meaningful way to the topics that were the announced focus of these other conversations (efforts to work with City Market about their development on Flynn Ave, neighborhood concerns about the proposed development for the St. Anthony's property that never came to fruition) - instead they have come to these meetings with the intent of changing the topic to blocking the parkway. To my mind, they have exhibited behaviors that are disrespectful of cooperative processes.</p> <p>Clare Ginger 65 Ferguson Ave Burlington, VT 05401</p>	
10/10	Email	Larry Lewack	Five Sisters Neighborhood	<p>Good morning,</p> <p>As a home owner and long-time resident of the Five Sisters neighborhood in Burlington, I write to demand a new EIS for this roadway project. I live in a neighborhood that would experience significant adverse impacts from the current design, if built. Here's why:</p> <p>My personal concern is that the route's intersections through Lakeside Ave. will result in massive back-ups for traffic along Pine St. during rush hours to avoid congested traffic. Most drivers, when confronted with long delays, will take short-cuts to find the path of least resistance. That will likely result in many drivers turning left to use Locust St. to get to Shelburne Rd. My own street terminates southbound at Locust St. along that route, and there are many young children who cross Locust to get to Calahan Park during their morning walk to school, or to get to youth sports practices and games there. Loading additional high-speed traffic generated by harried commuters will result in significantly increased risk to those children. <b>On top of major backups in the low-income neighborhood of Maly &amp; King Streets due to inadequate lanes, this will exacerbate, not relieve, current traffic delays along the Pine St. Corridor, and result in increased tailpipe emissions from backed-up traffic.</b></p> <p>Overall, this project would have a net negative impact on my neighborhood's air quality. While it might have a limited benefit of reducing truck traffic along Flynn Ave. and Home Ave., it would decrease the connectivity of our street grid, increase traffic back-ups &amp; thus reduce air quality at several major signalized intersections, and increase risk to pedestrians crossing busy uncontrolled intersections (e.g. the Locust St. ROW described above). The 2009 EIS does not take these impacts into account, by dismissing these and other concerns as irrelevant. They are pressing &amp; germane to the likely impacts this current road design will trigger. A new EID should be ordered immediately.</p> <p>Thanks for considering my views. Please keep me posted on your decision-making on this project.</p> <p>Larry Lewack carpediem@burlingtotelecom.net</p>	<p>This LS DSEIS was prepared to assess environmental justice concerns in the Project study area.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Exclusive pedestrian-actuated phases have been incorporated into all traffic signal designs which allow pedestrian to cross the roadway surface while all vehicles are stopped. At Locust Street, curb extensions will be installed to reduce crossing distances. New crosswalk pavement markings and signs will be installed as part of the Project. Pedestrian travel and routes to school will benefit from the continuous sidewalk and/or shared use path on both sides of Pine Street. The existing sidewalk is discontinuous and failing in many sections.</p>

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					<p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont's Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p> <p>Additional opportunities for public engagement and comment will be provided as part of the current NEPA process. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>
10/10	Email	Marcy Kass	202 Sunrise Dr, Williston	<p>To whom it may concern: Possibly Kenneth R. Sikora, Jr. and Wayne L. Davis,</p> <p>The current \$47.1 million Champlain Parkway design violates the latest now decade-old Environmental Impact Statement (EIS). Two lawsuits seek to bring the Parkway into compliance with current laws and community needs. The lawsuits objective is forces a complete public re-design of the Parkway to address safety, connectivity, costs, and climate change.</p> <p>To Governor Scott, Federal Highway, Mayor Weinberger, I support Champlain Parkway re-design to make it a safer and more friendly thoroughfare for driving, biking and walking. The current antiquated design is wasteful and dangerous. I support building a roadway that makes sense and our City can love!</p> <p>I live in Williston and sometimes put my bike on the bus and ride into Burlington. When I ride my bike onto Pine Street, there's something in the air. I don't know what it is. A freshness. That says a lot for Burlington, I think currently still one of the most livable cities in America. Let's keep it that way.</p> <p>I spoke to many people about this project. Chapin Spencer is someone I hold in high regard. My sense is that he was trying to make the best of a not-great plan; that he's bound by his job as Director of Public Works to do that. The neighborhood and those of us who love Burlington are not similarly bound. Let's do the very best we can! Why not?</p> <p>I understand that there is possibly much money to lose, if the this project doesn't go ahead as planned. There's also the possibility that that will NOT happen. More importantly, if we are paying attention, especially to young people, we will get it that money is NOT the bottom line, truly. It is our lives and our futures!</p> <p>Thank you for your consideration,</p> <p>Marcy Kass 202 Sunrise Drive Williston, VT</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/9	Email	Danny Weiss	161 Austin Dr Apt 106	<p>To: Mr. Kenneth Sikora, Jr. Environmental Program Manager Federal Highway Administration 87 State Street Montpelier, VT 05602</p> <p>Dear Mr. Sikora,</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p>I support Champlain Parkway re-design to make it a safer and more friendly thoroughfare for driving, biking and walking.</p> <p>Pine Street will become a dead-end that will not allow access between Queen City Park Road and Pine Street. This will direct all traffic taking the CP into Burlington with inevitable backups happening at Lakeside Avenue and Pine Street. This is a colossal mistake that can easily be remedied by adding a roundabout at that intersection which would allow traffic to have access onto Queen City Park Road, lower Pine Street, and the Champlain Parkway.</p> <p>This improvement is a no-brainer. There are other bad choices characteristic of this design. You can learn about this issue at the SAFE STREETS BURLINGTON blog. I urge you to check out this information, especially the right-hand column for a full list of sensible redesign guidelines.</p> <p><a href="http://www.safestreetsburlington.com/">http://www.safestreetsburlington.com/</a></p> <p>Sincerely,</p> <p>Danny Weiss 161 Austin Dr. - Apt. 106 Burlington, VT 05401</p>	
10/9	Email	Maria Hummel	Home Ave	<p>Dear Dept of Public Works:</p> <p>I am writing to make a strong endorsement of the Champlain Parkway project, and to plea for construction to begin in the South End, where the major impacts will be most felt. As a resident of Home Ave, I am both excited by the many developments in the South End (City Market, the thriving venues on Pine St, the farmer's market, etc) and swamped daily by the traffic that those developments bring. Now that the city has rezoned in order to allow Higher Ground to move onto the Burton campus, I anticipate a daily AND nightly onslaught of cars. This tips my experience of living in my house to potentially unbearable.</p> <p>Furthermore, we have a child at Champlain School, as do many parents in the Addition. Building the southern part of the Parkway first would 1) reduce air pollution for the many bikers and walkers to school, 2) increase safety, and 3) make life for out-of-town driving commuters a heck of a lot easier. What morning commuter wouldn't love to avoid the throng of buses and Champlain parents pulling over to drop off the kids?</p> <p>I grew up in this city and saw the project postponed many times, sometimes in the city's best interest. But we're so close and so many people have worked hard to make this roadway possible. It's not a perfect plan, but there won't be a perfect plan with a SuperFund site and a lake flanking one whole side of the city. This design is far better than no construction at all. Thank you for all you are doing and please don't halt progress now!</p> <p>Sincerely,</p> <p>Maria Hummel</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/7	Email	Karen Hunt	Home + Pine	<p>Hello,</p> <p>I have lived on the corner of Home Ave and Pine St for 21 years and have been waiting for the Champlain Parkway to be built that whole time. I taught my toddlers to be wary of the traffic when they were playing outside, I walked them down Pine St to Champlain Elementary as cars and trucks passed us by, they learned how to back out of our driveway carefully watching for cars who speed around the corner from Home Ave onto Pine St without a thought to people who may be trying to exit their driveway. These are all great life lessons but I have always looked forward to some measure of traffic relief "in two years" when the road is</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p>finally built. (I'm pretty sure we were told the road would be built in just a couple years when we bought the house). Our neighborhood streets are clogged with traffic trying to get into or out of the downtown business district. This summer, when Pine St was one way it was pretty awesome -- not so much when the trucks were working right outside my house, but the rest of the time it was wonderful to be able to back out of my driveway without fear of getting hit and move smoothly into traffic.</p> <p>Please know that there are a great number of my neighbors who are in support of this long promised road. The changes to the design of the road that have happened over the 21 years that I have been paying attention have moved it in the right direction. Having bike lanes and room for walkers will be much appreciated. Maybe I'll even be able to park next to my house on Pine Street again when we need to shuffle cars around in our driveway or we have more than two guests visit us.</p> <p>Thank you for all your hard work on this project. I so look forward to seeing it come to life.</p> <p>Best Regards</p> <p>Karen Hunt</p>	
10/7	Email	Kai Mikkel Førlie	27 Germain Street	<p>Dear Ma'am/Sir,</p> <p>I am writing to express my opposition to the construction of what is now being referred to as the Champlain Parkway. Not only is this project completely unnecessary it is a massive waste of public money. This is a project in search of a problem that doesn't exist. My suggestion would be to focus time and money instead on upgrading existing roads such that they stop contributing to urban runoff and the destruction of Lake Champlain, our sole source of drinking water.</p> <p>Moreover, even if it were to move ahead as planned, I am also opposed to the Champlain Parkway for the reasons detailed out by the Burlington Walk Bike Council. For instance, <b>I take issue with the lack in the design of an inch of sidewalk or an inch of protected bike lanes or bikeway. I take issue with six carbon intensive new traffic signals consuming at least an average of 3,000 gallons of gasoline per year compared to "best practices" roundabouts found feasible by AARP. I take issue with the projection that shows that the Parkway increases traffic by 29-37% along the heart of the low-income, minority King Maple Street Neighborhood while benefiting higher income residential areas south of Flynn Avenue. I take issue with the fact that safety was not evaluated in the project development in the early 2000s when roundabouts and protected bike lanes were not the standard practice as they are today.</b></p> <p>I urge planners to end this absurd project for once and for all.</p> <p>Kai</p> <p>Kai Mikkel Førlie 27 Germain Street Burlington, Vermont</p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of the issues related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p>

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10/7	Email	Jay Fisher	91 Southcrest Dr	<p>I am writing to be sure that you're aware of one of the many residents in the southend of Burlington who is in full support of the Southern Connector!</p> <p>I reside at 91 Southcrest Drive and my property backs up to the connector. I have been living here since before the connector was built in its current state. I am not afraid of traffic noise, volumes or impact on home values. I believe it will reduce the neighborhood traffic directly. I would like to see it begun without further changes to the plan as there have been too many revisions thereby reducing its effectiveness. I would hate to see bike lanes and additional crosswalks. I support a limited access, 35+ MPH road with stops at Home, Flynn and Lakeside only. I further would like to see the road opened in phases as soon as a section is completed to the previously mentioned streets.</p> <p>Please feel free to contact me.</p> <p>Jay Fisher</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/7	Email	Joe Giallanella	Pine St / South End	<p>In response to last month's Public Outreach meeting on the Champlain Parkway, I am writing to demonstrate my unconditional support for moving the project forward as currently scoped.</p> <p>As a resident and property owner in Burlington who lives on Pine street in the South End, I have first hand understanding of how the South End streets have become overburden by traffic and represent a safety concern for the neighborhood.</p> <p>I commute to work in downtown Burlington via bike, bus, or on foot daily year-round and rarely feel safe crossing the street. The density of traffic and speeds at which commuters travel to get in and out of the city on these neighborhood streets is scary for me and I am an able-bodied, observant traveler.</p> <p>I also have young children who walk to child care and school in the South End and who are learning to ride bikes in the neighborhood. I am uneasy on a regular basis with them on the sidewalks, knowing the crosswalks in this neighborhood have become some of the worst in the city to pass because of stressed drivers seeking alternate routes to get on their way (again at extreme speeds) or because of massive tractor trailers, cement trucks, buses, and car carriers that are too high up to see small children on balance bikes below in the crosswalk.</p> <p>My family and I chose to live in the South End because of the increased development in the area; there are great restaurants, breweries, community organizations and other businesses setting up shop in this neighborhood which is fantastic for the residents and those visiting this part of town. Unfortunately, the infrastructure to support these new organizations and their visitors - namely traffic relief, enhanced safety standards like traffic calming, lighting and sidewalk repairs - are woefully behind. While the Champlain Parkway will not answer all of those issues mentioned, it will alleviate some of the most critical needs, namely improving traffic circulation and providing relief to this vital quadrant of the City.</p> <p>Please ensure that this project proceeds as currently planned to support the well being of the residents of the South End and the promotion of businesses in this area of the City.</p> <p>Thank you, Joe Giallanella Burlington, VT</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/8	Email	Lucia Campriello	Pine St / South End	<p>To whom it may concern:</p> <p>I am writing to extend my full support for moving the Champlain Parkway project forward as currently articulated.</p>	<p>Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p>I am a resident and property owner, living on Pine street in the South End. And as such I experience every single day the impact to the South End neighborhood of unsupported traffic volume, a detriment to public safety, health and well-being of residents.</p> <p>I commute daily along the Pine Street corridor via bike and on foot daily and year-round and feel unsafe crossing the street (or, feel concerned about the crossing guard's safety at the corner of Pine and Flynn as she does her job). The volume and speeds at which commuters travel to get in and out of the city on these neighborhood streets is harrowing at best and unsafe at worst.</p> <p>I also have young children who walk to child care and school in the South End and who are learning to ride bikes in the neighborhood. I am uneasy on a regular basis with them on the sidewalks, knowing the crosswalks in this neighborhood have become some of the worst in the city to pass because of stressed drivers seeking alternate routes to get on their way (again at extreme speeds) or because of massive tractor trailers, cement trucks, buses, and car carriers that are too high up to see small children on balance bikes below in the crosswalk.</p> <p>My family chose to live in the South End because of the increased development in the area; there are great restaurants, breweries, community organizations and other businesses setting up shop in this neighborhood which is fantastic for the residents and those visiting this part of town. Unfortunately, the infrastructure to support these new organizations and their visitors - namely traffic relief, enhanced safety standards like traffic calming, lighting and sidewalk repairs - are woefully behind. While the Champlain Parkway will not answer all of those issues mentioned, it will alleviate some of the most critical needs, namely improving traffic circulation and providing relief to this vital quadrant of the City.</p> <p>Please ensure that this project proceeds as currently planned to support the well being of the residents of the South End and the promotion of businesses in this area of the City.</p> <p>Thank you, Lucia Campriello Burlington, VT</p> <p>Sent from my iPhone</p>	
10/8	Email	Shawna Shapiro and Garrett Kimberly	17 Foster St	<p>Dear DPW staff, I saw a posting on FPF that you all are looking for comments on the Champlain Parkway project.</p> <p>My husband and I (and 2 kids) live at 17 Foster Street, between Flynn and Ferguson and have dealt with increasing amount of traffic in recent years as drivers use our road as a "shortcut" to bypass Pine. We have reviewed proposed plans, and are in strong support of this project. We hope it moves forward soon!</p> <p>Thank you, Shawna Shapiro and Garrett Kimberly</p> <p>Shawna Shapiro, PhD [she/her/hers] Associate Professor of Writing and Linguistics Director of the Writing &amp; Rhetoric Program Middlebury College Carr Hall 201 802.443.5977 or 206.919.6060 (cell) Website: <a href="http://sites.middlebury.edu/shapiro/">http://sites.middlebury.edu/shapiro/</a> Co-editor of: Educating Refugee-background Students (2018)</p>	<p>Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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10/8	Email	Alison Duckworth	374 Flynn Ave	<p>As a homeowner on Flynn Ave., I wholeheartedly support this project. Reviewing the map of the project, appears that much thought has been put into the traffic flow, and screening from the residential homes. Overall, it does not look like it will impact that many homes, and it makes sense to flow the traffic by the more commercial buildings on the way into town.</p> <p>I do hope that this project will move forward.</p> <p>Regards,</p> <p>Aiison Duckworth 374 Flynn Ave.</p>	<p>Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/8	Email	Michael Long	55 Henry St	<p>55 Henry Street Burlington, VT 05401</p> <p>October 8, 2019</p> <p>Mr. Kenneth Sikora, Jr. Environmental Program Manager Federal Highway Administration 87 State Street Montpelier, VT 05602</p> <p>Dear Mr. Sikora,</p> <p>With regard to the Champlain Parkway design as proposed, the projected one third increase in traffic through the King Street/Maple Street neighborhood is incongruous and unacceptable for a project that is ostensibly intended to alleviate traffic congestion, particularly through residential neighborhoods. That this new road will degrade the status quo instead of improve upon it in this economically challenged neighborhood is especially onerous and embarrassing even. It's reminiscent of the common practice of bisecting city neighborhoods on the "wrong-side-of-the-tracks" when the interstate system was routed through urban areas years ago.</p> <p>We should know and care more about environmental justice by now. Do we?</p> <p>Additionally this project is outdated as designed. State of the art from decades gone by will not serve the future well. Continuous protected and dedicated bike lanes should be a given as should safe roundabouts instead of obsolete signaled intersections.</p> <p>A 20th century road is senseless when we're nearly two decades into the 21st century already.</p> <p>Sincerely,</p> <p>Michael Long</p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Bike lanes will be provided where they were determined to be feasible based on state and federal design standards and guidance. Separated bike infrastructure wasn't provided in the Maple and King Street neighborhood because there is not sufficient road width or public right-of-way to construct those features.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p>
10/7	Mailed Comment Card	Natalie Braun	11 Skyline Dr, Essex	<p>As many yeas have passed since approval of the Champlain Parkway. A rethinking is in order. The time has come to de-emphasize the automobile and lift up support for mass and active transportation. Providing dedicated bike lanes and controlling rotaries rather than stop lights can offer support for active transportation</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only</p>

