

**CITY OF ESSEX JUNCTION
BIKE WALK ADVISORY COMMITTEE
REGULAR MEETING AGENDA**

Online & 2 Lincoln St
Essex Junction, VT 05452
**Monday, April 13th
2026, 7:00 PM**

E-mail: mgiguere@essexjunction.org

www.essexjunction.org

Phone: 802-878-6944, ext. 1625

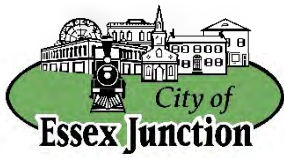
This meeting will be held in-person at 2 Lincoln Street and available remotely. Options to join the meeting remotely:

- **JOIN ONLINE:** [Join Zoom Meeting](#)
- **JOIN CALLING:** (toll free audio only): (888) 788-0099 | Meeting ID: 958-5750-2850; Passcode: 790174

1. **CALL TO ORDER** [7:00 PM]
2. **AGENDA ADDITIONS/CHANGES**
3. **MINUTES FOR APPROVAL**
 - a. March 12th, 2026
4. **PUBLIC TO BE HEARD**
5. **BUSINESS ITEMS**
 - a. Traffic Calming Policy Scoring Update*
 - b. Park Street Complete Streets Improvements – Alternatives Presentation*
6. **MEMBERS UPDATES**
7. **STAFF UPDATES**
 - a. “We are Essex Junction” Mural Project Update
8. **READING FILE**
9. **ADJOURN**

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* attachments included in packet



**CITY OF ESSEX JUNCTION
BIKE WALK ADVISORY COMMITTEE
REGULAR MEETING MINUTES - DRAFT**

*Online & 2 Lincoln St
Essex Junction, VT 05452
Thursday, March 12th
2026, 7:00 PM*

E-mail: mgiguere@essexjunction.org

www.essexjunction.org

Phone: 802-878-6944, ext. 1625

MEMBERS PRESENT: John O'Brien, Chair; Russ Miller-Johnson, Vice-Chair; David Achee; Daniel Liguori

STAFF PRESENT: Michael Giguere, City Planner; Chris Yuen, Community Development Director

OTHERS PRESENT: Briana Cronin, Bryan Davis, Steve Eustis, Jack Evans, Christine Forde, Eliana Fox, Finn Hamilton, Brooke Lundrigan, Nick Meyer, John O'Brien, Alyssa Smith,

1. **CALL TO ORDER**

J. O'Brien called the meeting to order at 7:01 pm.

2. **AGENDA ADDITIONS/CHANGES**

None.

3. **MINUTES FOR APPROVAL**

a. February 12th, 2026

DAVID ACHEE made a motion, seconded by RUSS MILLER-JOHNSON, to approve the minutes of February 12, 2026. Motion passed 5-0.

4. **PUBLIC TO BE HEARD**

S. Eustis said that the southern Wilkinson Drive/Tyler Drive intersection is not safe. He believes that a rapid reflective flashing beacon (RRFB) would assist with pedestrian safety. He thinks that the proposed bulb out would make the situation less safe. M. Giguere encouraged S. Eustis to contact the City of Essex Junction to have this area added to the Traffic Calming Policy. This will not guarantee that changes will be made to this area, however it will be reviewed. He said that the BWAC can only afford one RRFB per year, however they will add this intersection to the list of areas that they will consider. N. Meyer encouraged the BWAC to focus on walkability. He spoke of concerns regarding snow removal on sidewalks. He said that Essex Junction has a large population who enjoys walking and that this should be a community priority. N. Meyer is the Chair of the Tree Advisory Committee and said that he hopes that the two committees can work together to best utilize greenspace. S. Eustis discussed uneven sidewalks and the need for improved drainage. J. O'Brien said that said that he would be happy to have a joint meeting with the Tree Advisory Committee.

