

POLICY ISSUES

How to link Downtown w/ Waterfront?
Will Decisions on the project lock in decisions in other areas?
Ingress and egress out of ONLY two roadways (College & Main) will be difficult enough for the amount of cars down here. Also, reopening Depot street for two-way traffic would be a plus to get cars in and out of the waterfront.
With regard to the parking, find a way to reward people driving smaller vehicles. For example, the number of parking spaces could be increased simply by making a substantial number of them smaller. The person issuing the passes could direct large vehicles to one part of the garage and smaller vehicles to another. By devoting half of the square footage in the building to each it would probably be possible to create several additional spaces for smaller vehicles.
Thorough review of the Pease Lot parking deck concept. Viewscapes, addition of Waterfront themed art or other embellishments and access should be studied. (LC)
Improve the bike/pedestrian facility on Battery Park extension with the enhancement funds already secured.
Pedestrian access/safety should definitely be improved. Getting two small kids from a parking lot into ECHO, or to the boathouse/boardwalk, or up to Union station to catch a bus, or up to the Bay City Market for a snack, is a parent's nightmare... please add sidewalks, crossings, etc.
Accommodate as much north-south non-vehicular traffic as much as possible. That mall has cut off any reasonable route from the Old North End to downtown or the south end. The bike path is nice but invariably involves a large hill at any given time. I'd suggest putting another north-south route on Battery St. There's still a hill, but it's not on the same level as the waterfront itself.
Clearly identify and state "green solutions" and communicate the ideas in presentations; use the language of green design in public presentations with regard to erosion, lighting, material choices, overall impact on wildlife, carbon dioxide, planting concepts to increase CO2 absorption, visible stormwater solutions; combine alternatives 2&3.
Without knowing the details of Amtrak/Union Station, and the possible development of the area South of Echo, it is not possible to design and build suitable improvements that will not need to be changed again before they wear out, therefore, the Alternatives all involve wasting time and money on improvements that will be changed in the relatively near future.
Re-opening Depot St as a relief valve, one way off the waterfront, would do a great deal to improve the continuous flow management of traffic.
I would like to urge the utmost consideration for how this project relates to the larger context of the City and the Waterfront, especially to (1) the City Municipal Development Plan, (2) the City Transportation plan now under development, (3) Moran plant redevelopment, and (4) the Waterfront Redevelopment Plan and other long-term planning for the Waterfront.
Please give serious consideration to a street car system. This would really provide significant improvement of access between Church Street and the Waterfront for generations. I think that this would indeed be the best use of the funds.
Set up for an overhaul of the intersection at Battery and Pearl. That intersection is a nightmare! It's hard to cross as a pedestrian (long wait times), two lanes of right-turning traffic for northbound cars is confusing, and not everyone minds the "No turn on red" sign.
Make the walking area below Battery Park more presentable. Landscaping? Paving? Fee-collecting binoculars? Anything would help.
After attending Wednesday's presentation on the waterfront improvement alternatives, I'm concerned about a lack of a broader planning perspective that ties together: waterfront improvements & with Church Street's vitality with the Moran Plant's future with the future potential of the rail yard with the key issue of better connectivity between the waterfront and downtown/Church Street Marketplace. Simply put, I'm afraid we're going to be missing a major opportunity. Given the relatively large amount of money to be spent, this may be one of the few chances we have to do something that can have a dramatic, and dynamic, impact on Burlington's future: streetcars
In the City's Transportation Plan - please include the City's vision for rail.
North end of Lake Street (Moran) designs to be addressed in future.