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				(walking and cycling) and reduce the CO2 emissions that threaten us all. Any steps we can take to limit our use of and time in autos benefits the health of our planet and the citizenry.	comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/7	Mailed Letter	Linda Smith	107 S Meadow Dr	<p>Dear Mr. Davis</p> <p>As a resident of the south end of Burlington for nearly a quarter of a century, I have watched plans for the “Champlain Parkway” change, and change, and change again.</p> <p>The best change may be a Park n’ Ride lot at I-189 with electric vans to transport people to and from the city center.</p> <p>Yours, Linda Smith</p>	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/7	Email	Dan Daniel	341 Pearl St Apt 2	<p>TO: Mr. Kenneth Sikora, Jr. Environmental Program Manager, Federal Highway Administration 87 State Street Montpelier, VT 05602</p> <p>Mr. Sikora:</p> <p>I am writing to oppose the proposed design of the Champlain Parkway in Burlington. Although it may have been adequate when first developed years ago, basic transit design has progressed far beyond what is proposed.</p> <p>I lived in San Francisco until I moved to Burlington 4 years ago. San Francisco has a fairly well-developed transit structure that accommodates buses, pedestrians, and bicyclists as well as single-occupancy cars. I used all modes except cars on a regular basis.</p> <p>One truly unbelievable element of the proposed design is the mixed-use pedestrian pathway. These designs are barely safe on recreational paths such as the Burlington Bikeway. Pedestrians and bicyclists move in much different manners and mixing them creates tension and conflicts again and again, as I see when I use the Bikeway and as I have seen in other places that attempt to mix the two. Space is limited, I understand, and recreational usage has its own pace.</p> <p>If we are to be serious about alternative transit such as bicycles and pedestrians, it must be safe and reasonable in actual use. Mixed use pathways are not safe and reasonable for commuter and other non-recreational use paths. They are not safe for families. They are not safe for children going to school. Separate pedestrian and bicycle paths are required.</p> <p><b>Another bad part of the Champlain Parkway design is what it will do to the neighborhood around King and Maple and Pine Street. By dumping commuter car traffic onto standard two-lane city streets, the area will become unsafe for residents. It will increase dust and pollution of all sorts for residents and workers in the area. Increased idling at traffic lights will be bad for residents, workers, and will work against any pretense by Burlington of dealing with climate change.</b></p> <p>Roads and highways have a long history in the US of causing environmental and economic impacts on low income and renters while making life calmer and freer of pollution for upper class people. This Parkway lives up to this shameful US practice, diverting traffic from high-value single family homes and increasing traffic in areas of renters and low-income residents. Aren't we better than this 50 year old use of roadways?</p> <p>I believe this violates FHA planning guidelines.</p>	<p>The proposed shared use path was designed in accordance with state and federal standards that specify required slope, width, and clearance from obstruction on either side of the path.</p> <p>In addition to the shared use path adjacent to Pine Street, improvements include northbound bike lane between Lakeside Avenue and Locust Street, shared lane markings, and buffered bike lanes for northbound and southbound cyclists between Kilburn Street and Maple Street. Bicyclists desiring a more efficient route will benefit from improved on-road bicycle accessibility along Pine Street.</p> <p>Separated bike infrastructure wasn't provided because there isn't enough width available in this built-up City corridor on Pine Street between Maple Street and Main Street.</p> <p>Bicyclists desiring to traverse a more efficient route will benefit from improved on-road bicycle accessibility along Pine Street. On-road accommodations on Pine Street will include a northbound bike lane between Lakeside Avenue and Locust Street, and buffered bike lanes between Maple and Kilburn. In between, there will be shared lane markings to alert drivers to the presence of bicyclists.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is</p>

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				<p>In case you are not aware, one advocate of the plan, City Councilor Joan Shannon, is a real estate agent centered on the South End of Burlington- the area that will have the greatest benefit from the diversion of traffic from the single family homes in the area. I think this puts a new light on her remark from VT Digger-</p> <p>“I know that many, many people have bought houses being told that they’re going to imminently have traffic relief with this road and it hasn’t happened, and they’ve been very disappointed,” Shannon said. “And probably many of them would have lived in those homes for a period of time and then moved.”  <a href="https://vtdigger.org/2019/08/25/decades-later-champlain-parkway-construction-finally-nears/">https://vtdigger.org/2019/08/25/decades-later-champlain-parkway-construction-finally-nears/</a></p> <p>I wonder who has been telling people for years that this Parkway was coming?</p> <p>There are options that accommodate the 2009 FSEIS guidelines for environmental justice issues, and that incorporate functional transit options in a safe and healthy manner. Please stop this project as presently proposed.</p> <p>Thank you for your time.</p> <p>Best- Dan Daniel</p> <p>341 Pearl St Apt 2  Burlington, VT 05401</p> <p>415-425-1713</p>	<p>destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont’s Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p> <p>The Project has always complied with the guidelines and processes available. Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>Environmental Justice (EJ) populations are those that are minority, low-income, or tribal. A minority population may be present if the minority population in the area is “meaningfully greater” than the minority population percentage in the general population. Low-income communities are defined by the US Department of Health and Human Services (HHS) poverty guidelines.</p> <p>The EJ analysis for this Project identified a minority community in the Maple/King neighborhood. Based on the HHS poverty thresholds, there are no low-income communities within the Project area.</p> <p>While the neighborhood does not meet the US Department of Health and Human Services (HHS) low-income thresholds, a number of design features have been included in the Project to mitigate the impact of traffic on the community. These features include improved pedestrian and bicycle facilities, new, consistent, ADA compliant sidewalks and sidewalk access ramps, bicycle markings, curb extensions, raised intersections, rapid flashing beacons, and exclusive pedestrian phases.</p>
10/5	Email	Charles Simpson	83 Summit Ridge	<p>Hello,</p> <p>I hope you are carefully considering the analysis made by the Pine Street Coalition titled Champlain Parkway Change Analysis, dated 3/30/18. It is trenchant. Let me add my own thoughts.</p> <p>Considering major changes have occurred to the South End since 2009, a new EIS is required before any construction of the Parkway is contemplated. Why?</p> <p><b>1) New USDOT requirements include consideration of disproportionate impact on low-income and racial minority populations. The planned route will dump considerably more vehicles than at present into the Pine/Maple/King area which is well above city averages for those over 65, for racial minorities,</b></p>	<p>This LS DSEIS was prepared in accordance with the requirements of Executive Order 12898 and the Federal Highway Administration’s guidelines pertaining to Environmental Justice.</p> <p>The US Environmental Protection Agency (EPA) Office of Environmental Justice defines environmental justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the</p>

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				<p><b>and for low-to-moderate income residents.</b> Because Decker Towers houses a large concentration of low income and physically challenged residents, this is of special concern. We know that in the last 8 years, pedestrian use of Pine Street has doubled as it has evolved into an arts, restaurant, and enterprise zone. Because the profile of nearby residents includes lower income and physically handicapped people, this means that the old, those on electric wheel chairs, young families with toddlers, and cyclists would be competing for the use of the same shared-use paths for much on Pine, clearly a dangerous design in violation of USDOT regulations.</p> <p>2) As we face torrential rain episodes that stress the capacity of our rivers and wetlands to absorb and redirect surface water, the current plan would squander the ability of Englesby Brook to mitigate flooding by channeling 200 ft. of it into a culvert under the planned expressway, accelerating its flow and associated erosion and lake contamination. Rather than exploit the potential of this riparian channel as a safe pathway to Champlain Elementary School, as a natural area, and as a rain garden slowing and absorbing surface water, the Parkway paves much of it over with an impermeable surface. In an era of climate emergency, this is unconscionable.</p> <p>3) Our Municipal Plan calls for complete streets, which include not only separate and distinct bike and pedestrian paths, but street connectivity. The current plan for the parkway adds zero separate paths and creates dead ends on numerous streets that are now connected. The most significant of these truncated streets is the main commercial thoroughfare of the South End itself, Pine Street. This will deprive residents of essential access to the adjacent commercial district in South Burlington, including low income residents in South Meadow and will further congest Shelburne Road, making it the sole route out of the South End. Buses and emergency vehicles will be greatly limited in their routes as well as walkers, bikers, and drivers. Commercial routes from Pine Street will be cut off. This makes no sense and is retrogressive from a traffic planning perspective.</p> <p>4) Recent history tells us that Briggs street and the surrounding area floods with heavy rain. This area is also the site of significant commercial investment, with City Market and Petra Cliffs. Rather than solve the flooding problem, the City has continued with their "wait and see" approach, neither upgrading the road or even paving it. Other than in parkland, Briggs may be the only dirt road left in the city, even as a large retail food store was construct on it at Flynn Ave. Why? The City is replicating the approach it used 30 year ago in refusing to complete the C1 section at Home Ave in order to blackmail the public into approving a more comprehensive road plan. Only when the Parkway is in does the City plan to rebuild Briggs. And yes, to create yet another dead end on a vital commercial and residential street. And what will Briggs St. be at that point? A service road parallel to the Parkway and mere feet away, adding useless additional paved surface to a flood-prone area. How thoughtless! How expensive!</p> <p>5) The purpose and need for this traffic conduit from I-89 to downtown has been obviated by changes to the downtown and South End over the last decade. As an Enterprise Zone, the South End is not a traffic corridor as envisioned by the earlier plan but a vibrant commercial and cultural area. It is also the site of university operations. And the downtown is no longer the destination of those seeking access to department stores. The downtown mall is gone, Macy's is gone, while nearby malls in South Burlington and Williston provide the big box shopping area consumers seek. Downtown has become much more residential and boutique oriented around restaurants and small shops and offices. Transient parking is sharply reduced. While it remains a recreational and tourist destination, downtown is no longer the focal point for mass shopping. What's needed is not a \$45 million limited access roadway but frequent electric buses on Pine and nearby streets to accommodate the new reality. At the same time, we need to preserve the job-growing potential of the South End's Enterprise District, not pave much of it over with a limited access highway. This is wrong-headed.</p> <p>What to do?  Open the C1 section with a roundabout at Pine and the terminus at Home. Cancel the C2 from Flynn to Lakeside completely. Improve Pine with separate bike/walk corridors; and rebuild Briggs Street from Home to Flynn as a complete, neighborhood Street. Finally, add mini-roundabouts at Maple and King. This is cheaper by many millions and saves the South End from useless destruction.  Thanks, Charles Simpson, 83 Summit Ridge, Burlington, VT.</p>	<p>development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.”</p> <p>The Project has always complied with the guidelines and processes available. Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>Environmental Justice (EJ) populations are those that are minority, low-income, or tribal. A minority population may be present if the minority population in the area is “meaningfully greater” than the minority population percentage in the general population. Low-income communities are defined by the US Department of Health and Human Services (HHS) poverty guidelines.</p> <p>The EJ analysis for this Project identified a minority community in the Maple/King neighborhood. Based on the HHS poverty thresholds, there are no low-income communities within the Project area.</p> <p>While the neighborhood does not meet the US Department of Health and Human Services (HHS) low-income thresholds, a number of design features have been included in the Project to mitigate the impact of traffic on the community. These features include improved pedestrian and bicycle facilities, new, consistent, ADA compliant sidewalks and sidewalk access ramps, bicycle markings, curb extensions, raised intersections, rapid flashing beacons, and exclusive pedestrian phases.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or industrial areas accessed from Home Avenue and Flynn Avenue would be directed onto the Southern Connector / Champlain Parkway and</p>

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					<p>removed from the local street network. The Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>The proposed shared use path was designed in accordance with state and federal standards that specify required slope, width, and clearance from obstruction on either side of the path.</p> <p>New, consistent sidewalks compliant with ADA-requirements will be provided throughout the Project. The existing sidewalk along Pine Street is not continuous on each side and impassable in some locations.</p> <p>There will be new continuous sidewalks constructed along the entire project; 5 feet is the standard width for sidewalks and is what has been included in the plans; all sidewalks along the project will be either newly constructed or replaced by a 10-foot-wide shared use path.</p> <p>The proposed curb extensions have been designed to accommodate the largest vehicles expected at each intersection. The objective of the curb extensions is to provide better sight distance, visibility and shorter crossing distances for pedestrians and to promote speed management through a more compact design. Considering the vehicle composition of traffic flow on Pine Street and side streets, and the City's policy for promoting Complete Streets concepts, curb extensions have been proposed where appropriate. One purpose of the Champlain Parkway is to remove truck traffic from local roads such as King Street.</p> <p>In terms of the City's planning documents, the Champlain Parkway has been included in the municipal development plan for many years and has always been incorporated or considered in the City's planning projects and is consistent with the City's planning goals. "Complete Streets" is a conceptual planning term that is not intended to be a one-size-fits-all approach to planning and design. Complete Streets concepts have been considered and incorporated into the Project planning and design process. In addition, numerous design enhancements have been included as a result of public outreach and engagement. The Project has undergone numerous changes since the 1980's design and has been substantially reduced in scope from the original four-lane design.</p>

9/26

Materials handed to study team at public meeting

Carolyn Bates

Caroline Street, Tract 8 low

*Carolyn Bates*

### King St and Maple St Neighborhoods, section 8 housing

**STOP LIGHT \*\*\***

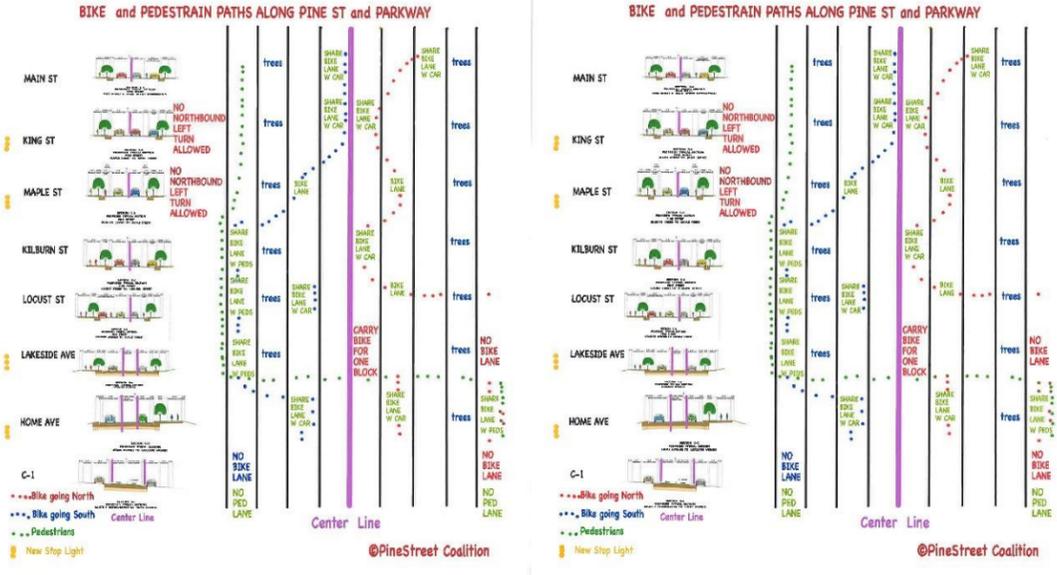
1. Slower 30 sec to go thru
2. Less safe
3. 2 times more expensive
4. Heavy pollution
5. \$5000 minimum cost per year
6. NO LEFT TURNS Northbound FROM PINE TO KING OR MAPLE
7. Not bike friendly
8. Not pedestrian friendly

**ROUNDABOUT**

1. Faster 8 sec to go around
2. More Safe
3. Cheaper 50% less money
4. Greener ie less pollution
5. Maintenance Nominal
6. Left hand turns on King and Maple.
7. Bike Friendly
8. Pedestrian Friendly

\*\*\* Six additional traffic signals: Pine/King, Pine/Maple, Parkway/Lakeside, Parkway/Sears Lane, Parkway/Flynn and Parkway/Home.