5. **BUSINESS ITEMS**

a. Pearl Street Pedestrian Crossing - Draft Alternatives Presentation

C. Yuen provided an overview of the work that has been done on Pearl Street over the past several years. He said that this evening's meeting will focus on the section of Pearl Street between West Street Extension and Susie Wilson Road. The City would like to further develop this area and has contracted with the Chittenden County Regional Planning Commission (CCRPC) and Hoyle Tanner to assist. A. Smith and B. Cronin, both of Hoyle Tanner, presented. A. Smith said that this is a brainstorming session to get public input on the project. She said that this is intended to assess the possibility of a crosswalk on Pearl Street west of the Champlain Valley Exposition (CVE). There are currently no crosswalks between CVE and West Street Extension. A. Smith said that this meeting combines both the purpose & need and local concerns meeting. She provided an overview of the existing traffic conditions, crash data, and pedestrian counts. She discussed the survey results regarding pedestrian activities on Pearl Street. She said that speeding traffic and difficulty in finding a gap to cross were two of the largest concerns cited by pedestrians. A crosswalk in this area does not meet VTrans

standards outright due to slightly lower than necessary pedestrian counts.

Alternative 1 is the no-build alternative. Alternative 2 is a crosswalk at Willeys Court. The curbs will need to be dropped so that they are ADA compliant, and an RRFB will be installed. Alternative 3 is also a crosswalk at Willeys Court, but with a median in the middle of the road. This allows pedestrians to only cross one lane of traffic at a time. Alternative 4 is a crosswalk and RRFB at Complex 159. Alternative 5 is a crosswalk and RRFB at Complex 159, with a median in the middle.

E. Fox, of the CCRPC, said that it would be helpful to receive guidance from the BWAC of a proposed alternative, or combination of alternatives. A. Smith said that a possible crossing across the rail tracks near the dog park could be included with one of the alternatives. The timing of the RRFBs is roadway specific. Winter maintenance concerns were brought up when discussing the roadway median. D. Liguori noted that the roadway is very wide, and that the median may assist with pedestrian safety. He also supported the idea of having another RRFB in the median. R. Chawla said that this crosswalk has been consistently requested by the community. He said that a median is needed to assist with seniors crossing successfully. If there is no median, then the speed limit should be reduced to 25. He also said that opening additional gates could allow for better traffic movement at the fairgrounds. He believes that this crosswalk would meet the VTrans guidelines if traffic counts were taken at commuting times.

J. O'Brien said that there are other gates for fair traffic to be routed through and said that there are also a lot of people walking during fair times. He also agreed that a median should be included. B. Cronin said that studies have shown that pedestrians will take risky behavior if they need to wait more than 20 seconds to cross. She said that, with the wait times, the intersection would be poorly rated. Thus, there is justification for installing a crosswalk beyond the pedestrian counts. C. Yuen said that there had been instances where pedestrians were waiting more than 90 seconds to cross. J. Evans, of Local Motion, said that the median with RRFB is a better solution for those who need extra time to cross. He noted that speeding is the main concern expressed in the survey and said that narrowing the lane could assist with reducing this. Answering a question from R. Miller-Johnson, A. Smith said that both sides of the road will flash if the RRFB is pressed.

C. Yuen encouraged the BWAC to prioritize Willey's Court over Complex 159. This is because it would provide additional connectivity and be more consistent with Essex Junction's long-term planning. All agreed that this would be a better location for transit and accessibility. Thus, the BWAC chose the option of a crosswalk at Willey's Court (Alternative 3) with a median as the top option.

b. Park Street Complete Streets Improvements

M. Giguere said that the City is beginning the initial scoping and public engagement process. A project page is now on the City's website, with explanations of each alternative. Direct business outreach has begun. The BWAC will be hosting the public meeting next month on April 13, 2026. M. Giguere said that he has also reached out to Williston on the Move to inform them of this project. F. Hamilton expressed support for this project and said that it will encourage biking and remove a gap in the bicycle network. He also thinks that it will be helpful for students. M. Giguere said that posters are available for distribution and that direct business outreach is important. Answering a question from N. Meyer, C. Yuen said that the Planning Commission and City Council will be engaged in this process.

