

Burlington Bank and Cherry Street Improvements

Comments from Public Meetings – April 10 and 11, 2018

- Move parklet in front of Farmhouse (potentially in front of Burlington Records.
- Durable Materials – Not just paint.
- ADA accessible sidewalk in front of Tiki Bar.
- Activation of Cherry Street by OGE.
- Stormwater run-off rain barrels by OGE
- Escalator or elevator in mall between Church and St. Paul Street.
- Is moving Cherry Street crosswalk a plus or minus for Cathedral Square?
- Skateboarding with new designs?
- Coordinate sidewalk and street plowing.
- Granite and paver crosswalk designs
- Spacing of bike racks – Cherry Street.
- Responsive pedestrian signals.
- Likes Transit Center crosswalk alignment. Likes new crosswalk by Hen of the Woods.
- Connect Cherry Street crosswalk to bus line Cathedral Square.
- Like parking on both sides of Bank Street.
- Like Street reconnection. Something interactive on Cherry. Likes natural rock look.
- Maintained public seating
- Public seating and space on Cherry and Battery.
- Option #2
- Bus stops need hard surface. Bike racks need to be by bus stops.
- Interactive with 2/3 SPA
- Like Internet and small retailers and cash flow.
- Like events to engage people who live downtown
- Grant is business focused – maybe broader focus on vitality with events.
- What about vibrations and impact on historic buildings. Who is address this? Add to FAQ – PC response.
- Opportunities for visual artists.
- Job fairs – hard to find qualified people especially with retailers. Assist with transportation. Promote in SevenDays, Burlington Free Press and Facebook. Likes downtown focused job fair.
- Perhaps send survey out to get more feedback.
- Places for dogs (green space)
- Lighting to set apart crosswalk.
- Public bulletin boards – not behind glass contributes to placemaking. (Intersections are good places for these.)
- Public art – electrified – change it up / rotate. Prepare now to create opportunities.
- All benches line up in same direction, doesn't allow for conversations.
- Crosswalk in front of 100 Bank take sup a lot of sidewalk space, not best use of space, better align with sidewalk coming down Pine.
- Lake Champlain Basin Program wayside exhibits could be considered.
- Plans, don't reflect trees to be planted? If so, they are all the same.
- Consider solar exposure when locating green spaces.
- Loading zone needed in front of 100 Bank.

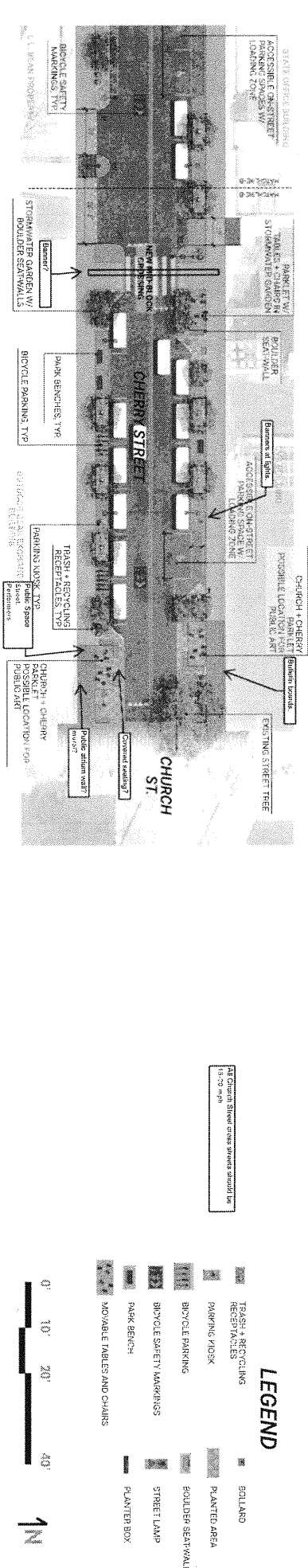
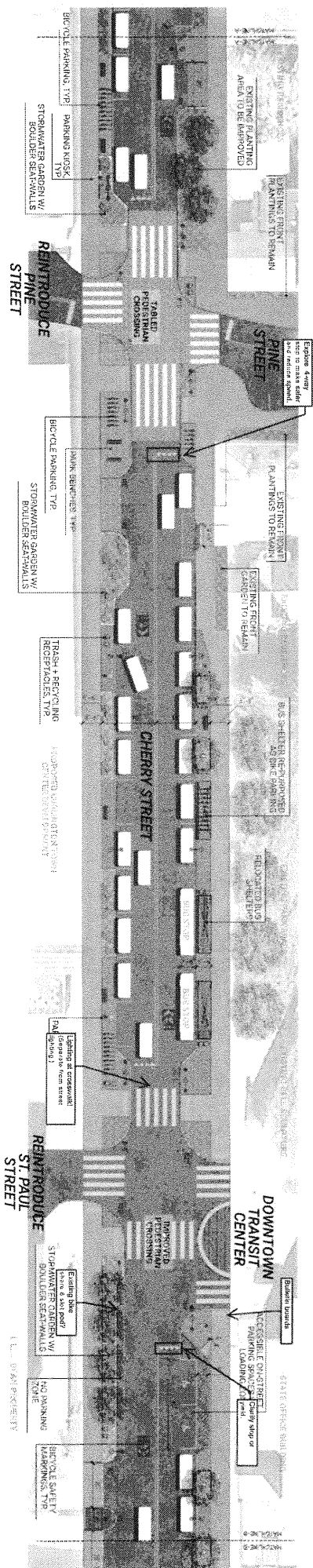
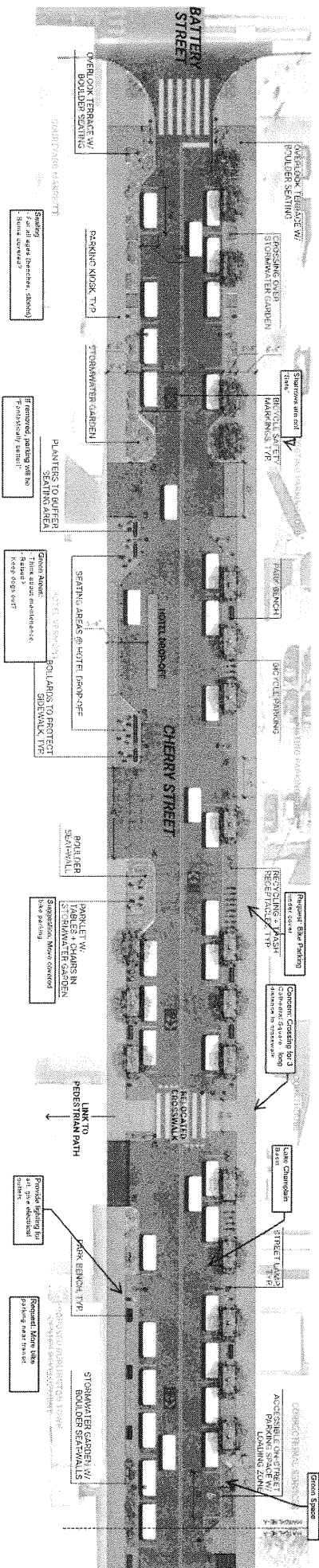
- Consideration of changing downtown speed limit.
- Option 2 for street alignment of St. Paul or Bank!
- Preference for 4-way stops at all intersections.
- Recessed stormwater ???bump outs – need rail or something to keep dogs out.
- Parklet as sidewalk extensions – so restaurant could use sidewalk space, for example.
- Parklets in favor of business vs. using underutilized space to create more gathering spaces.
- Dark skies considerations.
- Plantings – Use planters for future maintenance and flexible.
- Stop bars – back from crosswalks.
- Crosswalks midblock – consider RFB's.
- Water fountains – Drinking.
- Bike Racks – locate next to crosswalks for access.
- Bank / St. Paul Street – Option 2
- Trash – Include compost
- Parking – Remove from southside on Bank and Cherry and include bike lane.
- Plantings – Community volunteer maintenance.
- Bike Racks – Include bike share racks.
- Bike Lockers – Bank/Pine and closer to Transit Center on Cherry and one at Bank/Church.
- Loading zones / accessible spaces. Locate near crosswalks and spread out.
- Parking – encourage garage parking.
- St. Paul and Bank options #2
- Holiday lighting on Church Street extend down Bank Street as well to draw people onto side streets.
- Seating areas making Bank more attractive.
- Cherry Street parking outside of Cathedral Square. Need a good place to wait for the bus. Might be better use of those spaces.
- Crosswalk outside of Hen of the Wood need to be safer (Not visible, uneven surface, conflicts with garage entrances/traffic).
- Tree belt – hardscape v. more natural? More natural = more friendly to dogs. Consider foot traffic, which areas need more capacity (hardscape). Add dog bag dispensers / garbage bins.
- Cherry and Church – Great to have that more activated. Good place for parklet.
- Bike parking- think about tie in with use of building (e.g. gym entrance).
- Pine Street / Battery / Cherry Street – more natural.
- Mural on OGE wall. Maybe door entrances.
- Seating – important to think about seniors getting in and out.
- Seating – benches. Maybe divided to avoid sleeping
- Good place for seating – outside of Church on Cherry.
- Battery and Cherry – benches may be easier than boulders for seniors (overlook terrace).
- Like the idea of climbing wall on OGE wall. Maybe good place for more boulders, too.
- Bike share pods? Yes, maybe near courthouse. Bike parking maybe near transit center.
- Crosswalk preferences? Artistic / stylized, near transit center could be a good spot.
- Public Art – Overlook terrace could be a good spot.
- Accessible parking outside of CVS would be good.
- Loading zone – Parking spaces on Bank Street. No parking timeframe (e.g 8-10am) rather than no parking at all.
- Bike facilities (shorror not so safe)

- Bike lane?
- 15-20 mph speed (ideal)
- Parklets – just free not always for restaurant.
- Don't like that bikes share road like option #2
- Truck loading zones near intersections. Maybe 8-10am then metered parking.
- Or loading zones could serve as dining zone.
- Or loading on bumpouts.
- More covered bike parking near transit center.
- Like crosswalk on Cherry.
- Easy maintenance of plantings (dog issues)
- Prefer stormwater without gardens (maintenance issues)
- If trees, make sure protected and correct species.
- Parklets seasonal only – coordinate with businesses for seating.
- Elm trees, if possible.
- Mix seating types – boulder for kids and benches for seniors.
- Stone wall seating natural.
- Charging stations at benches or seating.
- Maybe covered seating.
- Moveable tables/chairs if business keeps from getting stolen.
- Heated seating / solar.
- Rental for parklet space by business.
- Pop up markets or cart vendors.
- More plantings v. art.
- No art, if increase BCA budget.
- Art likes painting - - sculptures so so
- Metal sculptures.
- Interactive art features.
- Art as long as does not limit seating.
- Educational component to seasonal plantings and stormwater and other features.
- Seasonal lighting and banners are good, especially Cherry to draw to CSMP.
- OGE wall needs love.
- Just normal crosswalks, visibility is key.
- Maintenance – Built to last.
- Like Option 2 – view down St. Paul.
- Parklet – in street (remove/lost parking). Off street (positive). Positive economy to adjust businesses.
- Delivery trucks – wider than parking stall, makes travel around.
- Amenity Belt – Parklet Single Pebble.
- Seating / loitering / overnight.
- Driveway and Turning Movement.
- Transit Amenities.
- Bike Path – Lakeview to Bank – Lighting.
- Bring homeless experience into conversation.
- Mid-block crossing – RRFB
- Standard crosswalk / Decorative = Cost / Maintenance.
- Plowing / snow storage.