*Carolyn Bates*

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10/10	Email	Tony Redington	521 Green Street Apt 4, San Francisco, CA	<p>May 11, 2006</p> <p>Mayor Bob Kiss and Burlington City councilors City Hall Burlington, VT 05401</p> <p>Dear Mayor Kiss and City Councilors:</p> <p>This letter implores in the name of Burlington citizen safety and the integrity of public process, your amending the November approval of the Southern Connector project to incorporate roundabouts at four of the five intersections and a right-turn only provision at the Sears Lane entries onto the Southern Connector.</p> <p>Overall, the roundabout option cuts estimated crashes at the five Southern Connector intersections as follows (note a disabling injury means a person taken by emergency personnel to a hospital or a fatal):</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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				<p style="text-align: center;"><b>TABLE 1: CRASH, INJURY AND INJURY COST REDUCTIONS FROM CONVERSION OF SOUTHERN CONNECTOR INTERSECTIONS FROM SIGNALS TO ROUNDABOUTS AND ONE RIGHT-TURN ONLY INTERSECTION</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Crash Categories</u></th> <th style="text-align: center;"><u>Total with Signals</u></th> <th style="text-align: center;"><u>Total as Roundabouts</u></th> <th style="text-align: center;"><u>Roundabout % Reduction</u></th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Total Crashes</b></td> </tr> <tr> <td>Per Year</td> <td style="text-align: center;">10</td> <td style="text-align: center;">7.5</td> <td style="text-align: center;">25</td> </tr> <tr> <td>Per Decade</td> <td style="text-align: center;">100</td> <td style="text-align: center;">75</td> <td style="text-align: center;">25</td> </tr> <tr> <td colspan="4"><b>Injuries</b></td> </tr> <tr> <td>Per year</td> <td style="text-align: center;">6.8</td> <td style="text-align: center;">0.6</td> <td style="text-align: center;">90</td> </tr> <tr> <td>Per Decade</td> <td style="text-align: center;">68</td> <td style="text-align: center;">6</td> <td style="text-align: center;">90</td> </tr> <tr> <td colspan="4"><b>Disabling Injuries</b></td> </tr> <tr> <td>Per year</td> <td style="text-align: center;">3.5</td> <td style="text-align: center;">0.4</td> <td style="text-align: center;">90</td> </tr> <tr> <td>Per Decade</td> <td style="text-align: center;">35</td> <td style="text-align: center;">3.2</td> <td style="text-align: center;">90</td> </tr> <tr> <td colspan="4"><b>Roundabout Reduction</b></td> </tr> <tr> <td></td> <td style="text-align: center;"><b>Crashes</b></td> <td colspan="2" style="text-align: center;"><b>Injuries</b></td> </tr> <tr> <td>Per year</td> <td style="text-align: center;">2.5</td> <td colspan="2" style="text-align: center;">6.2</td> </tr> <tr> <td>Per Decade</td> <td style="text-align: center;">25</td> <td colspan="2" style="text-align: center;">62</td> </tr> <tr> <td colspan="4"><b>Reduction Value</b></td> </tr> <tr> <td>Per Decade</td> <td style="text-align: center;">\$160,000</td> <td colspan="2" style="text-align: center;">\$2.26 Million (excludes fatalities)</td> </tr> </tbody> </table> <p>With two twenty-something sons living two blocks from the Pine Street/Lakeside Avenue intersection, you can be sure that as a parent, their safety in moving through this intersection and the Southern Connector is of concern to this writer. Research reported in 2005 by the University of California at Berkeley stated engineering evaluation of existing and potential signal technology found a minimum of 50 percent increase in vehicle crashes in the best signal concept compared to stop and/or yield intersections, further confirming the huge benefit conveyed by roundabout conversion of any type of intersections.</p> <p>There are a number of factors bringing into question both the quality and integrity of information provided the Mayor and Council for consideration. Clearly it appears the Mayor and Council were poorly served by City staff and paid consultants regarding the recommended roundabout option on the Southern Connector project.</p> <p>Before going into “integrity factors,” consider the powerful new roundabout technology and the dreadful price Burlington and neighboring citizens pay for the obsolete stop signal technology, a technology being abandoned wholesale. Surely the Mayor and Council are fully aware of the New York Department of Transportation (NYDOT) abandonment statewide early last year of stop lights and it investing only in roundabouts. Since roundabouts drop pedestrian and car occupant injuries by about 90 percent (see the Insurance Institute for Highway Safety study and its website “Q and A” on roundabouts) the NYDOT feared that in spite of the protection of sovereign immunity, lawsuits arising from injuries at new stop lights would lead to judgments for negligence against the State. As the Mayor and council are also well aware – and a US Supreme Court decision last month again affirmed – sovereign immunity in negligence suits enjoyed by the State under the U.S. Constitution does not extend to lower level jurisdictions including cities and towns.</p> <p>The stop light cost in Burlington for all users of intersections comes in the form of dead bodies. In 2004, Burlington businessmen Charles Burch riding his bicycle was struck and killed at the Manhattan Drive/VT 127 intersection. About a year ago, a 20-something driver was T-boned by another vehicle and killed at Main and Spear Streets – killed by an emergency vehicle that supposedly is to save lives not take them! And, ironically, Linda Ente of Winooski, a 30-something worker at Price Chopper on her way home, died trying to cross the Home Avenue/Shelburne Road intersection. How strange and sad that then Mayor Clavelle and Council who could provide a pedestrian-safe intersection should choose to build another unsafe signal down the street on Home Avenue where Burlington recorded its most recent pedestrian intersection death (1998)!</p>	<u>Crash Categories</u>	<u>Total with Signals</u>	<u>Total as Roundabouts</u>	<u>Roundabout % Reduction</u>	<b>Total Crashes</b>				Per Year	10	7.5	25	Per Decade	100	75	25	<b>Injuries</b>				Per year	6.8	0.6	90	Per Decade	68	6	90	<b>Disabling Injuries</b>				Per year	3.5	0.4	90	Per Decade	35	3.2	90	<b>Roundabout Reduction</b>					<b>Crashes</b>	<b>Injuries</b>		Per year	2.5	6.2		Per Decade	25	62		<b>Reduction Value</b>				Per Decade	\$160,000	\$2.26 Million (excludes fatalities)		
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				<p>All three Burlington fatal crashes happened on ordinary busy streets with 25 mph speed limits. The roundabout cuts injuries and injury severity for all users primarily by (1) physically constraining speeds of vehicles, key, especially for pedestrians, to safely navigating street crossings and (2) using a design with crosswalks exposing pedestrians to just 12-foot wide lanes and a midstream pedestrian refuge.</p> <p>How ere the Mayor and Council diverted from and even misled in regard to the roundabouts option along the Southern Connector? Note that hundreds of roundabouts are now being built in the US, there are more than an estimated 2,000 in place, and the US should reach and surpass the 1,000 level of roundabout installations yearly attained by France (which in 2005 totaled 30,000 and growing 1,000 yearly). Now a roundabout a day opens somewhere in the U.S.</p> <p>(The modern roundabout celebrates its 40<sup>th</sup> birthday from it emergency in the U.K. in 1966. In the US, the roundabout now is sweet sixteen and in the northeast still a 10 year old kid, the first roundabout being built in Montpelier in 1995.)</p> <p>The emphasis in this communication is safety – the Brattleboro roundabout in its first four and three quarters years dropped injuries from 52 to 1, and Montpelier’s injury rate dropped 60% in the first ten years compared to the before condition.</p> <p>Vermont leads among northeastern states in installing the first single lane (Montpelier) and multi-lane (Brattleboro) roundabout. It also lead in providing opportunities for roundabout training – about a dozen training sessions involving virtually all the top national and international roundabout engineers and practitioners. Burlington and South Burlington are noteworthy in their relative lack of attendance at these workshops, although practically all those trainers coming to Vermont also did field review of several Burlington area intersection.</p> <p>For example, Howard McCulloch (<a href="http://www.roundabouts.cc">www.roundabouts.cc</a>), presented a day-long workshop at the Pavilion Auditorium last June. McCulloch probably stands as the leading U.S. roundabout practitioner today, most experienced trainer, and heads the leading department of transportation roundabout development team located at NYDOT. The Burlington Public Works Department top administrators, including Steve Goodkind, met with McCulloch and Mayor Clavelle the day after the presentation to discuss roundabouts in Burlingtno. McCulloch was told by Goodkind and his staff, in reagard to the Southern Connector, it had been determined that there was not sufficient right-of-way for roundabouts along the Southern Connector intersections. This is in spite of comments provided to the City that all the intersections involved note only had sufficient right-of-way without disturbing adjacent land use for a single lane roundabout configuration (all that is needed) but also for two lane roundabouts if needed. McCulloch and this writer following the meeting with Mayor Clavelle and his Public Works staff undertook a field review of the Connector intersections and identified now right-of-way constraints. (Note that two Vermont transportation policy planners count among those in the regional and state agencies forced to leave employment for espousing roundabouts.)</p> <p>In fact the Public Works Departments “value engineering” report dated 2004 by Ventry Engineering and a second firm, McFarlene and Johnson, recommendation number 2, p. 3, “Signalized Intersections” states in part:</p> <p style="padding-left: 40px;">“... roundabouts in lieu of signalized intersections... the Value Engineering Team [a multi-jurisdictional and multi-disciplinary group including City representatives] recommends that the value engineering alternative be implemented. This alternative would provide roundabouts in lieu of signalized intersections at Home Avenue, Lakeside Avenue [sic] Lakeside Avenue/Pine Street and the Pine Street/Battery Street Extension... possible savings \$396,000.”</p>	

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				<p>One would expect that dollar savings would reflect the value of avoided accidents with roundabouts, the \$2.32 million estimated in Table 1 above, but the value engineering savings are based only on construction costs!</p> <p>The only arguments advanced regarding Southern Connector roundabouts are “public familiarity” (value engineering report, p. 16) and the Public Works staff positing lack of “community acceptance.” With roundabouts built in the US daily (even in the land of “rotaries” in Massachusetts and “traffic circles” in New Jersey) with tremendous safety gain, drivers are apparently able to easily “familiarize” themselves with roundabouts. Community acceptance on the surface presents a more problematic factor except there are readily available antidotes. Examples include commitments to remove a roundabout(s) if the neighborhood is not satisfied (used in Voorheesville, N.Y., by NYDOT as outlined at a public meeting on 9/10), installation of a temporary roundabout (see University Place, WA, for their experience), and present a pro-active neighborhood education program and community-wide information initiatives. All public opinion surveys after roundabouts were installed in the US (Montpelier’s study was the first) show 80-90% acceptance and support for the roundabout treatment. The NYDOT has not had any suggestion by the Voorheesville community to make good on the promise of replacement of the roundabout built in 2002 with a signal!</p> <p>A note on traffic growth, or rather the traffic moving toward a plateau in the 90s and flat numbers since 1999. Statewide the first slowing of car travel since numbers began to be collected in the 1920s occurred in the 90s when traffic grew at the slowest rate for a decade, 17% (the pattern here is common for all the New England States). And, since 1999, traffic numbers have plateaued and the current trend indicates a no-growth for this decade with a decrease or increase in the -5 to +5 percent range.</p> <p>The consultants on the Southern Connector project, Clough Harbour Associates, Albany, developed projections for 2008 (base), 2018, and 2028 which reflect these trends. The average growth for the 2008 - 2028 period for the Southern Connector peak p.m. hour entering traffic is a paltry 5%. This may be substantially overstated, but still in miniscule compared to the huge numbers alleged for the Circ. Actual historical numbers for three locations along Pine Street show a peaking of traffic numbers between 1992-1994, with a 1.5% decline from those peaks to the most recent numbers. (VADOT recorder codes at D 444, 541, and 170- D541 measures traffic between Lakeside Avenue and Locust Street along Pine Street.) This traffic information reflects numbers typical throughout Vermont, a true indicator that the golden age of the automobile and public policies associated with that golden age have long past the point of no return.</p> <p>There can be no doubt the Mayor and Council have been poorly served by City staff in regard to the Southern Connector and roundabouts. The City has been even more poorly served by its paid consultant, Clough Harbour of Albany. It is disturbing to think that if Clough Harbour brought the Southern Connector proposal with stop lights to the NYDOT, after the NYDOT intersection staff were able to get off the floor from uncontrollable laughter, they would throw the consultant out on their ear. More importantly, it is inconceivable that with safety a concern this out-of-state consultant would bring engineering plans guaranteed to cause injury and even fatal injuries to the City of Burlington citizenry – and place two stop light installations surely to result in an injury or two to City staff or visitors to the sprawling Public Works facility!</p> <p>In fact, while Clough Harbour brings stop lights to Burlington, it brings a major downtown roundabout on the busiest intersection on Maine Street in Keene (N.H.) at the Post Office and Keene State College gateway – a two-lane roundabout set for letting to contract later this year (see the Keene Sentinel). The Keene traffic numbers for the Main Street intersection (and large numbers of pedestrians also) are about double those for the busiest Southern Connector intersection, Pine and Lakeside..</p> <p>Truly, the signal intersection is the American equivalent of the land mine, a land mine that explodes about every two hours as another American dies at a stop light intersection in the U.S.. No surprise then that the U.S. dropping from number two to ninth in highway safety in recent years as all countries but one which has</p>	

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				<p>passed us features heavy investment in roundabouts. Britain, the origin of the modern roundabout continues to stand at number one in highway safety.</p> <p>Up to this point only the safety benefit has been mentioned. U.K. roundabout guru and software author Barry Crown town Keene citizens “the only good reason against roundabouts is that there are no good arguments.” Roundabouts at the So. Connector intersections mean less delay for all users by tens of thousands hours yearly, cutting gasoline consumption by tens of thousands of gallons yearly, shorter through corridor travel times while decreasing speeds (!), less pollution and greenhouse gas generation (stop lights move Burlington away from Climate Action goals while roundabouts move towards those goals), facilitating land use on lots adjacent to the roundabout, lower maintenance costs and electrical usage, enabling denser development and constitute a highly effect sprawl-buster, and improve both the quality of the transportation trip as well as the overall scenic quality of the City (etc., etc.).</p> <p>The record already shows should a serious injury or fatality occur at any new stop light (like the Shelburne Road project) that victims will sue all responsible for negligence for knowingly building defective infrastructure. And anyone familiar with the defects surely advice the injured to sue so that others will not be subjected to such an terrible, unnecessary incident. The first rule of quality is to do the job right the first time – stop signals by definition represent poor quality work. Like the rule in medicine, our task in transportation safety is first to do no harm.</p> <p>The Mayor and Council can take action now – or even after construction begins – to replace the stop lights with roundabouts. Do we really have to have someone face immolation at a Southern Connector stop like to bring the message home to you again? Did the deaths of Linda Ente, Raymond Herbert, and Charles Burch hold ho meaning? Must we intentionally kill and injure more by installing more American land mines, the stop light?</p> <p>Thank you for your consideration.</p> <p>Yours truly,</p> <p>Tony Redington</p> <p>Attachment “Technical Notes”</p> <p>Cc Burlington City Planning Office  Chapin Spencer, Director, Burlington Local Motion  Vermont Bicycle and Pedestrian Coalition  Chris Kilian, Vermont Conservation Law Foundation  Dwn Terrill, Secretary, Vermont Agency of Transportation  Senator Richard Mazza, Chair, and members of the Senate Transportation Committee  Rep. Richard Westmand, Chair, and members of the House Transportation Committee  Scott Johnstone, Executive Director, Chittenden County MPO  Gregg Brown, Executive Director, Chittenden County Regional Planning Commission  Betch Sachs, Burlington Alliance for Climate Action  Vermont Governor James Douglas  Director Steve Goodkind, Department of Public Works  Charles Basner, Division Director Federal Highway Administration  Vermont U.S. Senator James Jeffords  Vermont U.S. Senator Leahy  Vermont U.S. Congressman Bernard Sanders  Joshua and Benjamin Redington, Burlington</p>	

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				<p>Technical Notes to Letter of May 15, 2006 to the Burlington Mayor and City Councilors</p> <p>The following notes provide some additional information on calculations and assumptions contained in the May 15, 2006 letter from Tony Redington, 521 Green Street, Apt. 4, San Francisco, CA 94133 to Mayor Kiss and City Councilors of Burlington, Vermont.</p> <p>First in regard to Table 1, data from the Vermont Agency of Transportation (VAOT) "High Crash Locations Report" (2005) provides the latest cost estimates from the National Safety Council \$6,400 property damage only; \$36,500 injury; and \$1 million fatality. Table 1 assumes no fatalities, a conservative assumption since the "share" of fatalities at major City intersections cost could reasonably allocated to the four Southern Connector intersections. To obtain the number of crashes at the Southern Connector intersections, the average of urban crash rates for major arterial/collector, major arterial/major arterial, and principal arterial/minor arterial, 0.323 per million entering vehicles was used. The source of this data is a VAOT table "Summary Statewide Average Crash Ratse 1998-2002."</p> <p>To determine injuries per crash in Table 1 a random sample of 20 of the high crash location in the VAOT 2005 was utilized. An arbitrary factor of 0.5 of signal injuries as disabling was utilized.</p> <p>Estimates of annual vehicles at each intersection were as follows:</p> <ol style="list-style-type: none"> <li>(1) The peak hour for 2018 was utilized</li> <li>(2) Each peak hour was multiplied by 10 to represent daily traffic entering the intersection</li> <li>(3) Each intersection estimated daily entering traffic was multiplied by 365 to represent millions of vehicles entering each intersection yearly</li> </ol> <p>To obtain number of projected crashes per So. Connector intersection, the millions of vehicles per year entering the intersection were multiplied by the VAOT average of crash rates determined above.</p> <p>Tony Redington May 2006</p>	

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				<p style="text-align: center;">Vermont Agency of Transportation Program Development Division Highway Research Unit</p> <p style="text-align: center;"><b>SUMMARY STATEWIDE AVERAGE CRASH RATES 1998-2002</b></p> <table border="1"> <thead> <tr> <th colspan="2">SECTIONS</th> </tr> <tr> <th>Functional Classification</th> <th>Rate (Crashes/M/M<sup>3</sup>)</th> </tr> </thead> <tbody> <tr><td colspan="2"><b>Rural:</b></td></tr> <tr><td>1 Interstate</td><td>0.1365</td></tr> <tr><td>2 Principal Arterial</td><td>0.3438</td></tr> <tr><td>6 Minor Arterial</td><td>0.6072</td></tr> <tr><td>7 Major Collector</td><td>0.9766</td></tr> <tr><td>8 Minor Collector</td><td>0.6298</td></tr> <tr><td>9 Local</td><td>0.6296</td></tr> <tr><td colspan="2"><b>Urban:</b></td></tr> <tr><td>11 Interstate</td><td>0.1071</td></tr> <tr><td>12 Other Freeways and Expressways</td><td>0.3453</td></tr> <tr><td>14 Principal Arterial</td><td>1.7787</td></tr> <tr><td>16 Minor Arterial</td><td>1.4358</td></tr> <tr><td>17 Urban Collector</td><td>1.4255</td></tr> <tr><td>19 Local</td><td>0.3817</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="2">INTERSECTIONS</th> </tr> <tr> <th></th> <th>Rate (Crashes/MV<sup>2</sup>)</th> </tr> </thead> <tbody> <tr><td>Principal Arterial (r) Minor Arterial (r)</td><td>0.181</td></tr> <tr><td>Principal Arterial (r) Major Collector (r)</td><td>0.143</td></tr> <tr><td>Freeway/Expressway (u) Principal Arterial (u)</td><td>0.205</td></tr> <tr><td>Principal Arterial (u) Urban Collector (u)</td><td>0.222</td></tr> <tr><td>Freeway/Expressway (r) Minor Arterial (u)</td><td>0.296</td></tr> <tr><td>Principal Arterial (u) Minor Arterial (u)</td><td>0.418</td></tr> <tr><td>Principal Arterial (u) Principal Arterial (u)</td><td>0.258</td></tr> <tr><td>Major Collector (r) Major Collector (r)</td><td>0.144</td></tr> <tr><td>Minor Arterial (u) Minor Arterial (u)</td><td>0.310</td></tr> <tr><td>Minor Arterial (u) Urban Collector (u)</td><td>0.240</td></tr> <tr><td>Minor Arterial (r) Major Collector (r)</td><td>0.314</td></tr> <tr><td>Principal Arterial (r) Principal Arterial (r)</td><td>0.115</td></tr> <tr><td>Urban Collector (u) Urban Collector (u)</td><td>0.288</td></tr> <tr><td>Minor Arterial (r) Minor Arterial (r)</td><td>0.193</td></tr> <tr><td>Interstate, Rural (r) Principal Arterial (r)</td><td>0.115</td></tr> <tr><td>Major Collector (r) Non-Federal Aid Collectors (r)</td><td>0.144</td></tr> <tr><td>Interstate, Urban (u) Principal Arterial (u)</td><td>0.205</td></tr> <tr><td>Minor Arterial (u) Non-Federal Aid Collectors (r)</td><td>0.314</td></tr> <tr><td>Freeway/Expressway (u) Urban Collector (u)</td><td>0.285</td></tr> <tr><td>Non-Federal Aid Collectors (r)</td><td>0.144</td></tr> </tbody> </table> <p>     * Crashes per Million Vehicle Miles.      ** Crashes per Million Vehicles.   </p> <p>     NOTES: (r) = Rural      (u) = Urban   </p> <p> <i>Handwritten notes:</i>      VI Crash Reports      FC      2 Dr. Dr. US2      66 VT 14 MA      M/C .240      MA/MA .310      PR/MA .419      968      3      1323      2014      0.3817      2014   </p>	SECTIONS		Functional Classification	Rate (Crashes/M/M <sup>3</sup> )	<b>Rural:</b>		1 Interstate	0.1365	2 Principal Arterial	0.3438	6 Minor Arterial	0.6072	7 Major Collector	0.9766	8 Minor Collector	0.6298	9 Local	0.6296	<b>Urban:</b>		11 Interstate	0.1071	12 Other Freeways and Expressways	0.3453	14 Principal Arterial	1.7787	16 Minor Arterial	1.4358	17 Urban Collector	1.4255	19 Local	0.3817	INTERSECTIONS			Rate (Crashes/MV <sup>2</sup> )	Principal Arterial (r) Minor Arterial (r)	0.181	Principal Arterial (r) Major Collector (r)	0.143	Freeway/Expressway (u) Principal Arterial (u)	0.205	Principal Arterial (u) Urban Collector (u)	0.222	Freeway/Expressway (r) Minor Arterial (u)	0.296	Principal Arterial (u) Minor Arterial (u)	0.418	Principal Arterial (u) Principal Arterial (u)	0.258	Major Collector (r) Major Collector (r)	0.144	Minor Arterial (u) Minor Arterial (u)	0.310	Minor Arterial (u) Urban Collector (u)	0.240	Minor Arterial (r) Major Collector (r)	0.314	Principal Arterial (r) Principal Arterial (r)	0.115	Urban Collector (u) Urban Collector (u)	0.288	Minor Arterial (r) Minor Arterial (r)	0.193	Interstate, Rural (r) Principal Arterial (r)	0.115	Major Collector (r) Non-Federal Aid Collectors (r)	0.144	Interstate, Urban (u) Principal Arterial (u)	0.205	Minor Arterial (u) Non-Federal Aid Collectors (r)	0.314	Freeway/Expressway (u) Urban Collector (u)	0.285	Non-Federal Aid Collectors (r)	0.144	
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Non-Federal Aid Collectors (r)	0.144																																																																																