6. MEMBERS UPDATES

The Trustees' Policy on BWAC will be discussed in May, rather than at the April meeting.

7. STAFF UPDATES

a. Amtrak Station Improvements

C. Yuen provided an update on the Amtrak station project. The City received a federal grant and is currently reviewing the terms to ensure compliance. He is unsure if changes to Ivy Lane regarding biking accessibility

will be made as a part of this project.

b. Pearl Street West

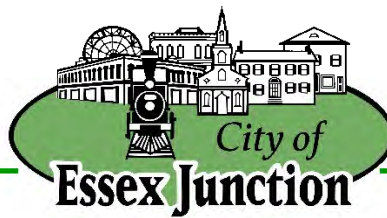
M. Giguere said that Hamlin Engineering is conducting the design work for this project. The eastbound and westbound lanes will be narrowed to make room for the bus stop crossing. It is hoped to complete this project at the same time as utility work for cost savings.

c. Vermont Walk/Bike Summit

The Vermont Walk/Bike Summit will take place in Bennington on May 8th, 2026. M. Giguere will be presenting on Essex Junction's bike map.

8. **ADJOURN**

DAVID ACHEE made a motion, seconded by RUSS MILLER-JOHNSON, to adjourn the meeting. Motion passed 5-0. The meeting adjourned at 8:37 PM.



MEMORANDUM

To: Bike/Walk Advisory Committee
From: Michael Giguere, City Planner
Meeting Date: April 13th, 2026
Subject: Traffic Calming Policy Scoring Update

Issue: To present the preliminary scores of all submitted traffic calming requests and discuss its relevance to the Park Street Complete Streets project.

Discussion:

Background

On December 17, 2025, the City Council adopted the Essex Junction Traffic Calming Policy, establishing a formal process through which residents and stakeholders can request physical roadway modifications to address safety concerns. Requests are evaluated using a scoring system that prioritizes locations based on risk, need, and potential safety impact. The full policy can be reviewed here:

<https://www.essexjunction.org/departments/community-development/traffic-calming-request>

Scoring Update

Since the policy's adoption, City Staff have completed desktop analyses for all outstanding traffic calming requests submitted since 2023. Traffic volume data for some locations has been extrapolated from adjacent speed studies conducted by the Essex Junction Police Department between 2023 and 2025, where direct counts were unavailable.

While the current thresholds are intentionally conservative, helping the City focus resources on locations with the greatest potential safety impact, they do filter out several locations that have generated resident concern. Staff anticipate revisiting the scoring thresholds, and potentially the Traffic Calming Manual more broadly in a few years, once the highest-priority locations have been addressed. That review will help ensure the policy remains responsive to community needs over time.

Next Steps

So far, the scoring thresholds have identified seven streets where the addition of traffic calming features are likely to have the strongest impact. Under the Traffic Calming Policy, locations that meet the Step 3 Full Transportation Score threshold move on to a Community Input Meeting — an opportunity for members of the public to share input on neighborhood context, the results of which inform a Final Project Prioritization Score. Staff anticipate scheduling Community Input Meetings for one or more eligible locations this summer as agenda items at a regularly scheduled BWAC meeting.

Relevance to Park Street Complete Streets Project

Notably, the two highest-scoring locations citywide are both situated on Park Street within the Park Street Complete Streets project corridor — the segment from Railroad Street (the Crescent Connector) to River Street. This finding reinforces the need for traffic calming along this corridor and lends additional weight to

the safety benefits that both proposed design alternatives for the Park Street Complete Streets project are intended to provide, including narrowed travel lanes and improved conditions for people walking, biking, and driving.

Cost:

There are no costs associated with this memo. It is for informational purposes only.