- Like Parking kiosks.
- Lighting – Banners – who manages seasonal lighting (used to draw people from Church Street.)
Option for banners.
- Wayfinding
- Art – St. Paul / Bank (used to draw people from Church Street.)
- More Buskers / performance art.
- Loading Zone Time limited 8-12 dual use.
- Rain Gardens / Tree Belt. No Grass, No Mulch.
- Stormwater flow – bott. Exist. Street significant
- Permeb. Paver.

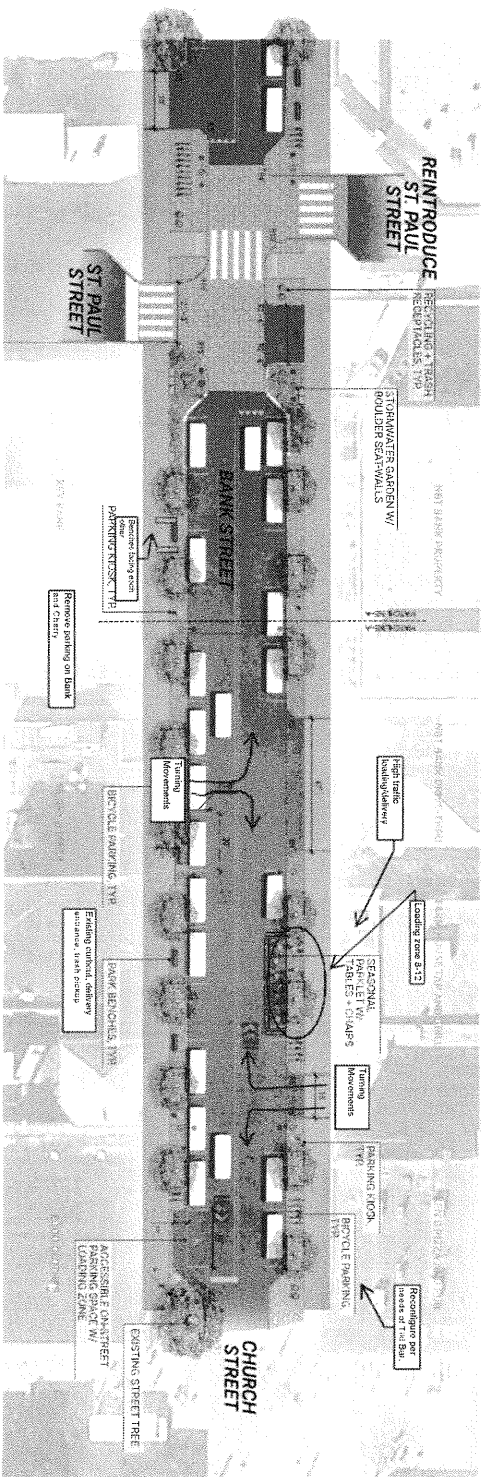
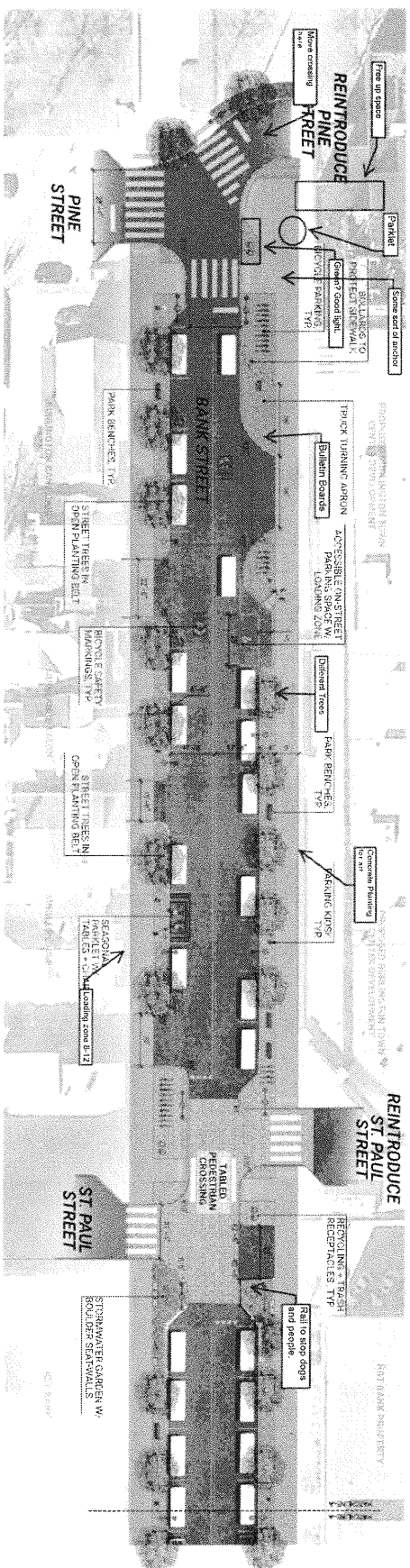
CHERRY STREET CONCEPT PLAN

Initial Concept Plan presented to community on 4/10/18 at Contois Auditorium and on 4/11/18 at Burlington City Arts



BANK STREET CONCEPT PLAN

Initial Concept Plan presented to community on 4/10/18 at Contois Auditorium and on 4/11/18 at Burlington City Arts



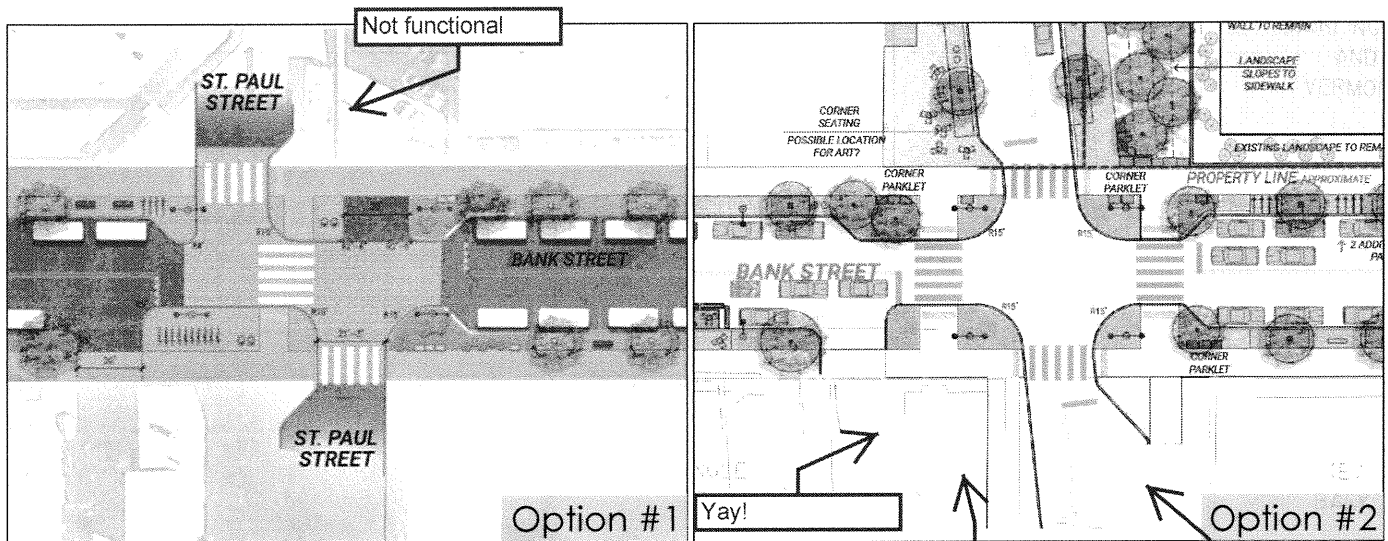
- ## LEGEND
- TRASH + RECYCLING RECEPTACLES
 - PARKING KIOSK
 - BICYCLE PARKING
 - BICYCLE SAFETY MARKINGS
 - PARK BENCH
 - MOVABLE TABLES AND CHAIRS
 - BOLLARD
 - PLANTED AREA
 - BOULDER SEAWALL
 - STREET LAMP
 - PLANTER BOX



Remove continuity

St. Paul & Bank Street - Option Comparison

Presented to community on 4/10/18 at Contois Auditorium and on 4/11/18 at Burlington City Arts



Benefits:

- Can be constructed within City ROW

Considerations:

- Offset intersection can be confusing for pedestrians, bicycles, buses, and motorists
- Bank egress located in middle of intersection

Benefits:

- Intersection alignment more for all users
- Accommodates bus movements
- Eliminates driveway within intersection
- Provides opportunity for public placemaking at northwest corner
- Improved access for emergency vehicles

Considerations:

- Requires easement from adjacent property



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Laura Wheelock, Project Manager
Department of Public Works
645 Pine Street
Burlington, Vermont 05401

Kirsten Merriman Shapiro SHED, Senior Policy and Projects Specialist
CEDO
City Hall Room 32
149 Church Street
Burlington, VT 05401

**Ref.: Cherry Street Concept Plan as presented to the Community on
4/11/18**

Dear Laura and Kirsten,

Thank you for the opportunity to talk with you and share thoughts after the presentation at DPW last week. Developing a new street plan for Burlington and specifically for Cherry Street is of great importance to us and to visitors to Burlington. We very much appreciate your leadership in this improvement plan, which is a complex task with great opportunities.

The ownership and management of Hotel Vermont and the Courtyard Burlington Harbor Hotel have had a chance to review the first draft of the concept design for Cherry Street including the section where both hotels are located.

While we very much welcome the initiative to upgrade Cherry Street and are encouraged by the fact that we are moving forward soon, we do feel the proposed design concept falls short on seizing the opportunity for the city and our neighborhood to transform Cherry Street into one of Burlington's, and Vermont's, most user friendly and appealing streets for both residents as well as visitors staying in Burlington at our hotels.

In October 2013 the Department of Public Works presented a proposal for the Cherry Street Promenade, which included a Conceptual Design by local Landscape Architecture Firm WagnerHodgson; the expense of this design was



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funded by the ownership of Hotel Vermont and of the Courtyard Burlington Harbor Hotel.

As Chuck DesLauriers, the Managing Member representing ownership, in 2013 wrote¹ in support of the Cherry Street Promenade initiative: “In our view this initiative is very well conceived and presents a major step forward in revitalizing a significant (and previously neglected) downtown thoroughfare. Other merits of the project include improving storm water management, providing a better connection from between Church Street Marketplace and the Burlington waterfront, fulfilling the stated objectives of plan BTV, improving and promoting pedestrian and bicycling safety, traffic flow and downtown circulation”

In our opinion this current Cherry Street Concept Plan as presented on April 11th, 2018 falls short in the following ways:

- 1) Design Standard applied. From the Great Streets Design Standards options offered, a design standard that includes separate bicycle lane should have been selected, versus a shared roadway. This design also calls for parking one side of the street only, as does the original WagnerHodgson design from 2013.

In reviewing the Great Streets Design Standards for Burlington's Downtown the primary goals for the Streets are:

- Walkable and bikeable — safe for all modes and all levels of accessibility
- Sustainable — both environmentally sustainable, and long-lasting
- Vibrant — to support the downtown's diverse range of public and private activities
- Functional — work for all users, flexible, can be maintained, affordable

A separate bicycle lane will make Cherry Street a bike friendly street for residents, including those moving into the CityPlace by 2019/2020 as well as, importantly, visitors to Burlington. In 2017 approximately 2,500 Hotel Vermont guests and 1,000 Courtyard Hotel guests used bicycles to get around Burlington and providing a bicycle lane would not only be safer, it would also create a welcoming experience, expressing that Burlington welcomes bicycles.