Also attached to email:

Date Received	Method	Name	Address	Comment	Response
10/10	Email	Fortieth Burlington, LLC	Innovation Center (128 Lakeside Ave)	<p>October 10, 2019</p> <p>By email only <a href="mailto:Burl-Comments@vermont.gov">Burl-Comments@vermont.gov</a></p> <p>Kenneth R. Sikora, Jr. Environmental Program Manager Federal Highway Administration 87 State Street Montpelier, VT 05602</p> <p>Wayne L. Davis Project Supervisor Vermont Agency of Transportation One National Life Drive Montpelier, VT 05633</p> <p>Re: Fortieth Burlington, LLC Comments on Champlain Parkway</p> <p>Dear Gentlemen:</p>	<p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the</p>

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				<p>We represent Fortieth Burlington, LLC, the owner of the building and property known as the Innovation Center, at 128 Lakeside Avenue, in Burlington. The Innovation Center houses many tenants which provide services to immigrant, low-income and minority populations, as well as older Vermonters and Veterans, including the Social Security Administration, the Veterans Administration, Fletcher Allen Health Care, a pediatric medial practice, the offices of U.S. Representative Peter Welch, and the Internal Revenue Service. The Innovation Center also includes offices providing services to Vermonters and Burlington community members generally, like AT&amp;T, Verizon, and VEIC. The Innovation Center is an integral part of the community impacted by the Champlain Parkway and is concerned that the Parkway as currently designed disproportionately impacts minority and low income populations, does not meet the purpose and goals of the Project, and because of the passage of time and the changes that have occurred must undergo a new or supplemental environmental impact statement to evaluate the impacts of the Parkway and its alternatives on the existing human and environmental landscape.</p> <p>1. The Champlain Parkway will disproportionately impact minority and low-income populations Based upon the information contained in the 2009 FSEIS, which was published over ten years ago, the project will result in increased traffic on the north-end of Pine Street. Traffic will increase on northern Pine Street from Lakeside to Maple Street, from 14,900 vehicles per day, without the Parkway, to 16,300 vehicles per day with the Parkway. This will result in a 9% increase. In the predominately low-income neighborhoods housing recent immigrant and minority communities, the traffic volumes will increase from 9,200 vehicles per day from Maple to King without the Champlain Parkway, to 12,600 vehicles per day with the Champlain Parkway. This is 37% increase in traffic in neighborhoods housing minority and low-income families with children. According to a representative of one of the immigrant communities, many of these families have large families, with as many as eight children. The traffic between King Street to Main Street is also expected to increase by 22%, from 6,900 vehicles per day without the Parkway, to 8,400 vehicles per day with the Parkway.</p> <p>In contrast, the Parkway will result in a decrease in traffic in the more affluent southern section of Pine Street. The Parkway will remove 72% of traffic from the section of Pine Street, from Home to Flynn Avenues, lined predominately by single family residences. Traffic and its impacts will decrease in areas until Lakeside Avenue. At Lakeside traffic from the new roadway will add to the traffic on the neighborhood streets of Lakeside and Pine Street, resulting in the traffic increases noted above.</p> <p>No measures have been taken to avoid, minimize, or mitigate these impacts on these neighborhoods. The traffic impact, and associated safety, noise, and air quality impacts will be disproportionately borne by the low- income residents of the north Pine Street neighborhood.</p> <p>The population of Burlington generally and the south Pine Street neighborhoods specifically have changed and resulted in a significant increase in minority, low-income, and older populations. The Parkway has not considered the goal of avoiding impacts to these groups in its design and review process as required.</p> <p>The Project does not meet the state purpose and goals for the Project, According to FHWA, the Project is designed to “[r]educe disruption to local neighborhoods and separate the local and through traffic.” The project will increase the traffic and disruption to the northern Pine Street neighborhood. The Project also fails to meet the goal of improving circulation, mobility, and safety on local streets in the study area.” The Project will increase traffic on northern Pine Street and the increase in traffic will increase the risk and opportunities for collision between vehicles and families with children. In the years since 2009, traffic on Lakeside Avenue has increased and the intersection between Pine and Lakeside has already suffered a decrease in the level of service.</p> <p>2. A new or supplemental environmental impact statement must be conducted to evaluate the impact of the Parkway on the changed human and environmental landscape.</p>	<p>southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont’s Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p>

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				<p>The change in population and the increase in the minority and low income residents in the project area along with other “significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts, a supplemental EIS must be prepared” for the decade old FSEIS “so that the agency has the best possible information to make any necessary substantive changes in its decisions regarding the proposal.” 46 Fed. Reg. 18026 (March 23, 1981) (as Amended), Forty Most Frequently Asked Questions, Question 32 (citing 40 C.F.R. § 1502.9 (c)).</p> <p>An environmental impact statement has not been conducted since 2009. In the past decade, the community has changed, the landscape has changed, the rules regarding water quality, flood protection, wetlands, and other environmental factors have changed. Despite these changes and the passage of nearly eleven years, FHWA has failed to conduct a new or supplemental environmental impact statement. FHWA has prepared a reevaluation, 1 which does not take the requisite hard look at the changes to the project. FHWA and its partners failed to take the requisite hard look at the changes that have occurred to the Parkway, the physical environment, the environmental and highway laws and regulations, since the 2009 FSEIS.</p> <p>A. Although a decade has passed the Reevaluation does not include an updated traffic model for the project.</p> <p>Although over a decade has passed since the 2009 FSEIS, FHWA has failed to update the traffic modeling for the project. In April 27, 2018, VTrans Project Supervisor, Wayne Davis recommended to members of the Champlain Parkway Project Team, including FHWA Kenneth Sikora, that the Champlain Parkway reevaluation should include updated traffic modeling. “[P]lease prepare to address the following in the NEPA re-evaluation process: 1) Traffic modeling should be updated....” Email attached as Attachment A.</p> <p>FHWA, the City, and VTrans, however, did not include updated traffic modeling in the internal reevaluation of the Project. Without this study, no updated Levels of Service have been provided to assess the extent of the congestion at the Northern Pine Street Locations specifically and throughout the project generally. Absent this analysis FHWA cannot take the requisite hard look at the impacts of the project on low income and minority neighborhoods specifically and the Burlington community generally.</p> <p>Since the 2009 SFEIS, the Circumferential Highway was abandoned, although it was incorporated into the travel demand model used for the 2009 FSEIS. The Reevaluation did not update future ETC+20 traffic volumes to reflect changes related to additional projects that were not accounted for since the 2009 FSEIS or the abandonment of the circumferential Highway. Adequate information was not presented to determine if the projections built into the ETC+20 design year in the 2009 FSEIS are still valid for the ETC+20 design year in the 2019 Reevaluation.</p> <p>(Footnote: 1 FHWA did not publish or distribute the Reevaluation to the public. Fortieth received a copy from the Pine Street Coalition.)</p> <p>FHWA, the City, and VTrans failed to take the requisite hard look in evaluating the changes to the Parkway and new information that has developed since 2009. In 2018, the Pine Street Coalition wrote to FHWA and then the Governor asking for the preparation of a supplemental EIS due to the passage of time and the significant changes that had occurred since the 2009 FSEIS.</p> <p>When discussing whether to respond to this request, FHWA summarized that the City of Burlington was directing the project. FHWA warned that if the City or VTrans requested a new EIS, “we [FHWA] would have the power of the purse strings and either ask for payback of Federal-aid funds spent on the previous design or require the City and State to fund the new EIS on their own, or both.” December 17, 2018, email from Kenneth (“Rob”) Sikora, Environment/Right of Way Program Manager, FHWA Vermont Montpelier Division to Patrick Kirby, Program Development Team Leader, FHWA Vermont Division (attached as Attachment B to Fortieth’s Comment).</p>	

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				<p>FHWA justified its position that the City and State would suffer a financial penalty if they requested or conducted a new EIS, because FHWA had warned the City of this financial penalty back in 2009.</p> <p>This wouldn't be unfair, we warned the City back in 2009 that we were ready to select the Pine Street alternative shown in the FSEIS, and if they didn't want to go along with that, we would be fine with selecting the No Build alternative and ending the project with no payback of funds. They made a decision to go forward. Not only that, the permitting on this project has been very difficult with appeals ongoing. Throwin the difficulty of having to deal with the Railroad and I just can't imagine there is any desire on the part of the City to throw all that away.</p> <p><i>See id.</i></p> <p>By threatening to cut off funding and requiring the payback of federal funds, FHWA discouraged or imposed an extreme disincentive on the City and State to conduct a supplemental EIS. To avoid fiscal penalty, the City had to recommend that FHWA not conduct a supplemental EIS.</p> <p>The following represents a brief summary of list of changes or new information that have occurred since the 2009 FSEIS which warrant a new or supplemental environmental impact statement with an evaluation of project alternatives, and a public involvement process.</p> <p>B. Champlain Parkway Design Modifications since the 2009 FSEIS.</p> <p>Since the 2009 FSEIS, the speed limit for the Parkway has changed from 30 miles per hour to 25 miles per hour. The Design vehicle has changed from WB-62, an interstate semitrailer with a length of 68.5 feet, to WB-50, an intermediate semitrailer with a length of 55 feet., with a shorter overhang. The Design Vehicle is the least maneuverable vehicle for the roadway and is used to set characteristics of the roadway.</p> <p>One of the purposes of the project is to correct the deficiency of a north south arterial and to divert traffic coming from the intersection of two principal arterial highways I-189 and Route 7, to and from Downtown Burlington and points east. The Champlain Parkway Design Vehicle has been changed and the size of the design vehicle has decreased and no longer represents an interstate semitrailer. he Champlain parkway design has changed to eliminate the types of trucks found on interstate highways, the trucks the Parkway was intended to accommodate in order to divert traffic coming off I-189 and into downtown Burlington.</p> <p>The design for the C/2 section has changed.  The home Avenue railroad crossing has changed since the 2019 FSEIS.  The Flynn Avenue Railroad crossing has changed.</p> <p>The design for the C/6 section has changed.  The C6 section has changed significantly. The shared use path has been relocated from the south side of Lakeside Avenue to the North Side of Lakeside Avenue.</p> <p>Since the 2019 FSEIS, the project design has changed to include the relocation of the Maltex Driveway, this new design change was not incorporated as part of the Selected Alternative in the 2019 FSEIS.</p> <p>The width of the travel lanes and the cross section of Pine Street have changed.</p> <p>The 2009 FSEIS described the selected alternative as providing two 13-foot minimum travel lanes and an eight-foot parking lane on the eastern side, (where feasible and permitted), curbing and sidewalks. The 2009 FSEIS plan included sidewalks on both the eastern side and western side of Pine Street from Pine Place to Main Street.</p>	

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				<p>Under the new design, a new shared use path will be constructed on the western side of Pine Street between Lakeside Avenue and Kilburn Street. The 2009 FSEIS design includes travel lands designated as shared lanes to accommodate both motor vehicles and cyclists.</p> <p>Under the 2009 FSEIS design, between Lakeside Avenue and Locust Street, the design would accommodate a 13-foot southbound combined bike/turn lane, one 11-foot travel lane in each direction, and a five-foot bike lane in the northbound direction.</p> <p>Under the current design, between Locust Street and Kilburn Street, and between Maple Street and Main Street, the design will feature a two-foot shoulder and an 11 foot shared lane in the southbound direction while the northbound direction will consist of an 11 foot shared lane, a four foot painted parking lane buffer and a seven foot parking lane. Between Kilburn and Maple. The design consists of an 11-foot travel lane, 1.5-foot bike lane buffer and 5-foot bike lane in both directions.</p> <p>In 2016, the City replaced the traffic signal equipment at the intersection of Pine Street and Lakeside Avenue. This has resulted in an intersection LOS B in the AM and C in the PM peak hour. The 2003 LOS for this intersection as reported in the 2009 FSEIS was LOS A in the AM and B in the PM peak hour.</p> <p>Since the 2009 FSEIS, Defendants have modified the Project to include traffic signal control of the access to the Innovation Center, from Lakeside Avenue. The traffic signal operations for Lakeside Avenue and Champlain Parkway have been modified to include traffic control signal control of the driveway access to Fortieth's property at 128 Lakeside Avenue.</p> <p>Currently, Fortieth's access onto Lakeside Avenue is not signalized. The 2009 FSEIS did not incorporate signalization for Fortieth's access onto Lakeside Avenue.</p> <p>As a result of this change, access to Fortieth's property will suffer a significant decrease in Level of Service. Fortieth's access onto Lakeside Avenue currently experiences a Level of Service ("LOS") A. Level of Service or "LOS" is a performance measure used to measure the amount of vehicle delay and congestion.</p> <p>Following Parkway construction, the LOS for Fortieth's access will decrease from LOS A to LOS E (very long delays) in the AM peak hour and LOS F (extreme delays) in the PM peak hour with delays of 55.3 seconds and 114 seconds.</p> <p>Veterans, the elderly, families seeking medical care, constituents seeking assistance, social security benefits or information at offices in the Innovation Center will suffer long delays and congestion trying to access services at the Innovation Center.</p> <p>The traffic volumes in 206 are significantly different from what was projected for the Champlain Parkway Project.</p> <p>The reevaluation did not incorporate the project design changes into a model to determine the project impacts on the environment.</p> <p style="text-align: center;">Rail Operations and Parking</p> <p>Since the 2009, FSEIS, the project has changed to remove the Home Avenue or Grocery Spur and Pine Street Rail Spur.</p> <p>Since the 2009 FSEIS, the project will remove parking spaces from Pine Street. A total of fourteen parking spaces would be lost between Kilburn Street and Maple Street. Approximately 44% of the parking spaces along Pine Street have been eliminated since the 2009 FSEIS.</p>	

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				<p>Under the 2009 FSEIS design, there were 25 public parking spaces along the east side of Pine Street. Some residents of the Jackson Apartments use the eastern side of Pine Street for short-term or guest parking. The 2009 FSEIS concluded that Build Alternative 2, the selected alternative would not impact parking along the eastern side of Pine Street.</p> <p>The 2009 FSEIS, cited the substantial socioeconomic issues associated with the loss of on street parking along pine Street in the vicinity of Maple Street, King Street, and Main Street, as a reason to eliminate the C1, C2, and Pine Street geometric improvements along Pine Street alternative from further consideration. See 2009 FSEIS Chapter 2: Alternatives, cited at, <a href="http://champlainparkway.com/resources/documents/2009FSEIS/Chapter%202%20Alternatives.pdf">http://champlainparkway.com/resources/documents/2009FSEIS/Chapter%202%20Alternatives.pdf</a></p> <p>The reevaluation does not study or evaluate or identify the socioeconomic issues associated with the loss of parking along upper Pine Street. The reevaluation does not discuss or mention the elimination of public parking along the south side of Flynn Avenue between Pine Street and Shelburne Road to construct an eastbound bike lane, paired with a westbound shared lane. The change will eliminate 38 parking spots.</p> <p>The direct and cumulative impacts of the loss of parking from the project and the additional bike lanes approved by the City were not evaluated in the REA.</p> <p>Since 2009 FSEIS, there has been an elimination of bus pull off lanes.</p> <p>C. Land Use Changes. There have been significant changes to land use in the project area.</p> <p>Since the 2009 FSEIS, Champlain College has constructed the Miller Center. The South end City Market store has opened. The City Market submitted a traffic impact study which predicted that the intersection of Flynn Avenue and Champlain Parkway will experience a Level of Service F and 110 second delay with the Champlain Parkway and the City Market in place.</p> <p>The Circumferential Highway was a transportation project that was assumed to be constructed and added to the transportation infrastructure for the 2009 FSEIS.</p> <p>The Lakeside Avenue and Pine Street intersection has changed. An access driveway was incorporated as fourth leg to the intersection, with signal control of the driveway access. The REA does not evaluate or quantify the change in the level of service for this intersection for the project year 2019 and 2039.</p> <p>D. Threatened and Endangered Species and vegetation. Since the 2009 FSEIS, the long-eared bat has been listed as a Threatened and Endangered Species. The area comprising C-2 of the project is composed of forested habitat and has been identified as habitat for long eared bat. The project will clear between 1-2% of the forested habitat within a one-mile radius. The REA does not provide any information on the effects of the clearing long eared bat habitat.</p> <p>The reevaluation concludes that it is uncertain whether the long-eared bat is located within the project or in close proximity to the project or the impacts of the project on the long-eared bat. The reevaluation concedes that the impacts on the long-eared bat are unknown and acoustic surveys are required.</p> <p>Since the 2009 FSEIS, vegetated areas within the C-2 section of the project that had been identified as early successional habitat have now matured into forests. Absent a field survey, there is no information upon which FHWA can conclude that the Project will have no impact on state or federally listed RTE species.</p> <p>When there is uncertainty regarding whether a significant impact will occur as a result of the Project, a supplemental EIS should be prepared.</p>	

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				<p>E. Surface Waters.</p> <p>Since 2009, EPA has revoked the 2002 Lake Champlain TMDL and approved a new TMDL which relies in part on updated stormwater standards to help achieve its phosphorus reduction goals.</p> <p>The Lake Champlain Implementation Plan relies on the implementation of the 2017 Vermont Stormwater Management Manual to achieve its goals of phosphorus reduction.</p> <p>Pursuant to Act 64, the Vermont Clean Water Act, the Department of Environmental Protection updated the stormwater management rules to improve the efficiency of stormwater treatment practices, increase the removal efficiencies for pollutants, and more closely resemble the natural hydrology of the area.</p> <p>The Champlain Parkway does not implement or comply with the 2017 Vermont Stormwater Manual treatment standards.</p> <p>Since the 2009 FSEIS, the designation of Englesby Brook has changed from a cold-water fish habitat to a warm water fish habitat under the 2016 Vermont Water Quality Standards. The project stormwater management system, however, has been designed to conform to standards for cold water fish habitat for discharges to Englesby Brook, which includes a shorter retention time.</p> <p>Englesby Brook is impaired for sediment. The channel protection standard is designed to prevent scour and prevent erosion and additional sediment loading into Englesby Brook</p> <p>F. Wetlands.</p> <p>Since the 2009 FSEIS, two new wetlands have been identified in the project area that will be impacted by the Project. These wetlands were not identified or evaluated in the 2009 FSEIS. The Parkway will permanently fill approximately .389 acres of wetland P, and .064 acres of Wetland Q. Wetland P is a forested and emergent marsh wetland.</p> <p>The 2009 FSEIS did not evaluate the project impacts on these wetlands. The 2009 FSEIS declared that the project would impact .694 acres of wetlands. With the discovery of these two new wetlands, the project will now impact 1.094 acres of wetlands. This is a 57% increase in the wetlands to be impacted by the Parkway. The cumulative effects of the impacts to these wetlands were not evaluated.</p> <p>G. Noise Impacts.</p> <p>The federal regulations and corresponding VTrans noise abatement policy have changed since 2009. VTrans have increased the threshold of reasonable noise abatement measures.</p> <p>In evaluating the traffic noise impacts, the traffic noise impacts should be evaluated for the design year. The design year has changed. There has been no traffic analysis for the new design year.</p> <p>H. Floodplains.</p> <p>Since the 2009 FSEIS, the Federal Emergency Management Agency has identified a portion of the Project Area to be located within a Special Flood Hazard Area (SFH) Zone A. A project located in a Special Flood Hazard Zone A, is located below the base flow elevation. The effect and impact of the project on the floodplain and danger to the flood hazard area was not previously evaluated and considered in the 2009 SFEIS. According to the Agency of Natural Resources “Flood events are Vermont’s most frequent and costly type of natural disaster.”</p> <p>I. Hazardous Materials.</p> <p>Since the 2009 FSEIS, the Vermont DEC regulations for contaminants have changed regarding the procedures for managing development soils and for establishing background concentrations for arsenic, lead, and</p>	

