CHAMPLAIN PARKWAY REDESIGN GUIDELINES

"LET'S DO IT RIGHT"

Cut 1 1/2 lane miles of road. Gain four acres of economic development and conservation. Cost savings of $11.6 million. Get safe, separate walk and bike facilities. Have far fewer injuries and crashes. Slash intersection global warming gases, gasoline use.

Align with Pine St (C-6)

Do not build Flynn to Lakeside (C-2) segment

Convert Hume to Flynn (C-2) to a "normal" roadway

Reconnecting highway segment with Pine St./Parkway/Queen City Park Rd using a Roundabout.

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Also see: SafeStreetsBurlington.com

courtesy of © Pine Street Coalition

CHAMPLAIN PARKWAY REDESIGN GUIDELINES ***Let's Do It Right*** ***June 2016***

The Champlain Parkway Redesign Guidelines (Guidelines) arose from public meetings at Arts Riot and many community discussions in the South End this year. Meant to shape a safe and complete streets concept, ultimately the final Parkway design must include public discussion of current day needs. For a project dating from the 1960s, plans do evolve over time! The Guidelines address the original "Purpose and Need Statement" of the "Southern Connector," a past Parkway name, with solutions in conformity with 21st century urban transportation concepts.

Compared to the current Parkway design, these Guidelines: (1) erase 1.5 lanes miles of pavement, an area over five acres, (2) conserve four acres between Flynn and Lakeside Ave., two acres for economic development on the "Gilbane" property and two preserving Englesby Brook; (3) leave Lakeside Avenue untouched except for walk/bike upgrades; (4) using roundabout technology avoid dozens of crashes and injuries to those traveling the corridor; (5) attain $11.6 million cost savings, one quarter of the $43 million project; (5) reduce by about a third intersections global warming gases, pollutants and gasoline use; (6) re-establish connectivity and enable improved bus services as well as future light rail; (7) offer better, safer access to City Market South End; (8) allow for some savings invested in lower Pine Street; (9) provide individual walk and bike facilities absent in the design; and (10) uniquely foster a livable and sustainable South End so critical to both a quality of life, and vitality of the arts and business economy.

Champlain Redesign Guidelines feature:

1. 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 Avenue and points south.
2. 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.
3. From Home Ave. to Flynn Ave. the Parkway converted from a segregated road becoming becomes a "complete street". Melding Briggs and Batchelder into a single street with full connectivity possible with Morse, Lyman and Ferguson along with City Market.
4. The "Parkway" ends at Flynn Ave. The original "Purpose and Need" to speed traffic downtown no longer serves the City. The objective of shifting trucks off local streets to the industrial areas still occurs. The Flynn to Lakeside road remnant no longer facilitates industrial truck access or neighborhood connectivity benefits as the project was conceived.
5. The natural areas of Englesby Brook now preserved and two acres of prime development land at Gilbane 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.
6. Safe and separate walk and bike routes. Walk/bike quality facilities along the Pine Street corror serve the neighborhood, commuters, and feature a focus on "safe routes to school", thereby becoming a complete street with "low stress" bikeways.
7. Stormwater infiltration. Mechanisms for stormwater include rain gardens, soils remediation and open space protection on the Barge Canal as an ongoing remediation site.
8. Pine Street to Main Street With Bicycle Connections. The Turning Fork. Separate from the Parkway project, the Railyard may allow a one way street design east 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.

Online: https://www.facebook.com/SSBPineStreetNOW/ SafeStreetsBurlington.com