¹ Letter from Charles DesLauriers to Nicole Losch at DPW, dated October 2, 2013.



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As we review this design concept and develop the next round of design options it is imperative that we keep not only today's users in mind but especially future users as well. As Burlington, and Vermont, is trying to attract young professionals to the area, the availability of sophisticated bicycle transportation system, including bicycle lanes, are essential amenities tomorrow's resident of Burlington will be looking for.

Where it involves the reduction in street parking: the Lakeview Garage on Cherry Street is barely at 60% of capacity. Hotel guests and those visiting the restaurants on lower Cherry Street park in this garage, leaving the street parking mostly for use by visitors to the court house and other state services. Reducing street parking will greatly enhance the on-street experience for pedestrians and Cyclists, at least on the section of Cherry Street that is West of Church Street.

We heard the argument that Pearl Street and Main Street are designated as main thoroughfares for cars and bicycles. This is a mis-conception: the inner streets downtown will offer more attractive options for cyclists to travel in an East-West direction (or vice versa) and bicycle lanes on Cherry Street and College street potentially would enhance this option. From a pedestrian experience point of view: as the plan calls for benches along Cherry Street, having half of these benches not obstructed by parked cars makes the use of these more appealing.

- 2) Storm water management. During heavy rainfall the current storm water management falls significantly short. In our opinion the concept design does not improve much on the current situation. The 2013 WagnerHodgson plan on the other hand does call for more extensive rain gardens.
- 3) Specific design matters:
 - a. The plan erroneously shows planters and seating where the Hotel Vermont monument sign stands. Similarly there are light posts showing in front of Hotel Vermont that seem out of place.
 - b. We oppose the use of bollards on corners, specifically the driveways leading into the Courtyard Hotel and the corner by the Lakeview garage entrance. It is our experience that these bollards will get damaged as will the vehicles that hit them. In our view bollards are



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intended to discourage parking in certain locations (as used in many European cities in very tight streets).

- c. The curb design near the garage entrance is too obstructive; cars already hit the current curb, enlarging it will make the turn into the garage after pulling out from the hotel even more challenging
- d. Parklet in front of Hen of the Wood. We are reviewing this with the owners of the restaurant to make sure they provide commentary. The parklet will be a nice feature but will need to be at least 2 or 3 parking spots long (as shown for the Farmhouse on the Bank Street Concept Plan). We defer to the owners of Hen of the Wood to provide specific comments
- e. Loading zones: the protruding sidewalk on the south and west side along the Courtyard Hotel needs a loading zone (as there is now).
- f. Street lights: aforementioned two lights in front of Hotel Vermont. We are also interested in the design of these lights and the ability to install seasonal lighting along Cherry Street (during holiday season for instance).
- g. Opposite Hotel Vermont it shows three parking spots, there is room for two now as there is a fire hydrant located between the two parking locations
- h. Curbs on Battery Street: we feel the design should stay as is; city busses can barely make the turn as it is under the current condition
- i. Occasional use for bus parking for hotels. Both hotels, on occasion, host internationally recognized musicians and other artists traveling by tour bus. Without the ability to occasionally park a bus (sometimes two) along the sidewalk next to the Courtyard is essential in the decision making process as these artists choose Burlington and our hotels. We have examples where they did not choose Burlington specifically for the reason that the tour bus could not be parked adjacent to the hotel
- j. It appears that there is a need for a loading zone in front of the new City Place. There will be a lot of movement with tenants (residential or commercial) moving in or out requiring the need for a loading zone.

Thank you very much for taking these comments into consideration. We very much want to be part of creating a healthy and successful street and suggest we schedule a meeting to review this plan. As vested users of Cherry Street we feel committed to the best outcome and appreciate the process to get there.



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Best regards,

Hans van Wees
General Manager
Hotel Vermont

Cc:

Noelle MacKay, Director
CEDO
City Hall Room 32
149 Church Street
Burlington, VT 05401

Chapin Spencer, Director
Department of Public Works
645 Pine Street
Burlington, Vermont 05401

From: Laura Wheelock
To: [Kirsten Merriman Shapiro](#)
Cc: [Goyette, Gregory](#)
Subject: FW: Bank Cherry Great Streets
Date: Tuesday, April 17, 2018 11:43:08 AM

Passing along comments from the bike walk folks

Laura K. Wheelock P.E.
Public Works Engineer

Burlington Department of Public Works
645 Pine Street
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PH: 802-540-0397
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LWheelock@burlingtonvt.gov

From: Nicole Losch
Sent: Friday, April 13, 2018 4:41 PM
To: Chapin Spencer
Cc: Laura Wheelock
Subject: RE: Bank Cherry Great Streets

Hi Chapin,

Your response is accurate. I can confirm that we did not exclude the BWBC for any reason.

Nicole Losch, PTP
Senior Transportation Planner
nlosch@burlingtonvt.gov
desk 802.865.5833 :: cell 802.391.6809 :: fax 802.863.0466
645 Pine Street Suite A, Burlington VT 05401
www.burlingtonvt.gov/DPW

From: Chapin Spencer
Sent: Friday, April 13, 2018 3:31 PM
To: Nicole Losch
Cc: Laura Wheelock
Subject: FW: Bank Cherry Great Streets

Hello Nicole: See below from Caryn.

PlanBTV Walk-Bike shows this map of downtown:

Best,
~ Chapin

Our Mission: To steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

The new street design is anything but bike friendly. One bike lane crossing the business

section of Church Street is not too much to ask. Why add on street parking when there is a whole new parking garage? Why use TIF money for seating? Who will sit on a street with parked cars and traveling busses?

Caryn

On Apr 13, 2018, at 11:42 AM, Chapin Spencer wrote:

Hello Caryn:

The DPW Commission will have this on their agenda for next Wednesday. There is an opportunity there to speak.

A quick look at the cross sections may look similar to today in many ways, but here is some context on the plans. The current concept plans:

- Bury the utilities on Bank St between St Paul and Pine (to allow for bigger healthier trees and a cleaner look)
- Renew the water and wastewater infrastructure on the streets
- Add a separate stormwater line under Cherry to connect to College St outfall
- Install either silva cells or other optimum growing medium for the street trees
- Provide permeable pavers in greenbelt to take stormwater from sidewalk and treebelt to feed the trees
- Install granite curbs that will have a longer life than concrete (and they look nicer too!)
- Add bump outs that will narrow pedestrian crossings and add planting / activation areas
- Install new lighting fixtures consistent with BED design standards and meet current lighting standards for both the sidewalk and the street
- Add amenities along the streets based on input from these public meetings

Burlington's streets are old as you know. These reinvestments allow us to make generational improvements of these streets so that they will provide decades of additional service to the City. Paid for from voter approved TIF.

Did I answer your question sufficiently?

Best,
~ Chapin

Chapin Spencer, Director
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Our Mission: To steward Burlington's infrastructure and environment by delivering efficient, effective, and

equitable public services.

From: Caryn Long
Sent: Friday, April 13, 2018 10:33 AM
To: Chapin Spencer <[\[redacted\]](#)>
Subject: Bank Cherry Great Streets

>

> Chapin,

> I don't see how this plan is any different from what we have today except the trees and greenbelt? I would like to go to a meeting to discuss this plan.

> Caryn Long

>

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<image001.png>

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>> Sent from my iPad

>

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.

From:
Sent: Thursday, April 19, 2018 10:34 AM
To:
Subject: FW: Automatic reply: Proposed Bikeshare Hubs - Invitation to view
Attachments: 04.10.2018 Initial Concept Boards_LG Feedback.pdf

I got this from one of the bicyclists that was at the meeting. He has some good points and a mark-up. Just wanted you to have this on file as an addition to community feedback.

I sent this in via the feedback form but wanted to send along a marked up version with some comments.

Ideally, I think that bike parking locations should be street level, not curb level. Since it is illegal to ride your bike on the sidewalks downtown, bike parking should ideally be at street level to allow access directly from the street without having to either ride your bike up onto the sidewalk via a crosswalk or by having to lift your bike up over a curb. There are several proposed bike parking locations mid block with car parking spots to the outside that would only be accessible by either walking your bike half a block, or by lifting your bike onto the sidewalk between two parked cars. If bicycle parking must be curb height, it needs to be directly adjacent to a curb cut to allow easy access & to avoid sidewalk conflicts.

I think I also mentioned it in the feedback session, but the Pine/Cherry intersection looks to be a 2 way stop in the current design. I think a 4 way would be better since downhill traffic on Cherry heading for Battery tends to pick up a lot of speed.

Thanks for sending this along to whoever needs it. Your email was the only one I had & the form didn't allow me to attach a file.

On Apr 10, 2018, at 6:22 PM.

Thank you for reaching out. I am currently out of the office... traveling to a public meeting in Burlington Vermont. I will have limited access to email. I will be back on Wed. 04.11.2018 around 12pm

