



*a volunteer advisory group to the City of Burlington's Dept. of Public Works*

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May 2, 2016

Honorable Miro Weinberger, Mayor  
City of Burlington, City Hall  
Burlington, VT

Re: Support for additional redesign of the Champlain Parkway

Dear Mayor Weinberger,

The Burlington Walk Bike Council (BWBC) strongly supports additional redesign of the Champlain Parkway to bring it into line with a 21<sup>st</sup> century vision of safe and complete streets, reduced reliance on single-occupancy automobiles, and human-scaled walkable neighborhoods. We believe, as described in our December 15, 2014 *Comments on Champlain Parkway Design*, that the goal of the project should be to:

**"Achieve a high quality transportation facility that offers safe and equal access for those who walk, bicycle and travel by motor vehicle or transit, and that serves to enhance the social and economic vitality of Burlington's South End."**

The current design for the Champlain Parkway is a significant improvement over earlier versions, and we appreciate your administration's efforts to bring the design more into line with a vision of a livable South End. However, these incremental changes have not erased the flaws stemming from the project's outdated original concept of bringing more cars downtown. **It still reduces connectivity in its southern half, increases traffic problems in its northern half, and fails to adequately accommodate walking and biking.** At the November 30, 2015 presentation of the current plans for the Parkway, Public Works Director Chapin Spencer acknowledged that the design would look very different if we were starting from scratch today. Why should we settle for something less than what is best for the community?

To that end, the Burlington Walk Bike Council endorses the concepts proposed by the Pine Street Coalition to re-vision and redesign the Champlain Parkway project, as described in that organization's "Champlain Parkway and Pine Street Corridor Re-design Guidelines" dated March 21, 2016. The Pine Street Coalition Guidelines incorporate many of the BWBC recommendations submitted to the City in our comments from 2014. These recommendations include safe, separate walking and biking facilities

throughout the corridor, roundabouts at key intersections, and maintaining connectivity between the southern end of Pine Street and Queen City Park Road.

We recognize that re-visioning and redesign requires additional time and may be resisted by the City's partners at the state and federal levels. However, we also believe that the redesign proposed by the Pine Street Coalition is both less expensive and easier to implement than the current plan. If this is communicated effectively to the City's partners, the resistance may be less than expected. The Burlington Walk Bike Council urges you and your administration to do all you can to ensure that this major investment meets our City's vision for a walkable, bikeable, sustainable community.

Sincerely,

***The Burlington Walk/Bike Council***

The Burlington Walk/Bike Steering Committee

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