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				<p>polycyclic aromatic hydrocarbons (PAHs). Project activities will disturb contaminated soils. The anticipated contaminants include PCB, lead naphthalene, trichloroethylene (TCE), The proposed Corrective action plan contains an engineering action plan which includes isolation barriers that do not comply with DEC recommendations. “[T]he clean soil cap that will be installed to isolate impacted soil in greenspaces and fill slopes will not achieve the VT DEC recommended thickness of 18-inches.” Page 7 Corrective Action Plan, Appendix B.</p> <p>J. Air Quality. To assess air quality emissions, the 2009 FSEIS relied on the MOBILE6 Mobile Source Emissions Factor Analysis. Since 2009 FSEIS, EPA has developed and implemented newer state of the science emission modeling systems that estimate emissions for on-road motor vehicles for criteria pollutants, greenhouse gases, and air toxics.</p> <p>The reevaluation does not discuss, nor evaluate the new state of the science emission modeling system and why there is no analysis of the project emissions under the MOVES 2014 modeling system.</p> <p>Construction of the project will involve disturbance of hazardous materials. There is no discussion of air quality impacts from the hazardous material storage in the reevaluation.</p> <p>There is no evaluation of the potential impacts of the particulate matter into the air and its effect on human health.</p> <p>K. Climate Change. Since the 2009 FSEIS, Climate change science continues to expand and refine our understanding of the impacts of anthropogenic Greenhouse gas emissions (GHG emission).</p> <p>After the 2009 FSEIS was published, the Environmental Protection Agency (EPA) issued a finding that the changes in our climate caused by elevated concentrations of greenhouse gases in the atmosphere are reasonably anticipated to endanger the public health and public welfare of current and future generations.</p> <p>In 2015, EPA acknowledged more recent scientific assessments that “highlight the urgency of addressing the rising concentration of CO2 in the atmosphere,” finding that certain groups are especially vulnerable to climate-related effects.” See EPA, <i>Final Rule for Carbon Pollution Emission Guidelines for Existing Stationary Sources Electric Utility Generating Units</i>, 80 Fed. Reg. 64661, 64677 (Oct. 23, 2015).</p> <p>The impacts of climate change are already being felt in communities across the country. More frequent and intense extreme weather and climate-related events, as well as changes in average climate conditions, are expected to continue to damage infrastructure, ecosystems, and social systems that provide essential benefits to communities. See Fourth National Climate Assessment, Summary Findings, available at <a href="https://nca2018.globalchange.gov/">https://nca2018.globalchange.gov/</a></p> <p>The National Climate Assessment, released by the federal government in 2014, warns that extreme weather events will progressively increase during this century. The northeastern states in particular are projected to get wetter in the winter and spring. <a href="https://climatechange.vermont.gov/our-changing-climate/what-it-means/flooding">https://climatechange.vermont.gov/our-changing-climate/what-it-means/flooding</a>.</p> <p>Since 2009 FSEIS, Vermont has been hit by tropical storm Irene and the Northeast has suffered powerful storm events including Sandy.</p> <p>Climate change disproportionately affects low-income communities. Climate change presents added risks to interconnected systems that are already exposed to a range of stressors such as aging and deteriorating infrastructure, land-use changes, and population growth.</p>	

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				<p>Since the 2009 FSEIS, Vermont has codified an energy policy that promotes reliable and sustainable sources of energy "that assures affordability and encourages the state's economic vitality, the efficient use of energy resources and cost-effective demand side management; and that is environmentally sound." 30 V.S.A. §202a(1).</p> <p>The most recent comprehensive energy plan (2016) establishes a number of goals including "improv[ing] outdoor air quality by reducing emissions from transportation, home and business heating, and energy use, and production." CEP 2016</p> <p>The CEP 2016 establishes the transportation goal of 10% renewable energy in transportation by 2025, and at least 80% renewable by 2050.</p> <p>To achieve this goal the CEP 2016 established four primary strategies including, reducing transportation energy demand through smart land use, shifting transportation away from single occupancy vehicles "through the promotion of other options, including transit, walking, biking, carpooling, and telework." CEP 2016 at 9.</p> <p>L. Irreversible and Irretrievable Commitment of Resources.  Since 2009, the project cost has increased from \$20,000,000 to \$28,000,000.</p> <p>In addition to the cost of the project increasing, the proportional share of the project cost has changed. The City of Burlington is responsible for 50% of the Hazardous Waste Corrective Action Plan, plus 2% of the other 50%. The Hazardous Waste Corrective Action Plan is a new requirement since the 2009 FSEIS. Federal Highways is requiring that the City be responsible for half the costs as well as 2% of the remaining 50% of the costs.</p> <p>Commitment of storage capacity of hazardous waste is an Irreversible and Irretrievable Commitment of Resources that was not considered in 2009.</p> <p>M. Indirect and Cumulative Impacts.  The reevaluation does not mention or include a section on the indirect impacts of the Project.</p> <p>The reevaluation does not assess or evaluate the cumulative impacts on the human population of the project and the future transportation projects. There is no evaluation of the impact of the residents of the Maple/Pine/King street area as a result of the cumulative impact of the Champlain Parkway and the REP project.</p> <p>There is no cumulative impact analysis of the noise impacts of the Champlain Parkway and the REP project.</p> <p>3. Conclusion.  The Parkway has undergone significant changes and new circumstances or information have occurred relevant to environmental concerns and bearing on the proposed action or its impacts that require supplementation of, or a new, environmental impact statement that considers project alternatives and includes a public involvement process.</p> <p>Thank you for the opportunity to comment on the Champlain Prkway Project. Please contact me if you have any questions.</p> <p>Thank you for your assistance with this matter.</p> <p>Very truly yours,</p>	

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				<p>Judith L. Dillon, Esq.</p> <p>Attachment A:</p> <p style="text-align: center;"><b>FORTIETH COMMENT ATTACHMENT A</b></p> <hr/> <p><b>From:</b> Davis, Wayne &lt;Wayne.Davis@vermont.gov&gt;  <b>Sent:</b> Friday, April 27, 2018 9:21 AM  <b>To:</b> Gozalkowski, Dale; Shiekds, James; Norm Baldwin; Susan Molzon  <b>Cc:</b> Sikora, Kenneth (FHWA); Boomhower, Michele; Gumper, Denise; Scribner, Sue; Ramsey, Jeff  <b>Subject:</b> Burlington MEGC 5000(1) Champlain Parkway - NEPA Re-evaluation  <b>Attachments:</b> AttachmentA-3CrossSpectrumAnalysisLetter.pdf</p> <p>All;</p> <p>In regards to the issues raised by the Pine Street Coalition (PSC), please prepare to address the following in the NEPA re-evaluation process:</p> <ol style="list-style-type: none"> <li>1) Traffic modeling should be updated, including the possible future Rail Enterprise Project (REP). RSG should be brought in to perform this modeling update as they did the Champlain Parkway modeling and scoping for the REP.</li> <li>2) Identify common resources and possible accumulative impacts with the Parkway and REP.</li> <li>3) Address and confirm from 2009 FSEIS the changes in land uses and demographics. This would include identifying City zoning changes, 2010 consensus, etc. Address these changes in a general matter.</li> <li>4) Address contaminated soils including development soils and the drafting of a CAP.</li> <li>5) Confirm the section on Environmental Justice is still valid.</li> <li>6) Update Stormwater and wetlands as necessary. See PSC document Attachment C – Wetlands, Stormwater and Water Quality.</li> <li>7) Did City respond to Burlington Walk/Bike Council letters dated 12/18/2014 and 5/2/2016 in writing? If so, need copies.</li> <li>8) Review PSC Attachment A-3 Cross Spectrum Analysis Letter (attached). This document addresses noise concerns. It appears this document was not included on Facebook link, but was included in mailed hard copies.</li> </ol> <p>There maybe more issues to address which we will discuss at our to-be-scheduled meeting next week. It would be wise to invite a RSG representative to join in the traffic model discussion (does not have to stay for full meeting). Also, the person whom performed the noise analysis could call in for a short discussion on the noise issue. Please do not hesitate to contact me if you have any questions or concerns. Thank you.</p> <p>Wayne L. Davis  Project Superior  Municipal Assistance Bureau  Highway Division, VTrans  1 National Life Drive  Montpelier, VT 05633-5001  (802) 828-5609</p> <p>Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.</p> <p style="text-align: center;">1</p> <p>Attachment B:</p>	

Date Received	Method	Name	Address	Comment	Response
				<p style="text-align: center;">FORTIETH COMMENT ATTACHMENT B</p> <hr/> <p><b>From:</b> Sikora, Kenneth (FHWA)  <b>Sent:</b> Monday, December 17, 2018 7:26 AM  <b>To:</b> Kirby, Patrick (FHWA)  <b>Subject:</b> RE: Pine Street Coalition -- Request to Governor Scott for a New Champlain Parkway EIS Process</p> <p>Hi Patrick - I don't believe that this needs a specific response. Both Matthew and I have been communicating with this group over the last few years about their vision for the project. Many of their requests regarding bike/ped issues have been incorporated into the project during the final design phase. VTrans used to administer this project but turned the project over to Burlington around 2000 or so. I believe the City Council has rejected their request for a new EIS process and plan to go forward with the current project. That's probably why they wrote to the Governor in the first place, and I don't think he would do anything to usurp the City's decision here.</p> <p>What would need a response would be if the City and/or VTrans changed their mind and came back to us with a request to do a new EIS. In that case we would have the power of the purse strings and either ask for payback of Federal-aid funds spent on the previous design or require the City and State to fund the new EIS on their own, or both. This wouldn't be unfair, we warned the City back in 2009 that we were ready to select the Pine Street alternative shown in the FSEIS, and if they didn't want to go along with that, we would be fine with selecting the No Build alternative and ending the project with no payback of funds. They made a decision to go forward. Not only that, the permitting on this project has been very difficult with appeals ongoing. Throw in the difficulty of having to deal with the Railroad and I just can't imagine there is any desire on the part of the City to throw all that away.</p> <p>In summary, the City is administering the project not the State. I don't think there is any process where the Governor could intervene other than withholding their 3% share (this is an EGC project -- 95% Federal, 3% State, 2% Local). In addition, there is no upside to starting a new EIS other than to make this small coalition happy. Bottom line for FHWA - if the State withheld funds, or if the City wanted to reverse course, there would be substantial payback and funding issues.</p> <p>Rob  Kenneth R. Sikora, Jr.  Environmental Program Manager  FHWA - VT Division  (802)828-4573</p> <hr/> <p><b>From:</b> Kirby, Patrick (FHWA) &lt;patrick.kirby@dot.gov&gt;  <b>Sent:</b> Monday, December 17, 2018 7:04 AM  <b>To:</b> Sikora, Kenneth (FHWA) &lt;Kenneth.Sikora@dot.gov&gt;  <b>Subject:</b> RE: Pine Street Coalition -- Request to Governor Scott for a New Champlain Parkway EIS Process</p> <p>Rob,</p> <p>What is our response going to be?</p> <p>Patrick Kirby  Financial Manager  DOT - FHWA Vermont Division  802-828-4568  <a href="mailto:Patrick.kirby@dot.gov">Patrick.kirby@dot.gov</a></p> <p style="text-align: center;">1</p>	

Date Received	Method	Name	Address	Comment	Response
				<p style="text-align: center;"><b>FORTIETH COMMENT ATTACHMENT B</b></p> <p><b>From:</b> Sikora, Kenneth (FHWA)  <b>Sent:</b> Friday, December 14, 2018 5:10 PM  <b>To:</b> Hake, Matthew (FHWA) &lt;matthew.hake@dot.gov&gt;; Dwyer, Lawrence (FHWA) &lt;Lawrence.Dwyer@dot.gov&gt;  <b>Cc:</b> Kirby, Patrick (FHWA) &lt;patrick.kirby@dot.gov&gt;  <b>Subject:</b> FW: Pine Street Coalition -- Request to Governor Scott for a New Champlain Parkway EIS Process</p> <p>FYI</p> <p><b>From:</b> Dunleavy, John &lt;John.Dunleavy@vermont.gov&gt;  <b>Sent:</b> Friday, December 14, 2018 4:34 PM  <b>To:</b> Sikora, Kenneth (FHWA) &lt;Kenneth.Sikora@dot.gov&gt;; Scribner, Sue &lt;Sue.Scribner@vermont.gov&gt;; Davis, Wayne &lt;Wayne.Davis@vermont.gov&gt;  <b>Subject:</b> Pine Street Coalition -- Request to Governor Scott for a New Champlain Parkway EIS Process</p> <p>FYI</p> <p>Begin forwarded message:</p> <p><b>From:</b> TONY Redington &lt;tonyvt99@gmail.com&gt;  <b>Date:</b> December 14, 2018 at 16:10:54 EST  <b>To:</b> undisclosed-recipients;  <b>Subject:</b> Fwd: Request for A New Champlain Parkway EIS Process</p> <p>Good Day Governor Scott:</p> <p>Please find attached and in a copy now being mailed, a letter from the Pine Street Coalition seeking your review of the Champlain Parkway project in Burlington. Our letter requests taking action within your authority to begin a new Environmental Impact Statement (EIS) process.</p> <p>A Parkway re-design assures a reduction in injuries, part of a Vision Zero highway safety policy of no serious and fatal injuries now expected to be considered by our City Council. Another not so long term threat to our community, global warming, can be addressed in a re-design to sharply reduce climate change emissions. As a result the Parkway can fit into the Net Zero and Ready for 100 Percent grassroots initiatives to move Burlington to a fully carbon neutral city. The current Parkway design clearly moves our City backward from the Net Zero and Ready for 100% goals. Finally, the current Parkway design not only lacks separate and safe walk and bicycle facilities, there is a total lack of the now proven new "best practices" improving safety and service all modes, namely roundabouts and cycle track.</p> <p style="text-align: center;">2</p>	

Date Received	Method	Name	Address	Comment	Response
				<p style="text-align: center;">FORTIETH COMMENT ATTACHMENT B</p> <p>Thank you for your consideration of this request.</p> <p>Yours truly,</p> <p>Tony Redington for the Pine Street Coalition</p> <p>---</p> <p><i>Stop and Re-design a Safe Champlain Parkway!</i> - Sign Petition: <a href="https://petitions.moveon.org/sign/governor-scott-federal">https://petitions.moveon.org/sign/governor-scott-federal</a> - Donate: <a href="https://fundly.com/stop-re-design-champlain-parkway#gallery/2">https://fundly.com/stop-re-design-champlain-parkway#gallery/2</a></p> <p>Websites: <a href="http://SafeStreetsBurlington.com">SafeStreetsBurlington.com</a> <a href="https://www.facebook.com/SSBPineStreetNOW/">https://www.facebook.com/SSBPineStreetNOW/</a></p> <p><a href="http://TonyRVT.blogspot.com">TonyRVT.blogspot.com</a> @TonyRVT60</p> <p>---</p> <p><i>Stop and Re-design a Safe Champlain Parkway!</i> - Sign Petition: <a href="https://petitions.moveon.org/sign/governor-scott-federal">https://petitions.moveon.org/sign/governor-scott-federal</a> - Donate: <a href="https://fundly.com/stop-re-design-champlain-parkway#gallery/2">https://fundly.com/stop-re-design-champlain-parkway#gallery/2</a></p> <p>Websites: <a href="http://SafeStreetsBurlington.com">SafeStreetsBurlington.com</a> <a href="https://www.facebook.com/SSBPineStreetNOW/">https://www.facebook.com/SSBPineStreetNOW/</a></p> <p><a href="http://TonyRVT.blogspot.com">TonyRVT.blogspot.com</a> @TonyRVT60</p> <p style="text-align: center;">3</p>	
10/10	Letter	Carolyn Bates	20 Caroline St	<p>Mr Kenneth R Sikora, Jr Environmental Program Manager Federal Highway Administration 95 State ST Montpelier, VT 05602 And Mr Wayne L. Davis Project Supervisor Vermont Agency of Transportation One National Life Drive Montpelier, VT 05633</p> <p>Oct 10, 2019</p> <p>Dear Mr. Kenneth R Sikora, Jr and Mr. Wayne L. Davis</p> <p>My name is Carolyn L. Bates and I use to live and work directly in the King and Maple St. neighborhood. Now I live and work: (my business, Carolyn L. Bates Photography) on Caroline Street, just around the corner.</p>	<p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington</p>