Thank you,

Submitted Time Message

- 4/6/2018 12:10 I am interested in the proposed opening of Saint Paul Street between Bank and Cherry. If I'm not mistaken the original alignment of that block is slightly offset to the south in relation to the blocks immediately south and north of that block. I'm concerned that if this offset alignment is retained it may cause some snarls and confusion at the two intersections. Additionally, if cars are traveling north on that newly re-opened block, it may create logjams with busses entering and exiting the transit center. Given that the transit center has a reversed traffic flow, necessitated by bus operations, I believe this will add to confusion and congestion at that intersection. I would urge the City to consider making that block of Saint Paul, between Cherry and Bank, to be one-way, southbound.
- 4/13/2018 13:13 I bike in Burlington 3.5 seasons and have rented bikes in various cities in the US and Canada just to experience their bike infrastructure and culture. The lack of bike lanes in the proposed design would be a glaring difference between us and what other cities are doing. At a minimum, I would have bike "climbing lanes" on all up-hill lanes in the city. Could be all roads above 5% grade (or some agreed upon %grade). Biking up hills is dangerous because the closing speed is greatest giving cars less time to see and adjust. Hope that helps.
- 4/16/2018 8:29 "Uncurated public bulletin boards" are absolutely essential to community. From musicians to artists to people just trying to sell their rug, areas to post information without it needing to be reviewed by the city are absolutely critical. To enforce a review process or totally remove posting areas is an abuse of freedom and grossly stifling.
- 4/16/2018 8:37 I am in support of uncurated public bulletin boards with which all are free to post about community events.
- 4/16/2018 10:49 Would love to get some uncurated bulletin boards there. I know it seems old fashioned, but culture and art and posterage are the ephemera that reminds a city of what is happening. Uncurated is important because a) curation takes up city resources and b) the process is always a hassle, dead slow, and punished the disadvantaged, short-notice, and economically stretched public.
- 4/16/2018 11:50 I would love to see bulletin boards built at this intersection! There are so many wonderful cultural events (music, art, food, classes, etc.) that happen in Burlington and it is critical to have places where members of the public can post about the events. The bulletin boards at Pearl & N Winooski and on Main St are well loved, and I find out about the majority of community events I go to through these bulletin boards. Another board downtown would be greatly appreciated!
- 4/16/2018 12:27 Bulletin boards
- 4/16/2018 14:55 This seems like a great - and perhaps last - opportunity to incorporate dedicated bike lanes on a couple important E-W corridors. From the designs I see only on-pavement signage indicating bikes might be in the auto lane. With limited opportunities to actually increase the physical space dedicated to non-auto traffic, placing a bike lane here instead of at least one side of on-street parking seems like an obvious choice.
- 4/16/2018 15:48 The Great Streets design standards call for buffered bike lanes, but there are none in these options. These street designs are fine for a community planning their streets in the 1970s but with our knowledge of how climate change will redefine urban living in the coming decades, they will leave us ill-prepared for the future. Do I wish I could park next to the store I am shopping in when I am downtown? Sure I do, but trading in bikeable infrastructure for a few dozen parking spaces just does not make sense, economically or environmentally. These designs do not set our city up for long-term success. We need to follow the lead of NYC, DC, Portland, and other major cities if we want to be competitive.
- 4/16/2018 15:54 It's a little disappointing to see that there's no good connection on Saint Paul Street because of the Transit Station.
- 4/16/2018 16:00 Is street parking really necessary? Bike infrastructure could be placed instead of sharrowes.
- 4/16/2018 16:00 These plans need dedicated bike lanes! Thank you!
- 4/16/2018 19:24 I'm concerned that the plans for Cherry and Bank streets show bikes sharing traffic lanes with cars: that seems like a missed opportunity to create real mixed use downtown. I know much of downtown doesn't have bike lanes, but why not start encouraging people to bike more downtown?
- 4/16/2018 19:32 Bike traffic is obviously an afterthought in the current plans. Remove all parking on both sides & make protected bike lanes. Our family currently cannot get to and from downtown activities on bikes with kids because of the lack of safe bike routes both N/S & E/W. This is one opportunity to change this. Don't lose it by implementing this current plan.
- 4/16/2018 20:20 I would love to see uncurated public bulletin boards! So great for finding & advertising local events.
- 4/16/2018 20:50 I would just like all progress made thus far to be ripped down and instead of having more stores, more so called "night life" and more offices and over priced apartments, have just a nice forest space, with a couple benches. Fuck em.
- 4/16/2018 21:21 Especially given its size, Burlington is the home of a strikingly large music and art community. It is my home that the Bank and Cherry Street developments will support the arts by including uncurated public bulletin boards in their designs.
- 4/18/2018 10:42 Will CityPlace Burlington (CPB) participate in the proposed District Heating proposal? If so, there is an opportunity to incorporate an ice melt system under Cherry and Bank Street sidewalks, bus stops, crosswalks, etc. Given that CPB will no longer have interior pedestrian access, this would be a boon to downtown pedestrian mobility. Done thoughtfully, it could, in the future, be expanded into the Church Street Marketplace and adjacent side streets, making this downtown shopping/entertainment area a bigger draw in the winter months. Also, has CPB determined a use for the former Macy's building? It would help to know this before we set Cherry Street sidewalk amenities, crosswalk locations, landscaping, etc. in stone. Finally, there may never be a more opportune time to connect the Church Street Marketplace with the Waterfront. Thought should be given to how pedestrians can cross Battery Street and then descend to the Waterfront by a system of stairs and landings. Reworking Cherry Street without --at least--developing a plan for this would be shortsighted. Thank you for this opportunity to comment.
- Thanks for working to make Burlington's streets be even more livable and pleasing to all - residents, tourists and other Vermonters. I'm sorry I was not able to make the meeting but wanted to add a few thoughts and had a couple of questions.
- First off it sounds like there was widespread agreement that option 2 for the St. Paul & Bank Street intersection was the better option. I'd like to concur, the alignment looks much better, predictable and safer.
- I did like seeing the option for parklets, they do look like a great summer use for some streets somewhere, however until VT has better, more frequent and more utilized mass transit, I think the downtown core really needs every parking space available for customers and visitors.
- 4/18/2018 18:44 One initial question I had was related to the bus terminal. When the bus terminal moved to Saint Paul St, I was told that there would no longer be buss traffic crossing Church Street. Busses would be routed down Cherry to Battery or out to Pine. This has not happened and the plans note making design considerations for busses turning left, is this going to continue and what changed in that process? I'm asking because I'm not sure of this history, if changes were made or if the bus routing will still change.
- Also the street designs look great. There is not a ton of detail regarding the Church Street end of Cherry street. A few questions and comments I have are: 1) Will the kiosk remain at the Church Street crossing? 2) Can we change a few of the spaces in this area to loading/unloading and 15 minute parking? Currently there are lots of vehicles double parked or in non-parking spaces for these purposes every day. And 3) every day we get several large deliveries at Outdoor Gear Exchange. The street is already challenging enough for delivery drivers, especially those in long straight trucks. As bumpouts into the road are considered and implemented, I'd like to make sure they do not contribute to making receiving deliveries any more difficult than it already is. To be clear that would mean the real ROW and actual functional street width should not get any narrower than it is currently, and ideally it would be a bit wider to accommodate the trucks.
- 4/19/2018 10:02 Please make sure that bike parking locations are street level, not curb level. Since it is illegal to ride your bike on the sidewalks downtown, bike parking should ideally be at street level to allow access directly from the street without having to either ride your bike up onto the sidewalk via a crosswalk or by having to lift your bike up over a curb. There are several proposed bike parking locations mid block with car parking spots to the outside that would only be accessible by either walking your bike half a block, or by lifting your bike onto the sidewalk between two parked cars. If bicycle parking must be curb height, it needs to be directly adjacent to a curb cut to allow easy access & to avoid sidewalk conflicts.
- 4/24/2018 15:23 Please keep the community notice boards up! These are often the only spaces for live music flyers to be put up and be openly accessible for people looking!
- 4/25/2018 7:44 I work at St. Paul's Cathedral on Cherry Street, and I walk each day to work from Spruce Street, so I am a daily observer of (and participant in) the use of Bank and Cherry Streets. Here are some comments, largely about Cherry Street:
1. I hope that the people at Three Cathedral Square (Cathedral Square Senior Living) are OK with the relocation of the crosswalk on Cherry Street; they have a real investment in its placement.
2. I hope that whatever the surface components of the design (street furniture, etc.), it will be possible to maintain them during the winter, when -- however attractive the drawings might be -- neither Bank nor Cherry Street is at its most beautiful. Also (and this is more of a Public Works concern, I suppose) I hope that when sidewalks are plowed of snow, access to crosswalks will be maintained.
3. Cherry Street is on a grade. Where there's a grade, there will be skateboarders. Skateboarders and pedestrians are not readily compatible, in my opinion. Is there a way to discourage the use of pedestrian (wheelchair, walker) sidewalks by skateboarders (bicyclists, in-line skaters)?
4. I hope that the plan for lower Cherry Street will include ways for people to enjoy the viewshed.
5. The sidewalk between the Correctional Services building and Pine Street has always seemed quite narrow. Is there a way to make this "feel" or be wider?

TIF Upgrades on Bank and Cherry

What is called the "base concept" for Bank and Cherry Streets is in utter opposition to at least three of the four stated "primary goals" for these streets: that they be walkable, bikeable, functional, and sustainable. To be honest and faithful to these goals the base concept must be significantly modified to provide safety and equity for all.

The central error of the "base concept" is to allow parking on both sides of Bank and Cherry.

Two sides of parking is unsafe and toxic both for pedestrians and cyclists, if not for motorists too. Additionally, this plan imposes the unappealing, cluttered, congested, and dysfunctional feel of a parking lot, a place where people drown in a sea of cars. This is not the feel of a vibrant street.

Furthermore, motor vehicle storage is far from the highest and best use of a transportation corridor. The "base concept" irrationally and inexplicably squanders fifty percent of streets meant to be fluid and dynamic on a use that is static and obstructive instead.

I live off North Willard which had parking on both sides for many years. It was hazardous and dismal. That street was revived and liberated simply by allowing parking on just one side. Driving, walking, biking, skate boarding — the experience of every sort of use and user improved a hundred fold.

Two-sided parking, even for small or electric vehicles, but especially for diesel trucks, concentrates noise and exhaust and compromises sight lines. It strangles streets and street life. Parking on both sides degrades a street. This is no way to upgrade or "activate" Bank and Cherry.

If CityPlace were a retrofit it would not be surprising were it to demand excessive on-street parking, but CityPlace is a new development with internal parking and loading capacity that should adequately serve its residential, office, and retail uses — including those associated with routine deliveries and moving in or out.

A new development — properly designed — should not negatively impact our streets or compromise the tens of millions in tax dollars we are investing in them. How architects and planners could miss this is hard to fathom.

And we know, as city officials have insisted and a recent UVM study attests, that we have plenty of structured parking downtown, so we really shouldn't need any on-street parking at all.

For Bank and Cherry to be bikeable — a safe, dedicated bike lane is an absolute necessity.

Few cyclists and even fewer drivers are open to and comfortable with cyclists riding amidst motor vehicle traffic. And there is no imaginable justification to prioritize and privilege motor vehicles on these streets, making other transportation modes second class and putting users of other modes at risk of life and limb. Streets intended to serve pedestrians, cyclists, and motorists must be designed to serve them all safely and equitably.

Let's face it, almost all of our streets give short shrift to pedestrians and cyclists. Motor vehicles have been and continue to be prioritized, privileged, and subsidized in our culture and city. Pedestrians and cyclists are left to fend for themselves. I don't demonize cars. I've driven one, more days than not, since I was 1.6. But neither do I hold that it's the responsibility of pedestrians and cyclists to stay out of my way. Frankly, cars are not especially suited for or good for a city. Just as airplanes are designed more to fly than to taxi, cars are designed more for the highway or the open road or, I suppose, for the strip mall, than for dense urban centers or challenging parking environments. Walking and cycling are the most suitable modes of transport in our downtown; motor vehicles can be competently managed and accommodated, but they don't really fit in.

And cyclists — in terms of their vulnerability, their speed, and their exposure to the weather and to the open environment of the street — are much more like pedestrians than motorists. Just as pedestrians require sidewalks, cyclists require dedicated corridors safe for cycling. Painting bicycle silhouettes along the gutter or posting signs asserting that bicycles may ride in the center of the lane clearly do not make the cut. Such ruses are mere lip service — merely pretending to act — when full service and results are called for.

Taking credit instead of action for values like these when lives hang in the balance is far less than commendable. When public policy compromises safety, decision makers are accountable.

The bottom line is that if we're honest and serious about Bank and Cherry being walkable, bikeable, functional, and sustainable, we must at a minimum either remove parking and loading from one side of each or from both sides of one. Anything less is a betrayal of the stated and laudable "primary goals" for these streets.

4/27/2018 21:56

As a Burlington resident and a frequent biker through downtown, I am dismayed that the City would propose a street design in the center of town without bicycle lanes. When documents like the Climate Action Plan call for fewer vehicle miles and a more bike/walk friendly city, I would hope that a serious, bike/walk approach would result. Apparently it's all talk, no action. We need a Bank/Cherry street design with fewer parking places and at least one bike lane. "Great Streets" are not so great if you can't use them safely.

4/29/2018 8:25

My major concern as Building and Restaurant owner at 71-75 Church Street (the side of the building is on Bank Street); is that our current Sidewalk Cafe space will be unavailable, (Captain Tom's Tiki Bar). There was talk of having Cafe Table space in the parking spots, in front of Burlington Records. This could be a possibility if we could be promised the first option to rent there. We also have a plan to turn Burlington Records into a restaurant within a year or two, which we also would like Cafe Space for. One of your designs for the mobile Cafe Space showed wooden tables, which would not be a great idea, as it is difficult to dry wood after it rains. I would love to help choose/design the parking spot cafe's. The two parking spots in front of Burlington Records are 15-30 minutes meters, which causes a lot of frustration to people that park there, (not knowing of the short term parking).