Recommendation:

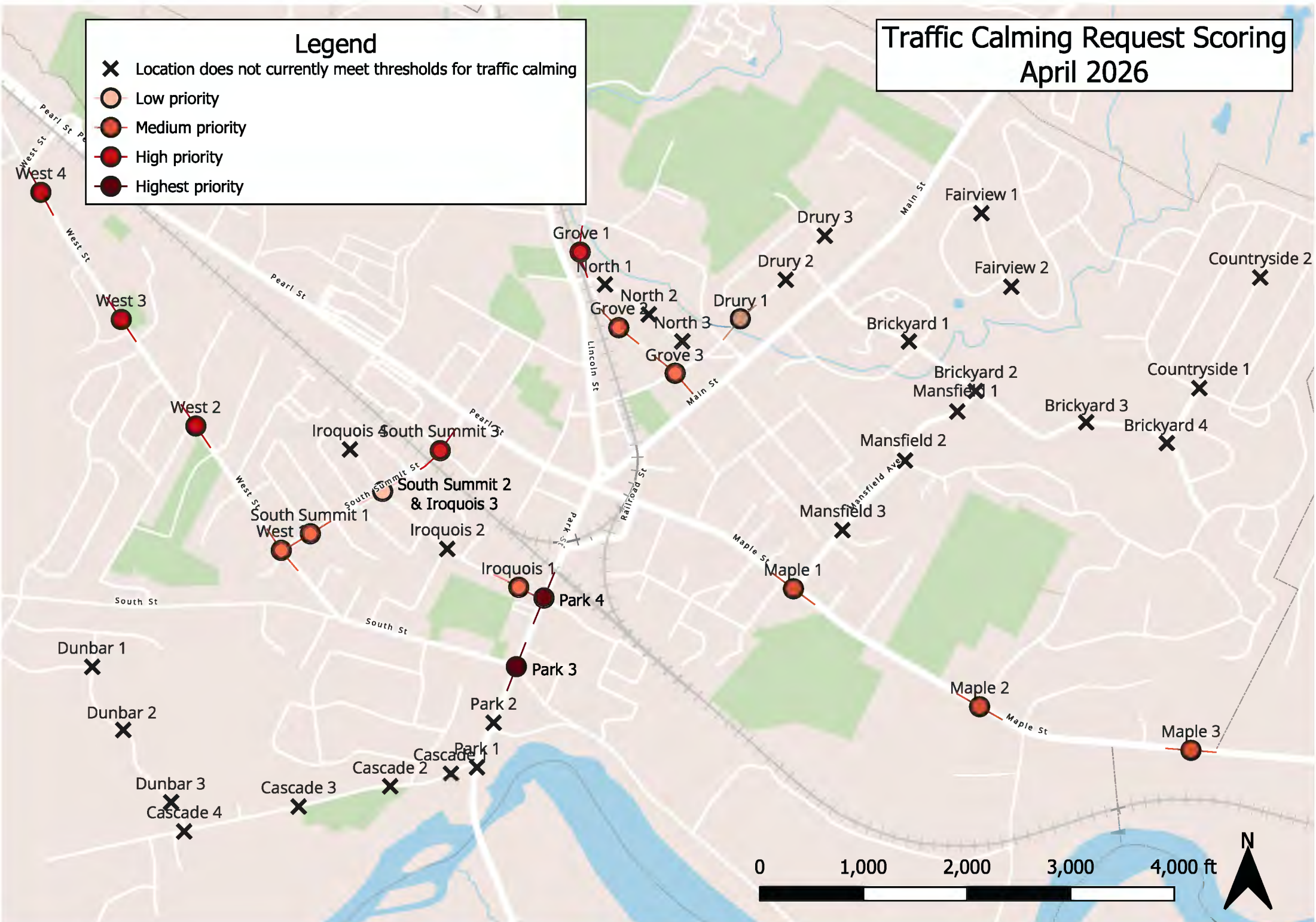
This memo is for informational purposes only.