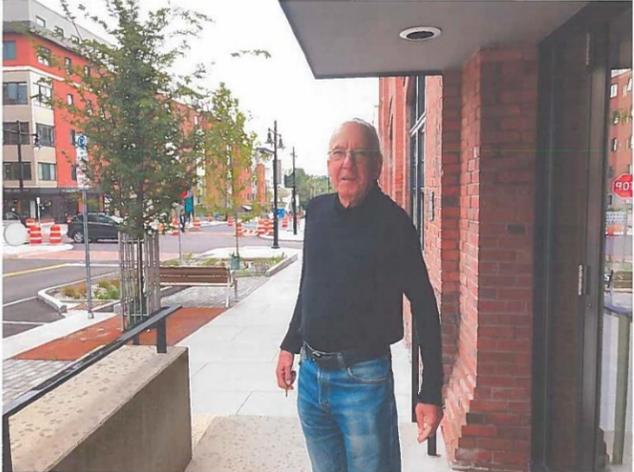
Date Received	Method	Name	Address	Comment	Response
				<p>I have continued to work with clients in the King and Maple St Neighborhood, and spend pleasurable time at Perkins Pier. I have always been a low income, woman owned business. I am now a senior, too.</p> <p>I am writing you to share my great distress with the present design of the Champlain Parkway Project that is proposed for our neighborhoods and with an urgent need to move this project along. Now this project must undergo an environmental justice review. This means the project planners must show that the project will not have a disproportionate impact on low income and minority neighborhoods like mine.</p> <p>I think it does have a horrifically huge discrepancy and impact. This project must be stopped NOW, and never go forward. Look at your own projected chart on the volume of traffic in the multi page handout you gave to us. It is on Pg 27. <b>Wealthy neighborhoods have a reduction of 72% and 56% in traffic. Lakeside, with some low-income people, has an increase in 9%</b></p> <p><b>Our neighborhood of King and Maple, has 37% increase at Maple St and Pine and another 22% on King and Pine. It is the second poorest neighborhood in Burlington, with 200 section 8 people, and at least 21 housing projects. It also has a huge population of non-English speaking African Americans.</b></p> <p>DPW of Burlington held one, poorly announced meeting, where we could make comments but not ask questions about the large confusing displays of the parkway design. And then you are not allowing other meetings though many of us asked for one. It was held outside of the neighborhood at dinner time. One two families from the African American group were able to come. You are allowing less than two weeks to reach out to those people who would have liked to come to a neighborhood meeting, and tell them what we can and get them to make comments. This is the first time since the early 2006-2010 we have been able to comment.</p> <p><b>As the enclosed chart on page 27 shows, the King (22%) and Maple St (37%) neighborhood will see way over a one third increase in traffic while other neighborhoods will see their traffic drop by more than half (ie 72% and 56%). To me, this clearly shows the incredibly huge violation of the principles of environmental justice.</b></p> <p><b>This increased traffic will cause an enormous increase in heavy pollution and noise (people today can't open their windows in summer because of the existing pollution nor enjoy sitting outside and playing with their children). Today traveling up and down Pine Street is impossible much of the time. Buses are stuck in the same traffic as cars. The safety and health is already eroding. And YOU want to build a highway exit here? And make it totally impossible for anyone to live here safely. There are HUGE apartments here, too.</b></p> <p>My summary, very similar to others, so we stay within the boundaries of this review: With regards to the environmental justice review by the Federal Justice Department of the Champlain Parkway as it is designed today. <b>I believe that it is totally unfair to decrease the traffic in other neighborhoods while greatly increasing it in ours (ie King and Maple St Neighborhood) with this project. We do not need more traffic. The impact will be intolerable. We already are impacted too much with the traffic we have. We are low income, section 8, seniors, disabled, minority people generally living in small spaces with lots of other people. We need our outside air CLEAN, noise levels REDUCIED, and travel IMPROVED and SAFER. We need A SAFE separate bike and pedestrian pathway so we can travel easily in our wheelchairs to buy groceries, bike quickly to work, and visit friends. We want to improve our lives, and health. And the present parkway as designed will only destroy what little we have left now. The injustice is beyond unfair. The impact overwhelming for the King and Maple St Neighborhood.</b></p> <p>I am aghast that you all have needed the Pine St Coalition to challenge you on the fairness of this, in order to get you to STOP and hopefully LISTEN to us and STOP THE PARKWAY from being built as designed.</p>	<p>CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont's Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p> <p>Regarding noise, traffic would have to double before there is a perceived change in noise. There are noise impacts anticipated at receptor locations along Pine Street. However, due to spatial constraints, noise mitigation measures are not feasible. Other receptor locations do not exceed the Noise Abatement Criteria (NAC) and do not require mitigation.</p> <p>In addition to the September 26, 2019 meeting, an additional open house was in fact held at the King Street Center on October 7, 2019. As part of the current NEPA process, additional outreach and engagement opportunities will be available to the Maple and King Street neighborhood. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>

Date Received	Method	Name	Address	Comment	Response
				<p><b>It is so blatantly unfair and unjust to put this HUGE UNJUST IMPACT into my friends and clients and all the new non-English speaking families lives and everyone else's in this neighborhood. Especially to all of the CHILDREN.</b></p> <p><b>What we really need is a road far safer than you have designed, with roundabouts, reduction in noise, cleaner, safer, faster, easier with very safe and separate walk and bike paths from the southern end of Burlington into downtown.</b> Having Electric small buses that run every 15 minutes so we can all leave our cars behind would be wonderful. Please do it this way instead. This way we can regain the 6 acres of land we gave up a long time ago and rebuild the houses and businesses we had before, and make the Englesby Brook clean, and into a park to enjoy by all instead of sticking it into a 200 ft enclosure, and move Burlington into the Future instead of sending it back to the 1960's.</p> <p>Thank you. Sincerely</p> <p>Carolyn Bates <a href="mailto:Cbatesbt@gmail.com">Cbatesbt@gmail.com</a> 802-238-4213 20 Caroline ST Burlington, VT 05401</p> <p>Enclosed: several charts, illustrations, photographs, text to use to show what the most present parkway design is and what it will d if built. All are based on google maps, and information we were given by the parkway. Photographs were all taken within the King Malpe St. Neighborhood in the last 10 days. They should all be included as part of my comments cb</p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="988 1018 1554 1139"><i>African Americans going to school</i></p>	

Date Received	Method	Name	Address	Comment	Response
				<p data-bbox="851 237 876 266">○</p>  <p data-bbox="988 834 1423 935"><i>Wheel chair people hanging out -</i></p> <p data-bbox="851 903 876 931">○</p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="1028 836 1404 897"><i>African Americans</i></p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="1072 826 1398 947">senior citizen Jack Haggitt</p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="1019 808 1308 874"><i>pre school</i></p>	

Date Received	Method	Name	Address	Comment	Response
				<div data-bbox="898 389 1432 788" data-label="Image"> </div> <div data-bbox="966 798 1494 983" data-label="Text"> <p><i>Klecker Towers — one of many multi-family plus one for disabled people</i></p> </div> <div data-bbox="839 1130 1836 1695" data-label="Image"> </div> <div data-bbox="1112 1689 1783 1796" data-label="Text"> <p><i>Kids - African American going to bus to go to school</i></p> </div>	

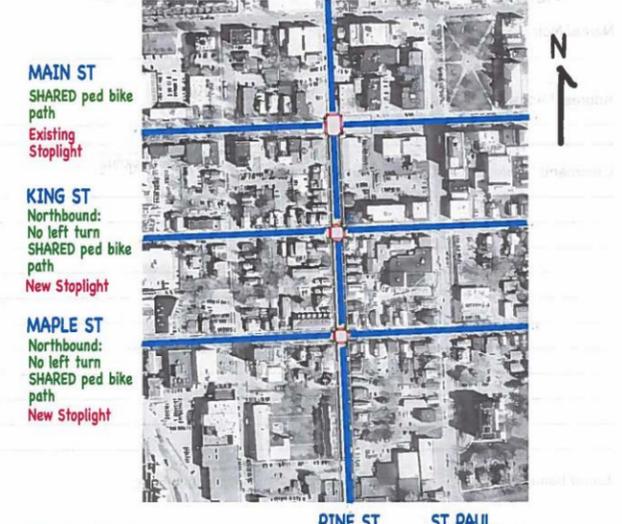
Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="1081 808 1324 862"><i>skateboarder</i></p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="926 822 1473 963"><i>Construction is everywhere in neighbor hood — for at least year.</i></p>	

Date Received	Method	Name	Address	Comment	Response
				 <p data-bbox="1059 802 1348 848"><i>Construction</i></p>	

Date Received	Method	Name	Address	Comment	Response
				<p data-bbox="854 231 885 272">○</p>  <p data-bbox="1019 802 1277 854"><i>Construction</i></p> <p data-bbox="854 897 885 937">○</p>  <p data-bbox="1028 1562 1535 1582"><i>MADE - 11.2.21</i></p>	

Date Received	Method	Name	Address	Comment	Response
				<p style="text-align: center;"><b>King St and Maple St Neighborhoods, section 8 housing</b></p>  <p style="text-align: center;"><b>Champlain Parkway present design:</b> Please say <b>NO</b> to this design and ask for a new design and EIS</p>  <ol style="list-style-type: none"> <li>1. The Champlain Parkway will increase traffic 29- 37% in the King and Maple St. neighborhood.</li> <li>2. The CP will slow down traffic and add pollution and noise by using stoplights instead of safer, cheaper, faster, greener, state of the art Roundabouts. As designed CP will have a serious negative impact on residents who live near or travel on Pine Street.</li> <li>3. Shared use paths and "sharrow" segments do not create a safe environment for either pedestrians, or cyclists. We need separate, safe paths for each one.</li> <li>4. The dead end proposed for Pine Street at Queen City Park Road will cause undue disadvantage to the low-income neighborhood of South Meadow as well as the South Burlington neighborhood of Queen City Park. Please use a Roundabout here.</li> <li>5. The current design harms the Englesby Brook watershed by increasing the flow through a large culvert and unnecessarily paving over more acreage, thus increasing run-off into the already-impaired waterway.</li> <li>6. Please request further hearings to be held at locations throughout the proposed route of the Parkway. The impact of the current design is considerable on many low-income residents the length of the route.</li> <li>7. The present design unnecessarily builds on 6 acres of land that we could use to build much needed housing, businesses and parks.</li> </ol> <p style="text-align: center;"><b>Please say NO to this design and ask for a new design and EIS</b>  Comment Period Ends October 10, 2019  Comments may be emailed to: <a href="mailto:Burl-Comments@Vermont.gov">Burl-Comments@Vermont.gov</a></p>	

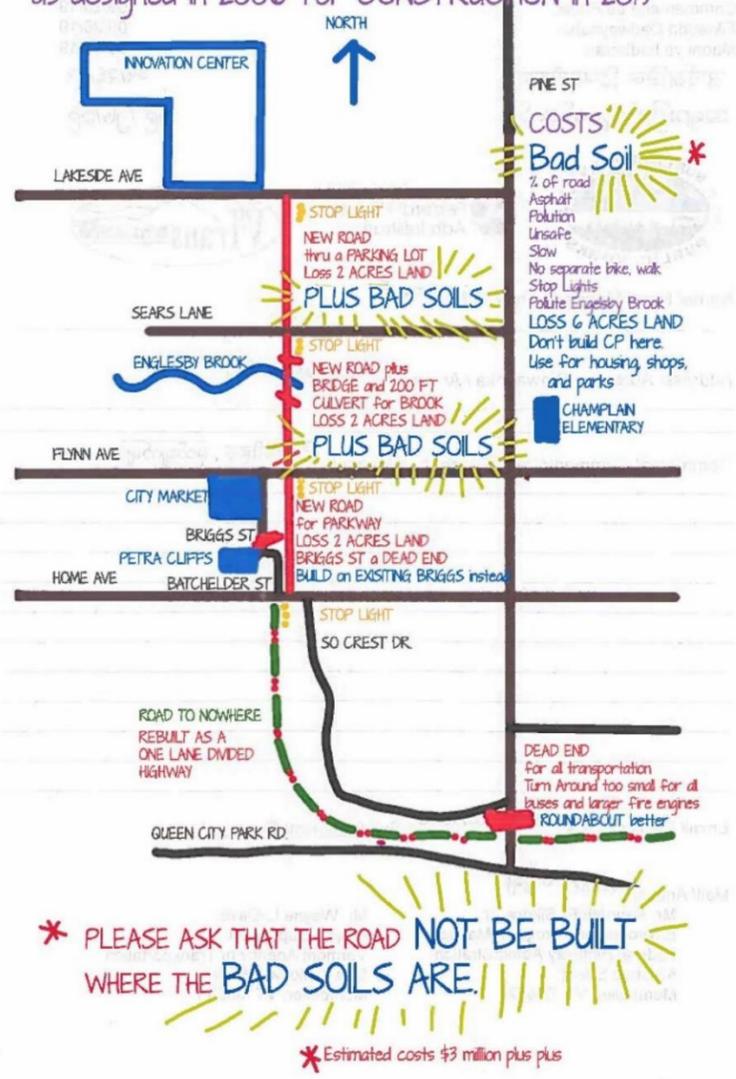
Date Received	Method	Name	Address	Comment	Response
				<p><b>Champlain Parkway:** King and Maple St Neighborhood</b></p> <p>In this neighborhood, the CP will cause a <b>29-37% INCREASE in TRAFFIC, POLLUTION and NOISE.</b></p> <p><b>STOPLIGHTS</b> will cause a <b>30 SEC DELAY</b> in traffic flow at each light. Stoplights are less safe, slower, more polluting and much more costly than <b>ROUNDBABOUTS: 8 SEC DELAY.</b> Ask for Roundabouts and a new EIS</p> <p><b>SHARED Pedestrian and Bike Paths ARE NOT SAFE.</b> Ask for <b>SEPARATE</b> Paths for each.</p>  <p><b>MAIN ST</b> SHARED ped bike path Existing Stoplight</p> <p><b>KING ST</b> Northbound: No left turn SHARED ped bike path New Stoplight</p> <p><b>MAPLE ST</b> Northbound: No left turn SHARED ped bike path New Stoplight</p> <p><b>PINE ST ST PAUL</b></p> <p><b>Businesses and Housing affected</b> Handy's lunch, Kerry's Kwik Stop, Decker Towers, Bobbin Mill, Wharf Lane, CVOEO,7Days, many small businesses on Pine St, St Paul St, Maple St, So Champlain St, King St, Battery St, King Street Youth Center, Dive Shop, Access to Perkins Pier and bike path, LCT Ferry, Maglieno Cafe, Local Motion for bike rental, Advanced Music, Shanty on the Shore for food, Lake Monsters Office, Advanced Music, Curtis Lumber. All private homes and other multi family-housing (21 total) and 200 section 8 families, on these streets.</p> <p><b>PLEASE SEND YOUR COMMENTS ON PARKWAY DESIGN by OCT 10 to: email: <a href="mailto:Burl-Comments@Vermont.gov">Burl-Comments@Vermont.gov</a></b></p> <p><small>** This map is a screen shot off the entire map of the parkway at Champlain Parkway.org</small></p>	

Date Received	Method	Name	Address	Comment	Response																								
				<p style="text-align: center;"><b>Vehicle Traffic Volume</b></p> <p style="text-align: center;">Average Daily Traffic Volume Pine Street</p> <table border="1"> <caption>Average Daily Traffic Volume - Pine Street</caption> <thead> <tr> <th>Segment</th> <th>Without Champlain Parkway</th> <th>With Champlain Parkway</th> <th>% Change</th> </tr> </thead> <tbody> <tr> <td>Home to Fynn</td> <td>10,300</td> <td>2,800</td> <td>72% decrease</td> </tr> <tr> <td>Fynn to Lakeside</td> <td>17,500</td> <td>7,600</td> <td>56% decrease</td> </tr> <tr> <td>Lakeside to Maple</td> <td>14,900</td> <td>16,300</td> <td>9% increase</td> </tr> <tr> <td>Maple to King</td> <td>9,200</td> <td>12,600</td> <td>37% increase</td> </tr> <tr> <td>King to Main</td> <td>6,900</td> <td>8,400</td> <td>22% increase</td> </tr> </tbody> </table> <p>Notes added by C Bates.</p> <p>27</p> <p>Federal Highway Administration   VT Trans</p>	Segment	Without Champlain Parkway	With Champlain Parkway	% Change	Home to Fynn	10,300	2,800	72% decrease	Fynn to Lakeside	17,500	7,600	56% decrease	Lakeside to Maple	14,900	16,300	9% increase	Maple to King	9,200	12,600	37% increase	King to Main	6,900	8,400	22% increase	
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				<p style="text-align: center;"><b>BIKE and PEDESTRIAN PATHS ALONG PINE ST and PARKWAY</b></p> <p style="text-align: center;">Center Line</p> <p style="text-align: center;">©PineStreet Coalition</p>																									

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				<p>Public Comments 09/26/19          Commentaire du Public 09/26/19          Fikradda Dadweynaha 09/26/19          Maoni ya hadharani 09/26/19          सार्वजनिक टिप्पणीहरू ०९/२६/१९          အများပြည်သူမှတ်ချက် ၀၉ / ၂၆ / ၁၉</p>  <p>Name/ Nom/ Magaca / Jina / नाम / အမည်: _____          Address/ Adresse / Cinwaanka / Anuani / ठेगाना / ဝန်ရိပ်ခန်း: _____          Comments/ Commentaires / Fikradaha / Maoni / टिप्पणीहरू / မှတ်ချက်များ: _____          _____          _____          _____          _____          _____</p> <p>1. Email/ Barua ya pepe / ईमेल / အီးမေးလ်: <a href="mailto:Burl-Comments@vermont.gov">Burl-Comments@vermont.gov</a> <b>Please Send Your Comments to one of these 3 addresses</b>          2. Mail/ Anuani ပရောဂျက် / မှတ်ချက်: <b>Mr. Kenneth R. Sikora, Jr.</b>          Environmental Program Manager          Federal Highway Administration          87 State Street          Montpelier, VT 05602  <b>3. Mr. Wayne L. Davis</b>          Project Supervisor          Vermont Agency of Transportation          One National Life Drive          Montpelier, VT 05633</p>	

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				<p style="text-align: center;"><b>CHAMPLAIN PARKWAY AS DESIGNED with notes by Pine St Coalition</b></p> <p><b>6 ACRES OF LAND UNNECESSARILY LOST WITH THIS DESIGN</b>  <b>parkway causes BRIGGS ST. TO DEAD END</b>  <b>Englesby Brook goes straight into Lake Champlain new road cause a LAND LOST of 2 acres.</b></p> <p><b>2 Acres of LAND LOST by building new road. SOLUTION Use Briggs ST instead of new road</b></p> <p><b>2 Acres of Land lost on new road thru Englesby 2 acres of LAND LOST on new road thru parking lot. SOLUTION do not build unnecessary roads. Clean up Englesby and make it a park.</b></p> <p><b>PARKWAY PARALLELS BRIGGS AND BATCHELDER 2 ACRES</b></p> <p><b>PARKWAY DEAD ENDS PINE ST</b></p> <p><b>PARKWAY FROM FLYNN, THROUGH ENGLSBY TO LAKESIDE 4 ACRES.</b></p> <p><b>2 Acres of LAND LOST by building new road. SOLUTION Use Briggs ST instead of new road</b></p> <p><b>2 Acres of Land lost on new road thru Englesby 2 acres of LAND LOST on new road thru parking lot. SOLUTION do not build unnecessary roads. Clean up Englesby and make it a park.</b></p> <p><b>FEDERAL LAW demands that LOW AND MODERATE INCOME NEIGHBORHOODS NOT BE IMPACTED MORE THAN NECESSARY. AND USE THE SAFEST, BEST WAYS TO DO THIS. I.e ROUNDABOUTS AND SEPARATE BIKE AND PEDESTRIAN PATHS.</b></p> <p><b>6 ADDITIONAL STOP LIGHTS WILL BE PUT ON PINE ST</b></p> <p><b>THIS will cause EVEN SLOWER TRAFFIC, MORE POLLUTION, LESS SAFE, MORE EXPENSIVE THAN ROUNDABOUTS WILL</b></p> <p><b>FEDERAL LAW DEMANDS NEW ROADWAYS BE SAFER, CLEANER, FASTER THAN THIS DESIGN.</b></p>	