We also would need a clear path to walk across the sidewalk to get to the Cafe Space, (no bike rack there). Another concern would be if the VT Dept. of Liquor Control would allow alcohol to be served that far away.

4/29/2018 14:35

We definitely need to keep the Truck loading zone in front of the Farmhouse, as it highly used. Bank Street really could use a second Truck Loading zone, maybe also in front of the Farmhouse or right in front of the NBT Bank, maybe have that one for trucks until noon only, (the one at the corner of St. Paul and Bank is not used much). In the mornings, there tends to be one truck in the Load zone and another just parked in the street.

I think the bike racks could be located more towards St. Paul Street, due to the high pedestrian traffic closer to Church Street.

Sidewalk displays that could attract more families with children, would be nice. i.e.: hopscotch, piano keys, and miniature golfs holes around downtown.

I am concerned about the size of the new tree's blocking the view of the businesses on the side of our building, and about the number of leaves falling off. Who will be responsible to clean them up?

Will you be removing the Church Street Marketplace bricks to put in this new sidewalk?

Obvious to all I'm sure is that the more parking spots the better!

As submitted last week in writing to UVM. I thank and appreciate ongoing discussion about plans.

In our opinion this current Cherry Street Concept Plan as presented on April 11th, 2018 falls short in the following ways:

1) Design Standard applied. From the Great Streets Design Standards options offered, a design standard that includes separate bicycle lane should have been selected, versus a shared roadway. This design also calls for parking one side of the street only, as does the original WagnerHodgson design from 2013.

In reviewing the Great Streets Design Standards for Burlington's Downtown the primary goals for the Streets are:

- Walkable and bikeable — safe for all modes and all levels of accessibility
- Sustainable — both environmentally sustainable, and long-lasting
- Vibrant — to support the downtown's diverse range of public and private activities
- Functional — work for all users, flexible, can be maintained, affordable

A separate bicycle lane will make Cherry Street a bike friendly street for residents, including those moving into the CityPlace by 2019/2020 as well as, importantly, visitors to Burlington. In 2017 approximately 2,500 Hotel Vermont guests and 1,000 Courtyard Hotel guests used bicycles to get around Burlington and providing a bicycle lane would not only be safer, it would also create a welcoming experience, expressing that Burlington welcomes bicycles.

As we review this design concept and develop the next round of design options it is imperative that we keep not only today's users in mind but especially future users as well. As Burlington, and Vermont, is trying to attract young professionals to the area, the availability of sophisticated bicycle transportation system, including bicycle lanes, are essential amenities tomorrow's resident of Burlington will be looking for.

Where it involves the reduction in street parking: the Lakeview Garage on Cherry Street is barely at 60% of capacity. Hotel guests and those visiting the restaurants on lower Cherry Street park in this garage, leaving the street parking mostly for use by visitors to the court house and other state services. Reducing street parking will greatly enhance the on-street experience for pedestrians and Cyclists, at least on the section of Cherry Street that is West of Church Street.

We heard the argument that Pearl Street and Main Street are designated as main thorough fares for cars and bicycles. This is a mis-conception: the inner streets downtown will offer more attractive options for cyclists to travel in an East-West direction (or vice versa) and bicycle lanes on Cherry Street and College Street potentially would enhance this option. From a pedestrian experience point of view: as the plan calls for benches along Cherry Street, having half of these benches not obstructed by parked cars makes the use of these more appealing.

2) Storm water management. During heavy rainfall the current storm water management falls significantly short. In our opinion the concept design does not improve much on the current situation. The 2013 WagnerHodgson plan on the other hand does call for more extensive rain gardens.

4/30/2018 10:27

3) Specific design matters:

a. The plan erroneously shows planters and seating where the Hotel Vermont monument sign stands. Similarly there are light posts showing in front of Hotel Vermont that seem out of place.

b. We oppose the use of bollards on corners especially the driveways leading into the Courtyard Hotel and the corner by the Lakeview garage entrance. It is our experience that these bollards will get damaged as will the vehicles that hit them.

c. In our view bollards are intended to discourage parking in certain locations (as used in many European cities in very tight streets).

d. The curb design near the garage entrance is too obstructive; cars already hit the current curb, enlarging it will make the turn into the garage after pulling out from the hotel even more challenging.

e. Parklet in front of Hen of the Wood. We are reviewing this with the owners of the restaurant to make sure they provide commentary. The parklet will be a nice feature but will need to be at least 2 or 3 parking spots long (as shown for the Farmhouse on the Bank Street Concept Plan). We defer to the owners of Hen of the Wood to provide specific comments.

f. Loading zones: the protruding sidewalk on the south and west side along the Courtyard Hotel needs a loading zone (as there is now).

g. Street lights: aforementioned two lights in front of Hotel Vermont. We are also interested in the design of these lights and the ability to install seasonal lighting along Cherry Street (during holiday season for instance).

h. Opposite Hotel Vermont it shows three parking spots, there is room for two now as there is a fire hydrant located between the two parking locations.

i. Curb on Battery Street: we feel the design should stay as is; city buses can barely make the turn as it is under the current condition.

j. Occasional use for bus parking for hotels. Both hotels, on occasion, host internationally recognized musicians and other artists traveling by tour bus. Without the ability to occasionally park a bus (sometimes two) along the sidewalk next to the Courtyard is essential in the decision making process as these artists choose Burlington and our hotels. We have examples where they did not choose Burlington specifically for the reason that the tour bus could not be parked adjacent to the hotel.

k. It appears that there is a need for a loading zone in front of the new City Place. There will be a lot of movement with tenants (residential or commercial) moving in or out requiring the need for a loading zone.

Thank you very much for taking these comments into consideration. We very much want to be part of creating a healthy and successful street and suggest we schedule a meeting to review this plan. As vested users of Cherry Street we feel committed to the best outcome and appreciate the process to get there.

Best regards,
Hans van Wees
General Manager
Hotel Vermont

My wife and I spend a lot of time (and money!) in Burlington, and so want to weigh in on the Banks Street and Cherry Street redevelopment. We would like to see great support for biking and walking, and not so much for cars. We come to Burlington for the experience, and cars do nothing to enhance that in any shape or form. We want good parking that is relatively convenient, but finally want to be in an environment with as little car traffic as possible.

4/30/2018 10:29

I would like to see the street be made even narrower for car traffic and extra space added for walking and cycling. This corridor is mostly used by tourists from the two hotels at the bottom of the street, as well as elderly residents of Cathedral Square. Both of the hotels provide bikes for their guests (as well as parking and quick access to Battery St.) and Cathedral Square residents need a safe and pleasant walkway to downtown shopping. Why not really maximize the cycling and walking infrastructure there with wider, protected sidewalks and cycle-ways and shaded areas for pop-up markets and sitting? I think this will be a great opportunity to show off the city's commitment to sustainable and inclusive street design to visitors, as well as make a pleasant and safe experience for our elderly residents. This project can also easily dovetail into walk/bike improvements to Winooski Ave. Thank you.

4/30/2018 10:33

The concept is great as-is. Please do not remove any more parking spots from the design. Downtown businesses rely on easily accessible parking. Church Street is a proven social and business success. It is time to expand the model to include side streets, and the redesign of Bank and Cherry Streets provides such an opportunity. Let's give up the limited parking and make these streets pedestrian friendly.

4/30/2018 10:40

This is also a great need for additional bike parking and a CATMA Greenride Bikeshare hub--perhaps it goes on the street or in the parking garage?

4/30/2018 10:42

Less cars, more community!

4/30/2018 10:43

I agree with your suggestion about design of the Bank and Cherry Street blocks west of Church Street.

4/30/2018 10:46

This is looking great, however, I would love to see a design that focuses more on people powered transportation, to encourage a healthy city that promotes and supports safe biking and walking. This design still makes it hard for bikers to safely navigate the city and incorporates too much on street parking.

4/30/2018 10:47

As a citizen of Burlington, and avid walker and biker, I'm concerned that on-street parking is too dominant in the Bank and Cherry Street proposal. I supported the downtown development because I understood that efforts would de-emphasize cars and encourage more multi-modal transit. I want the first block west of Church Street on both Bank and Cherry to be reconfigured with a wide space for walking, sitting, and socializing, and less emphasis on driving.

4/30/2018 10:56

The proposed plans for the redesign of Bank and Cherry Streets offer a number of improvements, but also too much parking. A more people-focused design would make walking and socializing more favorable by eliminating much of the parking, thereby eliminating much of the vehicle traffic. Let's make more room for people, not cars.

I recently received an email from Local Motion about on-street parking on Bank and Cherry Streets. They made a suggestion that on first thought seemed lovely, treat these streets as an extension of Church Street and have no on-street parking. As lovely as that sounds, I would like you to consider this. Bringing my parents to Church Street for shopping and dining used to be a wonderful thing to do. But for the past several years I can no longer do this because they can no longer walk all the way from parking to Church Street. Have you thought about how difficult it is for people with disabilities to participate in our lovely downtown area? I wish this community would make a commitment to the elderly and the disabled by making all or most of the parking nearest to Church Street handicapped accessible parking. Create spaces without curbs so that people with wheelchairs and walkers can easily get to the sidewalk. How committed are we being if we only have one spot be accessible? Not very. I find myself driving around and around trying find a spot close enough to a restaurant so that my parents can enjoy the Church Street atmosphere. We need more accessible parking close to the shops and eateries.

4/30/2018 10:57

I support the position of Local Motion.

4/30/2018 11:12

I really like the idea of the first block of Cherry and Bank being more relaxed pedestrian areas without parking. People are flocking to BTV from other areas because of the charm, scale and ease. Let's keep that in mind with this great new opportunity!

4/30/2018 11:20

Thank you.
Hello, Thank you for all the work you are doing on making our downtown vibrant. It would be great if downtown continued and grew to be more pedestrian friendly. Fewer cars in Burlington, more public transportation, parking in garages that already exist!

4/30/2018 11:36

For the Cherry & Bank Street construction keep space for people rather than cars.

As a Burlington Resident I am very excited about the increased walk-ability of this design that will result from St. Paul and Pine being reopened. As a regular biker in town I have some concerns about bike-ability, but I do think the design tries to accommodate this.. I particularly like the tabled pedestrian crossing. There is no need for Cherry or Bank to be major car thoroughfares... the goal should be to extend walkers beyond Church St. and connect them to the waterfront.

4/30/2018 11:36

I read Local Motions alternative proposal for the blocks adjacent to Church. I think it merits consideration. I do think it would draw more traffic into whatever stores the Mall project builds on St. Paul St. which would be a good idea. It also would do a better job of connecting the transit center to Church St. in a friendly walkable manner. I do know that residents have complained about the parking situation and this would eliminate some highly desired spots that also support local businesses. I don't have a strong opinion at this time.

4/30/2018 11:53

Please consider making Bank and Cherry Streets a little more pedestrian friendly. My 87 year old mother lives at 3 Cathedral Square senior highrise and walking to Church St with a walker is a scary proposition. A little less parking and more traffic calming on Cherry St in the block between the bus station and Church St would help. Benches along the way with back support in the shade of a tree would help the residents there get back and forth with more ease.