Attachments: Traffic Calming Scoring – April 2026

Traffic Calming Request Scoring April 2026

Legend

- ✘ Location does not currently meet thresholds for traffic calming
- Low priority
- Medium priority
- High priority
- Highest priority





MEMORANDUM

To: Bike/Walk Advisory Committee

From: Christopher Yuen, Community Development Director

Meeting Date: April 13th, 2026

Subject: Park Street Complete Street Improvements – Alternatives Presentation and Recommendation

Issue: Whether to select a preferred design alternative for the Park Street Complete Street Improvements project to recommend to the City Council.

Discussion:

Background

The Community Development Department is advancing the Park Street Complete Street Improvements project, focused on Park Street between Railroad Street (Crescent Connector) and River Street. The project is intended to improve safety, connectivity, and clarity for all users by addressing a longstanding gap in the City's bicycle network through a reconfiguration of existing pavement space. The project has been recommended in previously adopted plans, including the Connect the Junction TOD Master Plan (2025), and the Essex Town and Village Bike and Pedestrian Plan (2015).

The project was introduced to the City Council on February 11, 2026. Council directed staff to proceed with public engagement and further design development, including an alternatives presentation at a BWAC meeting.

Design Alternatives

The project area is broken into four zones (A, B, C and D).



Due to recent changes associated with the Crescent Connector and higher observed on-street parking utilization, no substantial changes are proposed in Zone A. Three alternatives are under consideration for Zones B, C, and D:

- **Alternative 0 – Maintain Existing Conditions:** Retain existing lane and parking configuration; no bicycle facility improvements.

- **Alternative 1 – Buffered Bike Lanes:** Remove all on-street parking in Zones B, C, and D and add wide, buffered bike lanes.
- **Alternative 2 – Bike Lanes with Parking on One Side:** Remove on-street parking from the east side only and add limited-buffer bike lanes.

Cross sections and plan view diagrams of each alternative are available in the attached slides.

Public Engagement

Public engagement was conducted throughout March and early April 2026 through multiple channels, including:

- City website, Front Porch Forum, and Facebook
- Media coverage: ABC22/FOX44 news story
- Mail and in-person outreach to adjacent businesses and property owners
- Public survey (see attached summary)

Public Survey Results

The public survey received 149 responses. Key findings include:

- **Alternative Preference:** 46% of respondents preferred Alternative 1 (remove all parking, wide-buffer bike lanes), 27% preferred Alternative 0 (no change), and 26% preferred Alternative 2 (remove east-side parking, limited-buffer bike lanes).
- **On-Street Parking Use:** 77% of respondents reported rarely using on-street parking along this section of Park Street, and 53% said reducing or removing on-street parking would have little or no effect on their visits.
- **Project Goals:** Strong majorities agreed the proposed alternatives would improve safety and regional connectivity for people biking (68% agree/strongly agree) and reduce conflict and risk when drivers pass cyclists (65% agree/strongly agree).
- **Parking Concerns:** 36% agreed the project would create challenges related to customer parking, while 41% disagreed.
- **Business Owners:** Six respondents identified as business owners or managers. Three anticipated some level of reduced customer visits if parking were removed.

Parking Utilization Data

Given feedback and concerns raised about parking availability, staff conducted additional parking counts in late March and early April 2026. These counts covered a range of times of day (8:00 AM through approximately 10:00 PM) and days of the week (Tuesday through Friday), including an evening count on a Friday night generously conducted by a BWAC volunteer. In total, 13 new counts were added.

Combined with all prior data sources – Google Street View historical observations (11 counts, 2008–2025), a UVM Engineering student in-person count (February 2025), and the 2019 Stantec parking study (17 counts, Zone B only) – there are now 42 total counts for the on-street parking spaces in the project corridor.