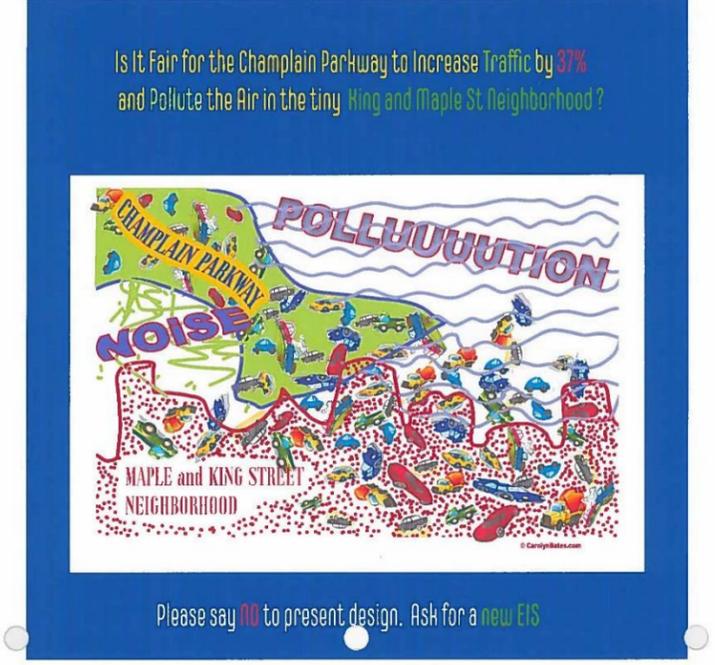
CHAMPLAIN PARKWAY from 189 to Lakeside Ave  
as designed in 2006 for CONSTRUCTION in 2019

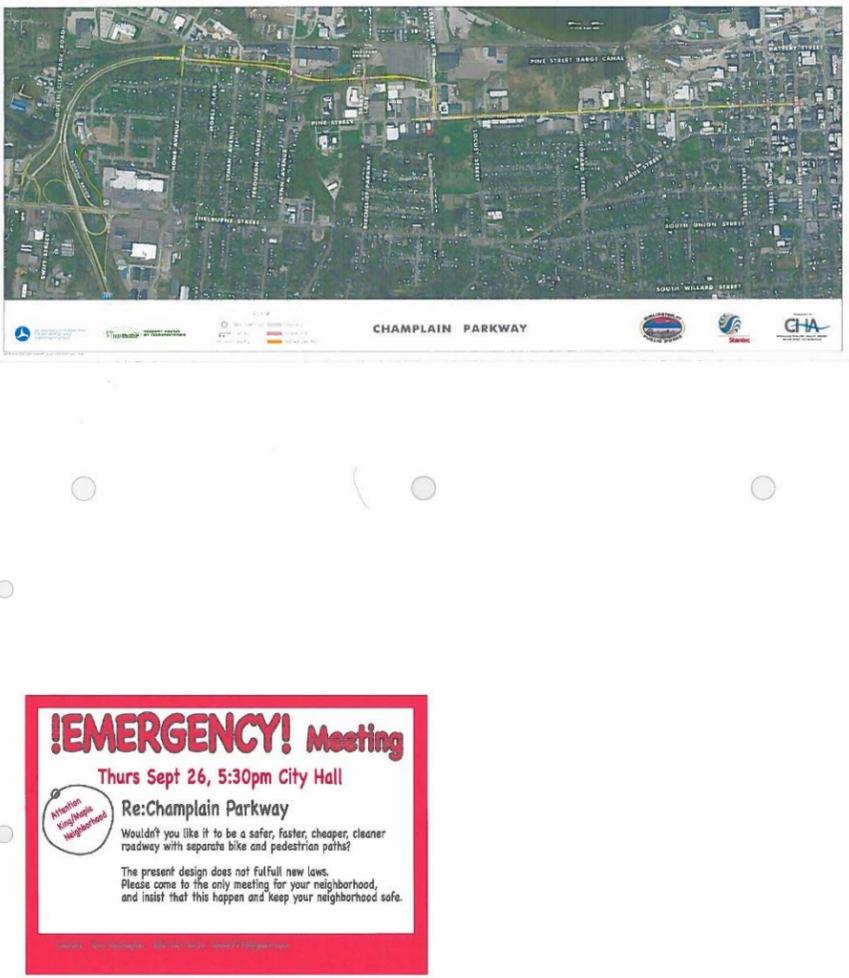


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				 <p data-bbox="916 747 1379 782">○ FLYNN AVE COOP section ○ housing</p>  <p data-bbox="916 1231 1224 1266"> 1. Flynn Ave Coop 266 Flynn Ave  2. North Street Shriner 55 Oakledge Dr  3. South Meadow 1 Raymond Pl </p> <p data-bbox="916 1286 1603 1336"> Business in this area  ChAMPLain Elementary School, Howard Center, City Market Flynn Ave, Petra Cliffs, Flynn Dog, Flynn Ave several small biz, breweries, art galleries, antique shops, appliance shops, Small Dog, Burton Snowboards, Rhino Foods, Edlund Can, RETN, VCAM, yoga studio, cafe, </p> <p data-bbox="916 1346 1059 1366"> Housing: Southwind, Lake Forest </p>	

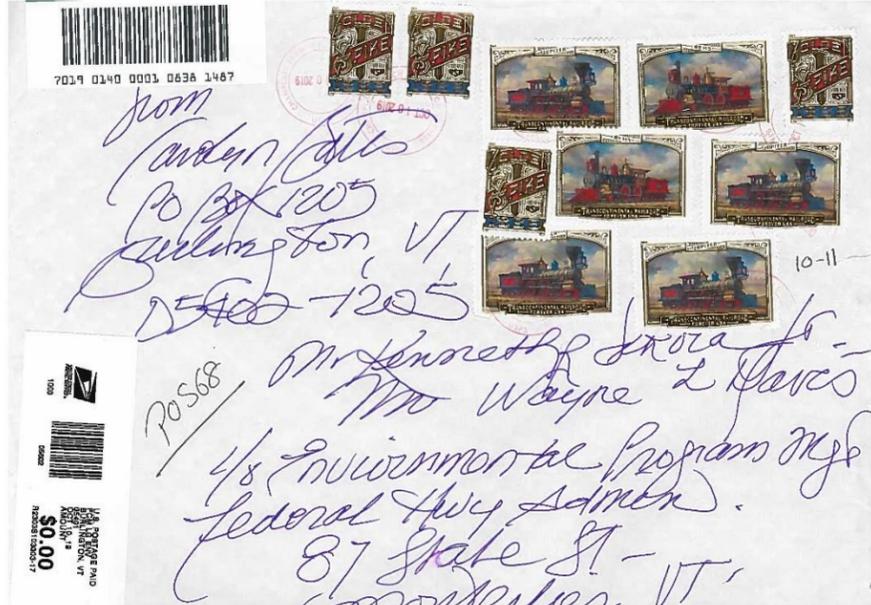
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				<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2019 King Maple Pine St</p>  </div> <div style="text-align: center;"> <p>2022 King, Maple Pine St</p>  </div> <div style="text-align: center;"> <p>20 King, Maple Pine St</p>  </div> <div style="text-align: center;"> <p>2022 King, Maple Pine</p>  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p><b>STOP LIGHT ***</b></p> <ol style="list-style-type: none"> <li>1. Slower 30 sec to go thru</li> <li>2. Less safe</li> <li>3. 2 times more expensive</li> <li>4. Heavy pollution</li> <li>5. \$5000 minimum cost per year</li> <li>6. NO LEFT TURNS Northbound FROM PINE TO KING OR MAPLE</li> <li>7. Not bike friendly</li> <li>8. Not pedestrian friendly</li> </ol> </div> <div style="width: 45%;"> <p><b>ROUNDAABOUT</b></p> <ol style="list-style-type: none"> <li>1. Faster 8 sec to go around</li> <li>2. More Safe</li> <li>3. Cheaper 50% less money</li> <li>4. Greener ie less pollution</li> <li>5. Maintenance Nominal</li> <li>6. Left hand turns on King and Maple.</li> <li>7. Bike Friendly</li> <li>8. Pedestrian Friendly</li> </ol> </div> </div> <p>*** Six additional traffic signals: Pine/King, Pine/Maple, Parkway/Lakeside, Parkway/Sears Lane, Parkway/Flynn and Parkway/Home.</p>	

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				 <p data-bbox="901 957 1585 1008"><b>New Federal Government Laws we must follow:</b></p> <p data-bbox="901 1028 1585 1098">We must minimize the impact on low and moderate income neighborhoods, ie King and Maple Streets.</p> <p data-bbox="916 1118 1631 1199">faster, safer, cleaner, cheaper roadway, with safe bike paths and safe walking paths.</p> <p data-bbox="901 1249 1662 1360">All Federal government money spent on highways must be spent to reduce serious and fatal injuries, ie use roundabouts, not stop lights at intersections.</p>	

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				 <p>The comment section contains an aerial map of the Champlain Parkway area with yellow lines highlighting proposed changes. Below the map is a flyer for an emergency meeting. The flyer has a red border and contains the following text:</p> <p><b>!EMERGENCY! Meeting</b>  <b>Thurs Sept 26, 5:30pm City Hall</b>  <b>Re: Champlain Parkway</b>    Wouldn't you like it to be a safer, faster, cheaper, cleaner roadway with separate bike and pedestrian paths?    The present design does not fulfill new laws. Please come to the only meeting for your neighborhood, and insist that this happen and keep your neighborhood safe.</p>	



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10/8	Email	Thomas Hudspeth	139 Dunder Rd	<p>Mr. Kenneth Sikora, Jr. Environmental Program Manager Federal Highway Administration 87 State Street Montpelier, VT 05602</p> <p>Dear Mr. Sikora: The current proposal for the Champlain Parkway has numerous shortcomings. Conditions have changed appreciably since the Parkway was first proposed and the work for the EIS was conducted. <b>I am concerned about the impact of the Parkway as proposed on the low-moderate income King St. x Maple St. neighborhood</b> as well as on the businesses along the Pine St. corridor. <b>I am convinced that a safer, more energy efficient, and less expensive parkway, with safe bike paths and safe pedestrian routes</b> (I walk my granddaughter between our home off Austin Dr. and her--and my daughter and son-in-law's--home in the Five Sisters neighborhood quite a lot). <b>Also, I believe roundabouts would be much better than stop lights at 6 intersections.</b> In addition, it is important to continue to connect Pine St. with Queen City Park Dr. I have other suggestions as well that I look forward to sharing when the redesign process commences. I was involved considerably with planning related to the Burlington waterfront and the Burlington Bike Path (now called Greenway) in the late 1970s and throughout the 1980s and early 90s. I would be pleased to offer what I consider much more environmentally- and people-friendly alternatives to the Champlain Parkway as proposed at this time in my life, and—as a strong advocate of citizen participation/public involvement/stakeholder engagement—to work with others in our community on a better design that is appropriate for the 21st Century. Thank you. Sincerely, Tom Hudspeth</p> <p>Thomas R. Hudspeth Professor Emeritus of Environmental Studies and Natural Resources Affiliate, Gund Institute for Environment University of Vermont Environmental Program and Rubenstein School of Environment and Natural Resources Co-coordinator, Greater Burlington Sustainability Education Network, a Regional Center of Expertise on Education for Sustainable Development recognized by U.N. University</p>	<p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>While the neighborhood does not meet the US Department of Health and Human Services (HHS) low-income thresholds, a number of design features have been included in the Project to mitigate the impact of traffic on the community. These features include improved pedestrian and bicycle facilities, new, consistent, ADA compliant sidewalks and sidewalk access ramps, bicycle markings, curb extensions, raised intersections, rapid flashing beacons, and exclusive pedestrian phases.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.</p>

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				139 Dunder Road, Burlington, VT 05401 802-578-7792 FAX: 802-656-8015 <a href="http://www.uvm.edu/rsenr/profiles/thomas_hudspeth">http://www.uvm.edu/rsenr/profiles/thomas_hudspeth</a> <a href="https://www.uvm.edu/gbsen/?Page=default.html">https://www.uvm.edu/gbsen/?Page=default.html</a> Thomas.Hudspeth@uvm.edu	
10/7	Email	Deena Frankel	1061 Pine St	<p>I understand that DPW is currently seeking/accepting comments regarding the Champlain Parkway. I live on the southern most block of Pine Street and I want to state my strong support for the Parkway project. This infrastructure update is desperately needed and long overdue. We in the neighborhood need some relief from truck traffic. Pine Street turns into an obstacle course of potholes in the winter from handling more heavy traffic than it should. While the design may not be perfect—after all, what is?—we should not let the perfect be the enemy of the good. We should move forward NOW!</p> <p>Thank you.</p> <p>deena frankel   1061 Pine Street, BTV   802.488.4489</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

**NO ADDRESS/NEIGHBORHOOD PROVIDED**

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10/9	Email	Phillip Foy		<p>Hi,</p> <p>Seems odd that we, as a city, declare a net-zero goal to try and curb our contributions to climate change, then simultaneously support the development of single occupancy transportation (inevitable result of more roads).</p> <p>I'm a neighbor of the proposed parkway and would rather see a rail system, bus only, or other high occupancy transportation project take the place of this debacle. So, not NIMBY for this project overall, just NIMBY for an antiquated idea.</p> <p>50 years and still not built? Woof</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/9	Email	Catherine Suiter		<p>I think the CP has considerable merit, but I certainly encourage a review of the plans with an eye to 2020 needs and solutions rather than the old 1980's view.</p> <p>Thanks Catherine Suiter</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/6	Email	Tony Redington		<p>Good Day Charles:</p> <p>I agree with Cindy that it would be great if you submit this as a resident of the South End and member of Pine Street. You speak to the quicksand under the FSEIS, the "purpose and need" plus other key themes. Am environmentally justice challenged right now--a problem that particularly affects old white guys! Working right now to get as many leader/local comments submitted as possible until the window closes Thursday at 12 midnight.</p> <p>Tony</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/7	Email	Nancy Hellen		<p>Mr. Sikora and Davis,</p> <p>There is a chance for Burlington to make a decision that is forward thinking and shows action toward reduction in carbon footprint.</p> <p>The Champlain parkway was conceived and started decades ago. The current understanding of transportation patterns and the impact it has on climate has greatly provide</p> <p><b>The traffic pattern will elevate congestion in the neighborhoods to the south but increase the traffic in the King street and Maple street neighborhoods. These neighborhoods are of lower economic population, housing is more dense and is heavily used by pedestrians and bicyclists.</b></p> <p>The forward action Burlington needs to take is to provide a park and ride at the end of Pine Street with a connecting bus service to Burlington, hospital and UVM. Such a plan would; decrease traffic along Pine Street and Shelburne Road, decrease commuter parking in downtown, and decrease Burlington's carbon footprint.</p> <p>Actions to support this park and ride plan could include; incentives from businesses for using the park and ride, offering smaller buses often in rush hour times, and bike racks with roofs.</p> <p>The land and infrastructure, including ramps on and off I89 are already laid out.</p> <p>I urge Burlington to make a decision that is using current understanding of our impact on the environment.</p> <p>Thank you, Nancy Hellen</p>	<p>Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p> <p>Environmental Justice (EJ) populations are those that are minority, low-income, or tribal. A minority population may be present if the minority population in the area is "meaningfully greater" than the minority population percentage in the general population. Low-income communities are defined by the US Department of Health and Human Services (HHS) poverty guidelines.</p> <p>The EJ analysis for this Project identified a minority community in the Maple/King neighborhood. Based on the HHS poverty thresholds, there are no low-income communities within the Project area.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p>

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					<p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>New, consistent sidewalks compliant with ADA-requirements will be provided throughout the Project.</p> <p>Bike lanes will be provided where they were determined to be feasible based on state and federal design standards and guidance. Separated bike infrastructure wasn't provided because there isn't enough width available in this built-up city corridor.</p>
10/7	Email	Wendy Stiles		<p>Bad idea,    None of us in this neighborhood want it coming into our yards, gardens, quiet places of refuge here in the south end of Burlington.  Find another way,  God knows we deserve the quality of life we're already paying for and working towards.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/7	Email	Jamie Gay		<p>We need more street infrastructure to relieve the increased load from new apartment buildings in already jam-packed space. I am in favor of the 189 extension going through.</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/10	Email	Caroline Aronson		<p>Hi all,  I believe that it is unfair to decrease the traffic in other neighborhoods while greatly increasing it in ours with this project. We do not need more traffic. We already have too much.  Thanks  Sincerely,  Caroline Aronson</p> <p>Sent from my iPhone</p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce</p>

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10/9	Email	Wendy Bratt		<p>Please slow the parkway plan down.....</p> <p>..... just enough to improve upon it!</p> <p>Hello,</p> <p>I am a bicyclist and want access to downtown on the Champlain Parkway! Please don't just make it a slab of concrete bisecting every neighborhood and reducing access out of Burlington in other ways such as Pine Street and the Kmart plaza. I use these a lot and am a strong believer in roundabouts. We just drove 3000 miles through the Canadian Maritimes and I was awed by the perfection of these inventions. Slow you down, keep you alert, and there is no stop and start confusion of traffic. NO NEED to dead end Pine Street.</p> <p>Looking forward to change but the right change not the fast change.</p> <p>Wendy Bratt</p>	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/10	Email	Stephanie Gomory		<p>To Whom It May Concern:</p> <p><b>It's disheartening that this project will route even more traffic across Pine Street, directly through the diverse and economically disadvantaged community in the Maple/King neighborhood. Were communities of color given sufficient opportunity to be a part of the planning process? I assume not.</b></p> <p>It's disheartening, too, that instead of putting money towards public transit, you're choosing to "alleviate" the problem of city traffic by building additional arteries into the city, which will increase traffic and emissions.</p> <p><b>I urge you to reconsider this project and its effects on the impacted community at Maple/King, not to mention the health of our environment.</b> With projects like these, we have the option to better equip our cities for a changing climate. <b>This project fails to do that, instead making it even easier for cars to pollute Burlington's neighborhoods: especially those of color.</b></p> <p>What a disappointment, all around.</p> <p>Stephanie Gomory</p> <p>-- 802-505-5587</p>	<p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p> <p>Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in</p>