Thank you for your consideration.

I support the proposal to eliminate parking on the rebuilt sections of Bank and Cherry Streets to be constructed along with the City Place Project. I support paving those portions of these two streets with brick or pavers like streets crossing Church Street in order to make it clear to auto drivers that this is center city pedestrian dominated space. Slow down and look for pedestrians.

4/30/2018 12:17

The space that is currently depicted as parking should instead be devoted to pedestrians. Remember that there will be 14 story buildings on those streets. More pedestrian/plaza space is called for in that circumstance. Read Within Walking Distance by Philip Langdon and Street Fight by Janette Sadik-Khan.

Cities all over the world are limiting auto traffic in city centers and making downtowns more pedestrian oriented. That's a good trend that Burlington should include in the redesign of those streets.

That's why I support the proposal of Local Motion to redesign Bank and Cherry Streets.

I would like to see the proposed plans for Cherry and Bank Streets focus less on cars and more on pedestrians. The idea of removing parking on the first blocks west of Church Street seems like a great idea and would give the pedestrians, the patrons of area business establishments, more space. The loss of parking spaces seems minor in comparison with gaining a roomier and more attractive outdoor space.

4/30/2018 12:19

I support Local Motion's idea for wider sidewalks. We at Burlington Segways are on the sidewalks around Burlington all the time and I find some of the best sidewalks in Burlington to be those on the west side of City Hall Park - the sidewalks on the west side of St. Paul Street are wide enough for two people walking in one direction and other people going in the opposite direction to pass by while the people are still able to hold a conversation, as well as having space for street lights, waste receptacles and signs. The corner of St. Paul St. and Main Street has a large enough space for large groups to wait for the pedestrian light. The sidewalks on this portion of street are much better than much of the rest of the City. If there was less parking on the street it might be better for bicycles as well!

4/30/2018 12:33

There are a number of businesses on side streets in Burlington that try to have the same feel by adding seating to already cramped sidewalks. Planning now in beginning is important if we want to create great space for social interaction and an even more pedestrian friendly and well patronized downtown!

4/30/2018 12:35

I am writing in support of the Local Motion recommendations to modify the current plan for the intersection of Bank and Cherry Streets. Their plan provides a graceful and gradual extension of Church Street that would accommodate pedestrians and bikers, rather than on street parking for cars.

4/30/2018 12:35

I am writing in support of the Local Motion recommendations to modify the current plan for the intersection of Bank and Cherry Streets. Their plan provides a graceful and gradual extension of Church Street that would accommodate pedestrians and bikers, rather than on street parking for cars.

Received an email from Local Motion with links to the Cherry St and Bank St designs. I can't wait for this to be completed! Local Motion's email lobbies for people to write in to complain about the design and request less parallel parking and additional blocks designed similar to Church St. In my opinion, their thinking removes the balance of this project. I would encourage you to stay the course, trust the planning you have done, and get shovels in the ground to complete the project as designed!

In my opinion, the designs on your website look like a good mix that will serve the varying constituencies that visit downtown well. Drivers will probably still complain that "there isn't any parking", even though I always find plenty of parking. Pedestrians and cyclists will probably still complain that their interests aren't being fully served. You can bet that if everyone is somewhat unhappy that you probably did a good job to get the balance right.

4/30/2018 12:38

With the on-street parking, keep in mind that not everyone is a young, fit, active person. Older people need access to, same with people who don't get around as well as they used to. Strongly encourage you to keep that in the mix in the blocks closest to Church St.

You have a winner here, don't be swayed to go making all kinds of changes!!

I think its extremely important to keep the Bank and Cherry Street designs walker and biker centric. Cities draw a lot of visitors each year and wouldn't it be nice to encourage and support those of us who walk or ride instead of drive? With climate change a reality it is in our best interest to start thinking and building with this in mind. It also is a nice way to demonstrate the Vermont way of life. We are an environmentally conscientious state and we should continue to act in a manner consistent with our beliefs. If more parking spaces are available doesn't that just encourage people to drive rather than be creative and walk, bike or bus? Lets create space for people to travel by non bike means. It will make our city greener, the air cleaner, and the people fitter!

4/30/2018 12:59

Expanding some of the success of the Church Street culture of courtesy makes sense to me, as does the idea quoted below

4/30/2018 13:05

Here's an idea. What if the first block west of Church Street on both Bank and Cherry were designed just like the crossing of Church Street itself? No curbs. No parking. Brick pavers instead of asphalt. Metal bollards separating a wide space for walking, sitting, and socializing from a narrow space for driving. And best of all, walking-pace car traffic and a culture of drivers yielding to people on foot and on bike.

I am a biker and I love walking. What if the first block west of Church Street on both Bank and Cherry were designed just like the crossing of Church Street itself? That would be awesome. No curbs. No parking. Brick pavers instead of asphalt. Metal bollards separating a wide space for walking, sitting, and socializing from a narrow space for driving. And best of all, walking-pace car traffic and a culture of drivers yielding to people on foot and on bike. This would be such a nice design to enhance out downtown. Please reconsider us walkers and bikers and make downtown foot and bike friendly :-)

4/30/2018 13:21

The pedestrian mall on Church Street is a huge part of what makes Burlington so wonderful. What makes Church Street such a success is that it prioritizes pedestrians above motorized vehicles. Please take the opportunity to expand on the success of Church Street (and Burlington) while renovating Bank St, Cherry St, and other streets downtown (for example, Pine and St. Paul as part of the renovation of the downtown mall).

4/30/2018 13:53

Specifically, please use brick pavers rather than asphalt in the blocks of Cherry and Bank immediately west of Church. Please eliminate street parking in those blocks, raise the vehicle lanes, make them very narrow, and separate them from pedestrians with large bollards, converting what would be street parking in the current plan to substantially expanded space for pedestrians. Please also include additional bike parking.

We have a problem with downtown parking. Key problems are:
1) too much of the core of downtown is consumed by parking,
2) parking is fragmented, leading to a lot of driving in circles hunting for a parking space.

4/30/2018 14:07

A potential solution would be to build a few large parking facilities a bit further out from the downtown core than the current parking structures and provide very frequent shuttle service between them and the downtown core. Converting the current downtown core public parking structures into additional space for stores, offices, and housing would provide many benefits. We would substantially increase the tax base; we would make the downtown core calmer and quieter; by increasing the density of businesses and housing in the core we would make pedestrian traffic, bike traffic, and public transit more effective (improving quality of life). Two potential locations for large new parking structures that are further from the downtown core, and reasonably accessible to the main traffic routes in and out of downtown are the memorial auditorium site (and its surrounding space) and the space behind BT.

4/30/2018 14:33

I support Local Motion's proposal to reduce parking and remove curbs on Bank and Cherry to prioritize pedestrian and bicycle traffic. This plan will slow cars and broaden the reach of the Church Street zone that makes downtown Burlington as wonderful as it is.

4/30/2018 14:38 Concerning the proposed plans for Cherry St. and Bank St. I strongly feel that more space should be provided for pedestrians and cyclists. Parking is of no concern to me. I make a conscious decision every time I go downtown to travel by bike. Anything you could do to keep cars and parking out of this area would be greatly appreciated. In a perfect world I would like to see cars left at the edge of town and downtown would be completely people powered transport. Thanks for keeping cyclists and pedestrians in mind as you finish this project.

4/30/2018 14:50 I agree with Local Motion that making more room for pedestrians and bicyclists on Bank and Cherry would create a more social, livable and welcoming downtown. Thank you for your consideration.

4/30/2018 15:04 I'm concerned about the current plan for Bank and Cherry Streets. The current proposal is very car-centric and is not positioning Burlington to be a progressive, safe city. We need to be sure that the area around Church Street is planned similar to Church Street and is made primarily for pedestrians and bikers. Please consider using pavers, having large pedestrian and bike areas, and making drivers move slowly in this area so that we can be an innovative city and not a car-centric city of the past - now is the time to make this improvement - while construction is already happening - vs looking back and wondering why we took the antiquated approach.

Given that this space has the potential to be a desirable pedestrian space adjacent to commercial space (protected from winter wind, great solar orientation, positioning at end of Pine Street corridor) it would be nice if there was a Great Streets option that maximized potential seating (fixed and space for moveable / café seating).

If utility locations allow it would be great to work in some street trees.

Currently there is a strong cross slope between the 100 Bank Street building and the street. It would be ideal if the new streetscape could mitigate this via some sort of tiered paving between sidewalk and bump-out space.

4/30/2018 17:52 While we recognize the need for bike parking perhaps there is a better configuration elsewhere such as under the 100 Bank Street building that would free up the streetscape and provide covered bike parking.

The crosswalk markings seem to vary between different drafts of this plan. If the crosswalk markings could be kept to the minimal width to meet code it might free up more sidewalk space for other amenities.

There is a concern related to the loss of the loading/unloading zone in front of 100 Bank Street. The 100 Bank Street property is essentially the footprint of the building. There is no loading dock or maintenance access to the building. 100 Bank representatives were assured by City representatives during the design and permitting of the BTC/CPB project that the loading zone in front of the building would not go away under any circumstance. We need to make sure that reasonable loading/unloading access is maintained to the 100 Bank Street building.

4/30/2018 18:31 After reviewing the proposals that include "Parklets" on Cherry and Bank Streets, I have concerns, especially for Single Pebble and Farmhouse, that the public tables and chairs immediately in front of their entrances and outdoor seating will harm their established businesses in two ways: loss of parking spaces and unrestricted use of public tables by non-customers of the restaurants adjacent to the "Parklets."

After seeing some of the proposed changes to Bank & Cherry Sts. it appears that despite the goal of enhancing this entire area for pedestrian & cycling, we are continuing to give over a significant portion of the roadway to moving and parked automobiles. The trees, plantings and seating areas look appealing but when vehicles are moving at traffic speed the enjoyment of these areas will be overshadowed. Cycling looks to be as risky as on any of the other east/west routes in downtown with the continual worry of distracted drivers and opening car doors.

4/30/2018 19:22 I think we can do better for pedestrians and cyclists by dedicating more space to this use and less to automobiles

4/30/2018 20:16 I am in favor of the plan redesign as proposed by Local Motion, which affords more leisurely and people-centered pedestrian areas while still maintaining car accessibility in the area. With promised expansion of parking garages just one and two blocks over, there seems to be no need to increase on-street parking on Bank and Cherry streets at the detriment of public accessibility.

4/30/2018 20:52 I want to strongly encourage us making downtown as pedestrian and bike friendly as possible. I will increase the livability and community of our city and continue to make us uniquely wonderful!

Dear CEDO,

4/30/2018 21:58 Thank you for presenting an initial concept plan for Bank and Cherry Streets. I agree with Local Motion's opinion on the plans. Wider sidewalks, street trees, and outdoor seating will be a big improvement, but the plans still dedicate far too much public space to cars and trucks. At the very least, the first block west of Church Street on both Bank and Cherry should be designed just like the crossing of Church Street itself - without curbs or parking, and with brick pavers instead of asphalt. Church Street is an example of good street design, with walking-pace car traffic and a culture of drivers yielding to people on foot and on bike. We should extend this model in the downtown core.

I do not have issue with the design of roads in the streets revitalization, just roadwork. Everyone has done a beautiful job with design and tackling multiple issues.

I do believe that the mall project will bring new energy to our city - however, I feel that only working on the streets that directly flank the mall project is an oversight. First of all, it will look as though this is a privately funded part of the project. Secondly, I believe in spreading the money around amongst the town. Lastly, I feel that if nothing else, adding two small business heavy streets to the revitalization is a good consolation.

As a business owner on a side street - our streets must remain safe and energy filled entrance points to the downtown. The majority of our city's walkable/bikeable residences are to the East, North, or South of downtown. A very small amount live directly West of downtown - this is primarily due to space limited by the Lake, but also the commercial zoning. Those utilizing Battery Street on bike or walking typically turn left at Pearl street in order to avoid the down/up hill. While there is still foot traffic between Battery and Church - the majority of "first access foot traffic" to downtown is coming from the side streets between South Winooski and Church or from Pearl Street. I understand that this is not only a pedestrian focused plan - but I do feel that energy and funds could be better spent by giving areas that are more trafficked by those that will linger and enjoy the improved street more - and I do know that a more inviting street leads to stronger commerce.

Small businesses need a healthy street to conduct business, which encourages foot traffic. Since Cherry Street and Bank Street between So. Winooski and Church have been problem sections of the downtown for a bit - it seems remiss to exclude them from the revitalization. The businesses along these streets have been asking for solutions to issues - even if it just means beautifying the street with planted trees, public art, and updated sidewalks. These two blocks are packed solid with guest facing businesses, many of which are long-time tax payers and locally owned. While the 7 block plan of the current set up focused on streets that are not only see less pedestrians, but also will serve brand new tenants to our area.

4/30/2018 23:44 The guest facing businesses that are currently served with the 7 block plan as it stands:
Burlington Town Center and tenants, LL Bean, Courtyard Marriott, NBT Bank, Key Bank, Hen of the Wood (locally owned), Hotel Vermont (locally owned), Farmhouse Tap and Grill (locally owned), A Single Pebble (locally owned), Henry's Diner (locally owned), Simon Pearce (Vermont owned)

By adding two more blocks to the plan, you add the following businesses to the revitalization:
Rite Aid, Dobra Tea (locally owned), El Cortijo (locally owned), Tick Tock Jewelers (locally owned), Phoenix Books (locally owned), The Vault Collective (locally owned), Champlain Leather (locally owned), Fire + Metal (locally owned), Lux Barber (locally owned), Lucky Next Door (locally owned), Penny Cluse Cafe (locally owned), New Moon (locally owned), Bento Sushi (locally owned), Handy's (locally owned)

Apologies for missing any businesses in either category.
I feel that putting funds towards these two blocks will have a great impact for our downtown area.

5/1/2018 8:16 I strongly support extending the automobile-free pedestain-only zone in downtown Burlington to include Bank Street and Cherry Street, at minimum by one block east and west of Church Street.

Hello,
I am very concerned that the new plans for Cherry and Bank Streets continue to prioritize car travel and parking rather than safe and sustainable bike and pedestrian transportation. I urge the City to please remove parking spaces from one or both sides of the streets in order to accommodate more space for pedestrians and protected bike lanes or cycle tracks. The designs currently allow 15 feet for storing cars that are not in use on a public right-of-way, while providing only 12 feet for pedestrians, and 0 feet for dedicated bike travel. This is inconsistent with the vision of PlanBTV Walk Bike, and does not meet the Great Streets design standard for downtown that includes a bike path with buffer.

5/1/2018 11:17 PlanBTV Walk Bike was developed before plans to reconnect St Paul and Pine Streets were announced, so the advisory committee did not consider the possibility of dedicated bike infrastructure on these streets. Although Main and Pearl Streets have been prioritized for east-west bike travel for good reasons, we now have an enormous opportunity to do this right the first time and connect a low-stress bike network to new parts of Burlington. Painting sharrows on the street does not amount to meaningful bike infrastructure.

Adding 15 feet of parking on a brand new street sends the signal to Burlingtonians and visitors: we would rather you drive so we can profit from the storage of your large private property on a public right-of-way than provide means to bike comfortably and safely around our city. This is not what was envisioned PlanBTV Walk Bike.

As a voting resident and taxpayer in Burlington, member of the PlanBTV Walk Bike Implementation Committee, and former member of the PlanBTV Walk Bike Advisory Committee, I urge you to please add dedicated and protected bike travel lanes and increase pedestrian space by removing parking on Bank and Cherry Streets. Two options for bike infrastructure are buffered bike lanes and sidewalk-level cycle tracks. Please help us ensure that our future streets are for people, not cars alone.

5/1/2018 11:58 How about a designated drop off spot for tour coaches? There used to be a few spots on Cherry for us to pull up and drop off passengers near Church Street. They have been take away in recent years.

I am a small business owner who works on Church and College. I regularly ride my bike to downtown from the New North End. I am pleased with the proposed redesign of Cherry Street. I am personally in favor of 2 lanes for traffic, moderate parking, with a focus on greenery, wide walking paths, a bike path, and bike parking.

5/1/2018 12:20 Thanks

5/1/2018 12:50 Love the redesign and can't wait to see Cherry st. transformed! Thank you for all the hard work!

I am writing because I received communication from Local Motion suggesting that the block west of Church Street, on Bank and College Streets, be modified from the current proposed plans to one where there would be no parking, and instead have wider sidewalks for pedestrian traffic.

I support Local Motion's suggested change because it (1) would not be a significant reduction in the number of parking spaces in the downtown area overall, (2) it would make walking to businesses along those blocks a better experience for people visiting the downtown area, and (3) it would reduce the number of cars crossing Church Street.

5/1/2018 15:11 If there must be some parking on the block west of Church Street on College and/or Bank, perhaps it should be reserved for Handicap parking only, because of the proximity to Church Street.

Thank you.

The design for Bank and Cherry is not bikeable. It is not Sustainable, Not Vibrant (who wants to sit on the sidewalk with parked cars, moving busses and cars?). It is functional for Automobiles and busses.

5/1/2018 15:51 I had confidence with an active Walk, Bike Council the "new streets" would accommodate all modes of transportation. BTC was advertised "Live, Work, Play". Why the parking on the street? Use the garage.

I was born and raised in Vermont. The only reason I have ever considered leaving the state is because of the lack of investment in bike and walk friendly streets in Burlington.

I am very concerned that the new plans for Cherry and Bank Streets continue to prioritize car travel and parking rather than safe and sustainable bike and pedestrian transportation. I urge the City to please remove parking spaces from one or both sides of the streets in order to accommodate more space for pedestrians and protected bike lanes or cycle tracks. The designs currently allow 15 feet for storing cars that are not in use on a public right-of-way, while providing only 12 feet for pedestrians, and 0 feet for dedicated bike travel. This is inconsistent with the vision of PlanBTV Walk Bike, and does not meet the Great Streets design standard for downtown that includes a bike path with buffer.

5/1/2018 21:45

PlanBTV Walk Bike was developed before plans to reconnect St Paul and Pine Streets were announced, so the advisory committee did not consider the possibility of dedicated bike infrastructure on these streets. Although Main and Pearl Streets have been prioritized for east-west bike travel for good reasons, we now have an enormous opportunity to do this right the first time and connect a low-stress bike network to new parts of Burlington. Painting sharrows on the street does not amount to meaningful bike infrastructure.

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As a voting resident and taxpayer in Burlington, I urge you to please add dedicated and protected bike travel lanes and increase pedestrian space by removing parking on Bank and Cherry Streets. Two options for bike infrastructure are buffered bike lanes and sidewalk-level cycle tracks. Please help us ensure that our future streets are for people, not cars alone.

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5/1/2018 22:14

PlanBTV Walk Bike was developed before plans to reconnect St Paul and Pine Streets were announced, so the advisory committee did not consider the possibility of dedicated bike infrastructure on these streets. Although Main and Pearl Streets have been prioritized for east-west bike travel for good reasons, we now have an enormous opportunity to do this right the first time and connect a low-stress bike network to new parts of Burlington. Painting sharrows on the street does not amount to meaningful bike infrastructure.

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I urge you to please add dedicated and protected bike travel lanes and increase pedestrian space by removing parking on Bank and Cherry Streets. Two options for bike infrastructure are buffered bike lanes and sidewalk-level cycle tracks. Please help us ensure that our future streets are for people, not cars alone.

5/1/2018 22:35

Looks great. Would love to see more protected bike lanes but these look great for the roads that aren't as busy as Main and Pearl.

5/2/2018 6:52

Give priority to pedestrians and bikers in your urban renewal plans. To that end, please add dedicated and protected bike travel lanes and increase pedestrian space to your Bank and Cherry Streets proposals. Thank you.

Hello there,

5/2/2018 10:29

I am excited to see what is to come of the proposed for Bank and Cherry Streets. A lot to love - the street trees, the widened sidewalks, and the outdoor seating. However, I feel there is plenty opportunity to make this more people-centered. My concern is that on-street parking is way too dominant in this proposal. If we want truly great streets in Burlington's downtown, our streets need to be designed first and foremost for relaxed socializing, casual walking and shopping, and low-stress biking. Cars have a role, but on a great downtown street, cars have to take a back seat to people.

Here's an idea. What if the first block west of Church Street on both Bank and Cherry were designed just like the crossing of Church Street itself? No curbs. No parking. Brick pavers instead of asphalt. Metal bollards separating a wide space for walking, sitting, and socializing from a narrow space for driving. And best of all, walking-pace car traffic and a culture of drivers yielding to people on foot and on bike.

5/2/2018 10:58

As a Burlington cyclist for nearly 12 years, I cannot emphasize enough the importance of putting in bike lanes wherever possible, especially during the redesign of an area. I am extremely disappointed and shocked that a plan would be designed without proper bike lanes. The way the roads and pedestrian ways are designed has a huge influence on what mode of transportation people will choose to use. As a progressive city with plenty of healthy, able-bodied people, we need to be doing everything we can to encourage more cycling/walking and less driving. This improves the health of our city in many ways and reduces congestion from traffic. Protected bike lanes through this portion of the city will help achieve this, while keeping cyclists safer, especially from the busy bus traffic, which is unnerving to bike in. Any cyclist knows that there is a huge difference between sharing a lane with cars and having a designated bike lane. For many families, it is the difference between being able to bike with their children or not biking with them at all. After living in Holland for a few months last fall and experiencing the protection for cyclists there, this became even more apparent to me. Please make the right choice for Burlington by prioritizing protected bike lanes and adding them to this design.