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					<p>accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p> <p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>In addition to the September 26, 2019 outreach meeting, an additional open house was in fact held at the King Street Center on October 7, 2019. As part of the current NEPA process, additional outreach and engagement opportunities will be available to the Maple and King Street neighborhood. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>
10/8	Email	Kate Margulius		<p>Hello,</p> <p>I was at the 9/26 Champlain Parkway community meeting and I'd like to submit this feedback during the community feedback window. Its unclear to me what entity this email address is going to. Please let me know who has received this feedback and what will be done with it. Thanks, Kate Margulius</p> <ul style="list-style-type: none"> <li>• I don't like that Pine St will be closed to/from Queen City Park Rd. This prevents those who live on the south side of the parkway from accessing Pine St easily. It will also increase traffic on Industrial Drive which doesn't have a safe bike / pedestrian lane.</li> <li>• Bike / pedestrian access should be improved on Industrial Dr. as part of the Parkway plan.</li> <li>• The interaction of Queen City Park Rd. and Shelburne Rd was already a bottleneck during peak traffic times. It got much worse as access south onto Shelburne Rd was restricted due to Hannaford construction at the old Kmart site (looks like traffic will be restricted here even after construction is complete). With the parkway, we will now dump all outbound traffic from the Parkway heading south to Shelburne Rd into that same intersection. Has anyone done an impact study on what that will do?</li> <li>• As a resident in the quiet neighborhoods around the Parkway I'm concerned about increased noise &amp; light pollution. Specifically, as highway traffic slows to become street traffic from the Baird Center to Home Ave</li> </ul>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/8	Email	Mark Hughes		<p>Mr. Kenneth Sikora, Jr. Environmental Program Manager , Mr. Wayne Davis Project Supervisor Vermont Agency of Transportation and all concerned,</p> <p>This memo is in directed to you out of serious concern surrounding the community engagement process and and the fatally flawed environmental justice review of Champlain Parkway Project. We find it difficult to believe that this \$47M highway construction project is moving towards implementation, given this new plan to route traffic across Pine Street, directly through the Maple/King Street neighborhood, the most racially diverse community in Burlington, save the Old North End! We feel that communities of color should have been afforded sufficient opportunity to be a part of discussions on this matter.</p> <p>Further, it is unacceptable that draconian environmental justice processes are being used as a part of the Supplemental Environmental Impact Statement on a project with such far-reaching implications. It is our hope</p>	<p>Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p>

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				<p>that this project is brought an immediate and indefinite halt that serious consideration may be given to the vast racial demographic and socioeconomic changes happening in Burlington since these plans began and the adverse and disproportionate impact that this project has on one of the most diverse and socioeconomically disadvantaged communities in Burlington.</p> <p>Most disturbing is that this project blatantly protects white affluent communities at the expense of the health and prosperity of black and brown and poor communities (traffic, pollution and property values). It ignores the fact that the superfund site exists because of the white capitalist greed and is complicit at best in the unwillingness to do what so clearly best for all in addressing the mitigation of the superfund site in conjunction with (or as a condition for) this project. Instead of cleaning the site, the decision has been made instead to run a highway through the middle of the second most diverse community in Burlington? This is wrong.</p> <p>As the racial demographics of our State continue to change, we owe it to ourselves both morally and economically to create and maintain an environment where the black, brown people and poor are safe and made to be able to prosper. We can do better and we must do it now. Stop the project and include the impacted community in planning.</p> <p>Respectfully,</p> <p>Mark Hughes ED, Justice For All Coordinator, Vermont Racial Justice Alliance e: mark@justiceforallvt.org t: @Mark_A_Hughes m: 802.532.3030</p>	<p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>The Project will include improvements for all modes of transportation on Pine Street in the Maple and King Street neighborhood. These improvements will be made to the existing street footprint; a new roadway alignment is not being proposed to run through the Maple and King Street neighborhood.</p> <p>In addition to the September 26, 2019 outreach meeting, an additional open house was in fact held at the King Street Center on October 7, 2019. As part of the current NEPA process, additional outreach and engagement opportunities will be available to the Maple and King Street neighborhood. All public engagements will be advertised, and accommodations will be made for non-English speakers in the Maple and King Street neighborhood.</p>
10/9	Email	Elisabeth Wegner		<p>Dear Mr Sikora,</p> <p>I am a longtime resident of Burlington VT and have lived in many different neighborhoods over the last 30 years. Currently I live in the south end and I support the construction of the Champlain Parkway. But it is critical to consider a redesign for many reasons including the new traffic volumes that will occur with the re zoning of the Industrial area on Queen city park road and the City's commitment to become carbon net zero by 2030. I strongly support Champlain Parkway re-design to make it a safer and more friendly thoroughfare for driving, biking and walking. In particular the use of roundabouts and creation of separate safe bikeways and walkways are critical. I have driven and bicycled in many countries throughout Europe and have always found that the ubiquitous traffic roundabouts are so much superior to stop lights or stop signs at intersections. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Elisabeth Wegner MD</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>
10/9	Email	Evan Kendall		<p>To Whom it May Concern,</p> <p>I write to urge that further assessments be made for this project.</p> <ul style="list-style-type: none"> <li>• As there has been an explosion of development in Burlington's South End, I do not see how a nearly 10-year old Environmental Impact statement could be reassessed.</li> <li>• <b>Assess the possibility for a roundabout/traffic circle at the intersections of Pine St and Maple/King streets.</b></li> </ul>	<p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p>

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				Thank you, Evan Kendall	In consideration of the application of roundabouts for the Pine Street/Maple Street and Pine Street/King Street intersections, it was identified that a single-lane roundabout is not feasible to be constructed at either of these two intersections because of the physical constraints and existing built environment. Although mini roundabouts might be able to fit physically; they are not recommended for the intersections of Pine Street/Maple Street or Pine Street/King Street because of considerations related to the arterial function of Pine Street, truck/bus accommodation, traffic performance, vehicle safety and pedestrian/bicyclist safety.
10/8	Email	Meg Tipper		Please reconfigure the Lakeside intersection to be a roundabout and be more forward thinking to reduce cars traveling into Burlington: cycling lanes and public transit parking and connections (light rail?). Don't build the plans of the past; built for the future!	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/8	Email	Cheyanne Warren		I support a redesign of the Champlain parkway for safe travel for cars, bikers and pedestrians from the south end to downtown. I support a plan that keeps emissions down and keeps traffic flowing.  Sincerely, Cheyanne Warren	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/8	Email	Christie Delphia		Why must this Cities Officials always Ignore the Rules surrounding the Projects They want to Improvise ? We live here, this is Our City ! Every time They Have a Project it Always Hits the Low Income and Impoverished Neighborhoods - This City Government is making atrocious decisions against Low Income Residents, And it's time for it to Stop ! It is also time For City Government to Start Caring for the Safety of ALL of this Cities Constituents , Not just the Wealthy ones and the Developers ! NO TO THE PARKWAY ! As an Admin to the Burlington Tenants Union + Organizing We are fed up with the Disrespect this Mayor and his Developer Friends are showing to the Low Income and Impoverished of Burlington ! WE say Enough is Enough, No More !!	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/9	Email	Barbara Carroll		I support Champlain Parkway re-design to make it a safer and more friendly thoroughfare for driving, biking, and walking.	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/10	Email	Vicki Zion		Hello. As a long time resident of the south end who deals with cut through traffic on my street, I fully support the Southern Connector. I look forward to it's being built. Thank you	Your support for the Project is noted. This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.
10/10	Email	Jacob Flanigan		I heard that sharrows and other non dedicated bike facilities are being considered for the Champlain parkway. This would be an awful thing. If we are building such a big and important new artery into the city we need to put in the bike infrastructure upfront as the fight to put it in after will be incredibly hard.  Biking South out of Burlington is quite scary. There aren't a lot of good options unless you want to go far out of your way. This would be the perfect road to provide a safe bike route to the South.  I would love to talk about this further. Please don't hesitate to contact me.  Jacob Flanigan	This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.

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10/10	Email	Diane Gayer		<p data-bbox="811 193 975 223">Oct. 10, 2019</p> <p data-bbox="811 258 1348 288">to: Ken Sikora, FHA and Wayne Davis, VAOT</p> <p data-bbox="811 322 1028 352">from: Diane Gayer</p> <p data-bbox="811 419 1728 449">I am responding to a request for comments on the Parkway that are due by today.</p> <p data-bbox="811 483 2054 610">I have been involved in the community conversations, as well as studied and reviewed the engineered designs as they've come out of the decades and current years. I have led community-wide charrettes for the neighborhoods surrounding the Pine Street area (both 3-years ago and twenty-years ago) as an architect and regional planner.</p> <p data-bbox="811 645 2054 737">So here are my comments: There needs to be a new EIS study. The conditions that the engineering and landscape design are based on have dramatically changed. There are any traffic and environmental conditions that will be worse with this current plan.</p> <ol data-bbox="811 772 2054 1614" style="list-style-type: none"> <li data-bbox="811 772 1992 802">1. Do NOT dead-end Pine Street at South Burlington. Make the connection to 189 a roundabout facility.</li> <li data-bbox="811 836 2054 899">2. Continue the street network in the south end especially at Batchelder. A grid of street is much friendlier on a neighborhood than thoroughfares.</li> <li data-bbox="811 933 2054 995">3. Do NOT design the Parkway for high-speed clearances and then post it for low-speed travel. This does not work and is not proper engineering standards.</li> <li data-bbox="811 1030 2054 1092">4. End the Parkway at Flynn Avenue. Do not extend it across Englesby Brook, just to dead-end it at Lakeside instead... forcing a right-turn and difficulty for Lakeside Resident access.</li> <li data-bbox="811 1126 2054 1253"><b>5. Develop a coherent plan for King and Maple Streets before shoving more traffic through the intersections. Publicly proposed (and used elsewhere in Burlington as traffic-calming measures) is a one-way loop from Pine to Main and back again on South Champlain.... creating half the traffic in each direction as it flows thru.</b></li> <li data-bbox="811 1288 2054 1415">6. Impact of stormwater flow and sewer line connectivity are still troublesome in this area and these are not being addressed by the City as part of this project, to my knowledge. Which means that the project does not meet Livable City standards (which Burlington claims) or Stormwater Management Permit conditions. This is a failure of the current plan and could be mitigated with a proper EIS. No doing so is legally actionable.</li> <li data-bbox="811 1449 2054 1608">7. Thinking to the future, the pattern of residential and industrial/business uses in the South End has changed over the last 20 years. The Parkway was not designed to address the new uses and street functionality needs that are building up within the area. The old concept was to get trucks and cars speedily into Burlington's center... now it's a layering of increasing local traffic (including festivals), many fewer trucks headed for Burlington (down to 4%), and commuter traffic (both bike and car).</li> </ol> <p data-bbox="811 1643 2054 1705">Please take into account these and many other comments you receive. It is our money after all that you are spending.</p> <p data-bbox="811 1772 1100 1802">Thank you for your time,</p>	<p data-bbox="2063 193 3017 256">Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p data-bbox="2063 290 3017 417">A one-way street pattern alternative involving Pine Street and South Champlain Street was evaluated in the 2009 FSEIS and was ultimately rejected due to right-of-way, socioeconomics, Section 4(f), and railyard impacts. Refer to the 2009 FSEIS for more information and analysis.</p> <p data-bbox="2063 451 3017 578">At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p data-bbox="2063 612 3017 1034">The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic. Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p>

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				Diane Elliott Gayer, Burlington , VT	
10/10	Email	Greg Hostetler		<p>Dear Mr. Sikora,</p> <p>While I do not support construction of the Champlain Parkway, I want any new road construction to prioritize the forms of transportation that are affordable to low income Vermonters and also have the lowest environmental impact - walking, biking, and public transit. Our city unfortunately lacks any protected bike lanes, and this would be a good opportunity to show how they can be incorporated. Burlington also lacks any dedicated bus lanes, and the south end would be a perfect place to allow transit riders to conveniently pass all of the traffic currently caused by automobiles.</p> <p>Please do not squander this opportunity to build a road right. We need dedicated bus lanes, dedicated and protected bike lanes, and wide sidewalks. If we dedicate all of our public space to cars and trucks, we are just encouraging bad behavior and clogging our roads.</p> <p>Sincerely,</p> <p>Greg Hostetler Burlington</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>

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10/10	Email	Steve Goodkind		<p>To: Burl-comments@vermont.gov  From: Steve Goodkind, P.E. retired  Re: Champlain Parkway: Environmental Justice Impacts  Date: 10-10-2019</p> <p>My name is Steve Goodkind. I am a retired licensed professional engineer with a degree from UVM in civil engineering. From 1983 t 2012 I served as the city engineer for Burlington and from 1998 to 2012 I was also the Public Works Director. I retired in 2012.</p> <p>I have a long history with the Champlain Parkway, going back to my earliest days as city engineer, when it was called the Southern Connector. During the times when the 1997 and 2009 EISs were prepared, I was the city’s designated project manager.</p> <p>While the term environmental justice has only relatively recently come to describe the concern that projects, such as highways, not disproportionately impact low income and minority areas, Burlington has had a long history of abiding by this principle when planning for the Champlain Parkway. The Maple/King neighborhood was always recognized as a low income and ever increasing minority resident neighborhood that the city intended to protect.</p> <p>During the 30+ years of project development prior to 2009, the city maintained the position that traffic from this project would be reassigned from Pine Street, in the Maple/King Street area, to the new road. Even as the route and scale of the roadway changed over time, this was a constant, unwavering commitment.</p> <p>This is clear from reading the discussion of the alternatives analyzed in the 1997 EIS. The city strongly objected to a route that would use Pine Street through Maple and King. The selected alternative placed the new road south and west of this neighborhood.</p> <p>When the process of updating the EIS began in 2006, the Maple/King route was looked at again, however the city still believed it was unacceptable. We were literally shocked when the FHWA indicated that they now wanted this to be the preferred alternative. For the better part of two years the city made arguments against this route, including for environmental justice reasons.</p> <p>Eventually, after receiving a letter from the FHWA advising us that further efforts to object to their preferred alternative would jeopardize project funding, we ceased our fight. The ROD was issued in 2009. I say without hesitation that everyone on the city’s design and legal team that was involved in the EIS process, including those who continue to work on the project to this day, believe that the decision of the ROD was a huge mistake.</p> <p>The ROD did not end the city’s concern for the impact of the project in the Maple/King neighborhood. It went so far as to put forward another project called the Rail Enterprise North Project. This is a thinly veiled effort to build a road to deal with the negative impacts of the Parkway by constructing a network of roads to divert traffic around the Maple/King neighborhood. The state and FHWA have been cooperating in this effort, which shows that they too recognize the problem with the ROD and are looking for a way out.</p> <p>Two factors have come into play since the ROD. One is that environmental justice criteria now have a much stronger mandate and two is that the Parkway has not yet gone to construction and must meet current requirements before it can. The DOJ has said as much and is requiring the project to undertake an environmental justice review now. (My comments about the inadequacy of the public outreach effort associated with this review and the way the issue of environmental justice was not explained or even mentioned at the one and only public information meeting, can be seen on the video taped record of that meeting.)</p>	<p>Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>EJ review protects low-income, minority, and/or tribal populations from disproportionately high and adverse human health or environmental impacts.</p> <p>The Project has always complied with the guidelines and processes available. Environmental Justice (EJ) was evaluated as part of previous NEPA submissions, including the 2009 FSEIS. FSEIS and NEPA documentation was developed in accordance with FHWA Order 664023 and the Guidance on Environmental Justice and NEPA. EJ was considered at the time of these submissions per the guidance available at the time and is being re-evaluated today consistent with the current EJ guidance.</p> <p>This LS DSEIS was prepared to assess environmental justice concerns related to the Project. The LS DSEIS analysis concludes there are no low-income communities in the study area based on HHS guidelines and a review of Census data. The LS DSEIS identified a minority population in the Maple and King Street neighborhood and concludes the Project will not result in a disproportionately high and adverse effect on this environmental justice community.</p> <p>Air analysis completed for the project shows that it is in compliance with the National Ambient Air Quality Standards (NAAQS) and Vermont’s Air Pollution Control Division (APCD) guidelines. There are no impacts anticipated, nor mitigation required.</p> <p>Regarding noise, traffic would have to double before there is a perceived change in noise. There are noise impacts anticipated at receptor locations along Pine Street. However, due to spatial constraints, noise mitigation measures are not feasible. Other receptor locations do not exceed the Noise Abatement Criteria (NAC) and do not require mitigation.</p> <p>Please refer to the corresponding traffic sections of this LS DSEIS for detailed assessment of traffic operations, volumes, and safety.</p> <p>At a regional level, the Champlain Parkway project does not bring more traffic into the City of Burlington. While the traffic modeling shows that there is a slight increase in daily traffic that will use the northern section of the project on Pine Street, this change is modest – estimated to be about 1,400 vehicles per day.</p> <p>The Project achieves the objective of removing commercial traffic from neighborhood streets. The purpose of the Champlain Parkway project is to improve access from the vicinity of the interchange of I-189 and US Route 7 to the Burlington CCD and the downtown waterfront area; to improve circulation, reduce congestion, and improve safety on local streets in the project area; to provide traffic relief in the southwestern quadrant of the City of Burlington; eliminate the disruption to local neighborhoods; and separate the local and through traffic.</p>

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				<p>The traffic numbers recently presented by the project designers at a public information meeting held on Sept. 26, eloquently demonstrate the lack of environmental justice this project provides to the Maple/King neighborhood. They will see traffic increase by over a third, while neighborhoods in the southern end of the project area will see traffic halved. It could not be any clearer. This project will result in a disproportionate impact regards to traffic and the noise, air pollution and safety elements that accompany it.</p> <p>Furthermore, there are alternatives that would mitigate the environmental justice problems. The project route approved in the 1997 EIS and the city's preferred route in the 2009 EIS (not the one the ROD selected) are two examples of this. If reopening the EIS process is required, which it obviously needs to be based on the evidence, there are probably a number of other design options more consistent with the current art of roadway design that could also be considered.</p> <p>There are viable options, including those that were previously approved, that meet the environmental justice criteria. The burden is now on this version of the project to demonstrate why it should be allowed to proceed when it does not meet that criteria.</p> <p>It is not too late to do this project right the first time.</p>	<p>Through traffic that is destined for the CCD or 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 Parkway will serve as one more North-South Corridor Route connecting to the CBD. The reassignment of the majority of through traffic to this route would reduce overall traffic volumes and reduce commercial truck traffic on neighborhood streets.</p>
10/10	Email	Alex Hahl		<p>Hi, these are my views on the Champlain Parkway:</p> <p>Building the parkway would destroy a corridor of woods that runs through the south end. The trees I walk by every day would be gone. The pond where I watched eggs become tadpoles and tadpoles become baby toads would be gone. Instead there would be an asphalt highway.</p> <p>A highway costs money to maintain. A highway is noisy. A highway makes it easier to drive. None of these are good things.</p> <p>Alex Hahl</p>	<p>This LS DSEIS is limited in scope to only assess environmental justice impacts to low-income and minority populations and to address a limited portion of the Project along Pine Street between Maple Street and Main Street. Accordingly, only comments pertaining to environmental justice or the Maple and King Street Neighborhood will be addressed in this document.</p>