Comments on the west or marketplace bank and cherry streets design—Overall downtown streets design exclude bicyclists, continue policy or all-modes unsafe intersections
For some reason the City of Burlington persists on forcing 20th century street designs surrounding its unique Marketplace pedestrian/upscale shopping facility dating from 1982. Except for the Church Street Marketplace itself from Pearl Street to Main Street—any bicycle use restricted to off hours—there is practically no safe walking and bicycling routes or infrastructure on parallel north-south travel streets (South Winslow Avenue and Battery Street), no safety oriented designs nor bicyclist facility for St. Paul and Pine Streets north-south corridors when re-connects are in place associated with Sinex project, and cross streets until the current Tax Increment Financing (TIF) (about \$22 million allocated for Town Center public improvements) investments on west of Marketplace Bank and Cherry Streets.
The Marketplace cross intersections—Cherry, Bank, and College—feature shared space intersections, unique in Vermont and similar to the high safety approach found in mostly West European practice. Roundabouts at the intersections, most likely minis between Battery and the Marketplace would have a mountable center island. It has been determined that a North Ave/South Cambrian Way intersection as a mini roundabout would accommodate the projected traffic peaks at an intersection handling over 16,000 vehicles a day.
The City seems unaware (willful ignorance?) that senior population during the 2010-2030 is doubling in Chittenden County and statewide to 24% of the populations—and there is at the same time a decline in the under-65 population a slow decline of about 200 annually here in Chittenden County but substantial in low double digits for the 2010-2030 period average in other Vermont counties. In addition rumor has it both Champlain College and in truth St. Michael's College student enrollments are down and like to continue for the foreseeable future. UVM total students plateaued in 2010 and likely will slow slide downward—all are responding to declining college age population in the northeast with international student numbers volatile at best.
The aging of Vermont both within the City and without needs to be given a high level of consideration in all our streets concern but even more so in the downtown area and the adjacent Marketplace connections. More benches needed, greater number of walker/grandperson carts, scooters, etc.—responding to the higher ages of both Marketplace shoppers and even employees and decline in young/middle aged traffic.
Because there has been no overall plan for downtown streets treatments, any choices today on Bank and Cherry appear very premature. For example, there has been discussion of extending shared space outward perhaps a half block or more on every cross street and working with affected businesses as well as community representatives on a vision for the future—then how that might be applied in the two cases here. We have a horse but no cart here.
Of course, totally absent are any safe intersections (aka known as either shared space or normal/mini roundabout). Several of the intersections between the Marketplace west along Cherry and Bank are both low speed and fairly low—but still busy—intersections. Waits at even the existing signals at Cherry and St. Paul seem long and confusing. Mini roundabout—perhaps a double at either offset intersections of Pine and St. Paul may well be possible—but only after thorough scoping studies.

5/2/2018 13:43

One word never heard in regard to this process is the importance of quality and safe service to pedestrians—one lane normal/mini roundabouts do not require signals and reduce pedestrian delay by about five-ten seconds at most.

Note that Neighborhood Planning Assembly Ward 2 and Ward 3 which includes this entire area and most of the Marketplace. Will add that never did this plan come to NPA 3. DPW Director Chapin Spencer told me that these standards for Great Streets the planBTV Walk Bike Plan set this all in concrete. Apparently no cycle track—parking throughout on both sides of the street must be obeyed as the sledgehammer of planning. Replied to Director Spencer that planBTV Walk Bike advisory committee did not spend a minute on Marketplace streets design, and certainly did not bar cycle track anywhere. Also I did comment on the re-connects when they were jammed through and spread the word that they contained no cycle track—and the Local Motion abdication in failing to advocate for cycle track on the re-connects. And where was Sinex on all this—past and present? Sinex got City approval based on walk/bike/transit trips credit of 30% of all trips generated by Town Center—but no cycle track accesses mean no "Transportation Demand Management" reaching the 30% goal. And the north side of Cherry from Marketplace to Battery has only the old Borders building on the Marketplace an no other commercial space at all!
And it is clear no Marketplace cross streets will accommodate cyclists on their way to shop and use the Marketplace establishments. Funny but there already is a place to provide cycle track and on at least one block of a cross street as per this tweet just now:

Tony Redington @TonyRV160 51s52 seconds ago

BTV bans cycle track with anti-cyclist downtown standard. College between St. Paul/Pine Streets, 15-foot wide allows: 5 ft track/7 ft ped area/3 ft trees-landscape. Cars rule elsewhere! 1 side parking allows 2 side tracking on Marketplace cross streets [photo attached is of northside sidewalk area on College Street between St. Paul and Pine] #btv #vtpoli #vtfoto

Sidewalk level cycle track is most appropriate in commercial/shopping areas. The no-cycle track ban is caused by the (Not So) Great Street standard adopted by the City and planBTV Walk Bike (never discussed downtown consideration), so says DPW.

Clearly shifting a handful of parking spaces or so one side of each Marketplace cross street is enough to fuel 4-5 foot wide cycle track on both sides, or even wider on one side.

It is time to use bike lanes to lead the charge on this

Bank and Cherry Street Comments recived by City not through comment form as of 05/02/18	
Comment	date
<p>The current plan does not seem much different from what is there now, or to account for the future plans of the city or for these intersecting streets.</p> <p>I use Bank all the time to connect from Pine to Winooski and to the ONE.</p> <p>When (if) there is a viable connector through the mall, it will be even more used. Where are the plans addressing these anticipated increased use and intersections?</p> <p>Cherry was a great connector from the ONE into downtown when there were bikes allowed on the Saint Paul stretch. How does this plan connect or remedy this glaring problem now and in the future promised connected north south corridor?</p> <p>Please eliminate parking.</p> <p>What is GMT's involvement in this process?</p> <p>How does GMT propose to facilitate moving people more easily around and in and out of town to help alleviate parking demands?</p> <p>The plan that includes green belts with lush trees seems unrealistic, since these roads will be flanked by a 14 story light blocker. Was this fact considered when making this plan?</p> <p>Cherry street especially, but all Burlington streets, have rainwater runoff into the lake, rather than parking or large unrealistic green belts for trees that won't grow, why not build protected bike medians that are also mitigating and collecting runoff, in these areas it would need to be shade-tolerant plantings.</p> <p>If the city insists on maintaining parking, make the parking next to the traffic, and provide a protected bike lane with the parking. In this scenario, it would mean shrinking or eliminating the green belt, which would impact storm water mitigation.</p> <p>How do these street designs and plans connect with Battery and Winooski Av? Will there be easier access into these streets? What will it look like?</p>	4/10/2018
<p>Good Day Kirsten:</p> <p>Good to see you and meet Noelle this evening. Found the meeting this evening of little interest to those interested in bicycling. Chapin was clear and specific that all the decisions on Bank and Cherry are contained in planBTV Walk Bike (though a non-cycle track streets policy and design was never discussed in the context that such streets cannot be low stress!)-and the Great Streets Standard which are hardly "great" when it comes to either bicycles or particularly for peds with safe intersections totally absent (roundabout/raised as a default approach).</p> <p>Am not laying this at all at the feet of CEDO--far from it, you office has been supportive of the North Avenue Plan which really is the blueprint for collector/arterial streets citywide.</p> <p>There not being a single Marketplace cross street with cycle track remains problematic at best.</p> <p>Planning and DPW have failed to respond to our Vermont Agency of Transportation draft new development guidelines which from at least 2005 have counseled the roundabout option in new development (really needs to be in subdivision regulations as I have recommended to David White). What is important is you cannot have economic progress without quality walk and bike infra within the downtown and mixed-use areas in a city. Using planBTV Walk Bike and Great Streets as a hammer for street design prohibits the kind of quality vision we all carried out together in the North Avenue Plan. To go in another direction is also counter to the Complete Streets law that safe walk and bike facilities must be considered! And Vision Zero in Walk Bike? Nothing to "consider" in the dangerous/injury prone by design approach here.</p> <p>Guess the 2011 Transportation Plan calling safety "critical" in streets investments was not on the table today.</p> <p>Will file these comments as suggested.</p>	4/10/2018
<p>Un-curated Bulletin board locations</p> <p>locations on Bank Street:</p> <p>North side of Bank near Pine street intersection ideally near multimodal parking and building entrance for residents and visitors</p> <p>North side of Bank somewhere between Farmhouse and Burlington Records Church Street intersection (FYI -the construction of this project will not encroach on the Marketplace)</p> <p>Preferred locations on Cherry Street:</p> <p>South side of Cherry Street near the pedestrian path between Macy's and the parking garage</p> <p>North side of Cherry Street somewhere between St. Paul and Church Street possibly located near public art and accessible for transit users and pedestrians</p>	Preferred 4/12/2018
<p>Good morning,</p> <p>I did go to the DPW meeting last week. I was happy to hear Hans, the manager from Hotel Vermont, and Jason from Local Motion speak about making our downtown bicycle friendly. It is a great way to do errands. If the city plans to activate the streets, we need bike lanes not on street parking. There are no bike lanes planned for Cherry or Bank. I have not seen the plans for Pine and St. Paul. Please look carefully for the loading zones on these streets. We have parking garages for cars and the new garage should be providing indoor loading areas for the tenants with easy access to the elevators.</p> <p>The city is investing in outdoor furniture and creating public spaces on the greenbelts of Cherry and Bank but will people want to sit there?</p> <p>Let's think this through.</p> <p>https://www.nytimes.com/2018/04/25/opinion/cars-ruining-cities.html?action=click&pgtype=Homepage&clickSource=story-heading&module=opinion-c-col-right-region&region=opinion-c-col-right-region&WT.nav=opinion-c-col-right-region</p> <p>I am having trouble finding the link to comment on the not so "Great Streets". If the deadline is April 30th, please advertise it.</p> <p>The city will call this another "robust public process" yet how many people even know what is going on? I have lost my confidence in Burlington who claims to be "Bicycle Friendly".</p>	4/26/2018
<p>Unfortunately neither Hans nor Jason have supported quality, separate and safe cycle track anywhere along Marketplace cross streets or the Pine and St. Paul re-connects. Downtown is and will remain after the \$22 million Sinex infusion inhospitable to cyclists as is the City as a whole at this moment. Note as a walk safety advoctae I am not cyclist advocate but cyclist advocates push for separate sidewalk or roadway level cycle track. The one Main Street cycle track is an afterthought. All the plans at City Hall shown a couple of weeks ago provided car on both sides--no bicycle provisions at all--and of course except early am and late pm bikes are allowed on the Marketplace.</p> <p>Chapin Spencer says because the City Plans do not call for cycle track on Marketplace cross streets we must conform to that "standard"--a substandard standard for safe provision of bicyclist transport. Of course, the Walk Bike Council endorsed in a letter the our Pine Street Parkway re-design guidelines which call for separate and safe side walk and bike (cycle track or sidepath) along the entire corridor--same as on North Ave Plan--but you will find no such quality and safe bike facilities on any of the Marketplace cross streets because quality and safe bicycle facilities are not important in downtowns.</p> <p>Ironically Hans who owns Hotel VT is a victim of another example of Burlington's "let's pretend" we carry through on safe and quality walk and bike streets.</p>	4/26/2018
<p>I read the same article last night and remembered Chapin stating that there was plenty of garage parking in the city but most people didn't know where many of the garages were, (or something to that effect).</p> <p>Yes, we need more bike lanes rather than on street parking, but statelet parking, more frequent busses, and secure bike parking would go a long way. Never-the-less, we must face the facts of inclement weather, an aging population, and the resistance of changing habits will forever be obstacles to overcome.</p>	4/26/2018
<p>The normal design for key busy streets in downtown would be the same as on North Ave and our Pine Street Coalition calls for the Parkway route--roundabouts safe-for-all at intersections and cycle track (generally at sidewalk level in the downtown area/commercial areas). The cycle track is crucial on the cross streets of Cherry/Bank/College since bikes except early and late in the day are not allowed on the Marketplace. Of course we will work on cycle track on South Winooski from Pearl to Main. "New" streets like St Paul and Pine re-connects also rate cycle track.</p> <p>One of the few busy BTY streets I do ride on are the Marketplace cross streets--but only because of lack of cycle track and the cycle track would be much quicker because cars tend to queue up.</p> <p>I believe it's time we install cycletracks: It's the only way to increase bicycle usage and decrease car traffic in a way that makes cyclists feel safe. Check out this article and look at the numbers--Vancouver had a big jump in just 3 years:</p> <p>https://www.seattletimes.com/seattle-news/transportation/as-seattle-struggles-with-bike-lanes-vancouver-b-c-has-won-the-battle/</p>	4/26/2018 4/26/2018