The additional counts confirm that on-street parking utilization in Zones B, C, and D remains consistently low across times of day and days of the week, including evening hours:

- Zone C West and East on-street spaces: 0 vehicles observed in all 13 new counts.

- Zone D East on-street spaces: 0 vehicles observed in all 13 new counts.
- Zone B on-street spaces: Some utilization observed, with a maximum of 3 cars in a single count across all spaces.

The counts did reveal that off-street parking for some individual businesses can get quite full at certain times. The Park St Tavern lot (21 spaces) was observed at or near capacity during evening hours, and the Rocky's/Five Corners Variety lot (22 spaces) showed high utilization at midday and early evening. This suggests that while overall parking supply in the corridor is not constrained, customers of specific businesses may at times find the adjacent off-street lot full and rely on nearby on-street spaces.

The 2019 Stantec Parking Study, which provided the most comprehensive baseline data for Zone B, is available at: https://studiesandreports.ccrpcvt.org/wp-content/uploads/2019/09/2019-07-10_Report.pdf

The full parking count results are included as an attachment to this memo.

Requested Action

Staff requests that the Bike Walk Advisory Committee:

- Hear public comment on the project and alternatives;
- Discuss the alternatives in light of the engagement results and parking data; and
- Select a preferred alternative to recommend to the City Council.

If Council directs staff to proceed, the next phase would include targeted outreach to affected businesses and property owners, a public meeting to present alternatives, selection of a preferred alternative by Council, and final design and technical specifications. Implementation may potentially be possible in summer 2026 if feasible within available capital and operating budgets.

Next Steps

Following the BWAC's recommendation, the preferred alternative will be presented to the City Council for selection (May 2026), followed by final design and technical specifications. Implementation is potentially possible in Summer 2026 during the annual restriping work, if feasible within available capital and operating budgets.

Cost:

There are \$10,000 in the Proposed capital plan for FY 27 for this project. If implementation is coordinated with the City's annual lane restriping program, initial estimates suggest that the proposed improvements may be feasible within this existing appropriation.

Recommended Motion:

"I move that the Bike Walk Advisory Committee recommend Alternative ___ for the Park Street Complete Street Improvements project to the City Council."

Attachments:

1. Design Alternatives Slides
2. Public Survey Summary
3. Parking Utilization Count Results



Park Street Complete Streets Improvements

Proposed changes between Railroad Street (Crescent Connector) and River Street

April 13, 2026

Park Street – an Important & Complex Corridor



- Key regional connection between Five Corners and Williston
- Serves a mix of local businesses: restaurants, retail, services, and small shops
- Connects nearby neighborhoods ranging from single-family homes to large apartment communities
- Approximately 15,000 vehicles per day
- Two travel lanes with on-street parking and sidewalks

Park Street plays many roles — regional route, business district, and neighborhood street — making decisions about its future both important and complex.

Park Street is a Critical Gap in the Bike Network



Most of the north–south bicycle route between the Tree Farm Soccer Complex the Five Corners, and towards Taft Corners in Williston already includes bike lanes, low-traffic streets, or shared-use paths.

This section of Park Street is the missing link.

Park Street – Existing Safety Issues



- Wide lanes (14') encourage speeding
- Observed speeds frequently exceed 25 mph limit
- Drivers cross the centerline to pass bikes → uncomfortable and risky for all road users
- Parked cars impede driveway sightlines
- 109 crashes reported; 5 with injuries, 2 pedestrian fatalities in recent years

Reconfiguration Alternatives

How can Park Street be reconfigured to address these challenges without changing the existing curb widths on Park Street?

- Alternative 0: Maintain Existing Conditions
- Alternative 1: Buffered Bike Lanes
- Alternative 2: Bike Lanes with Parking on One Side

Existing Conditions – # of Parking Spaces Per Zone

Zone A

Zone B

Zone C

Zone D

4 spaces

9 spaces

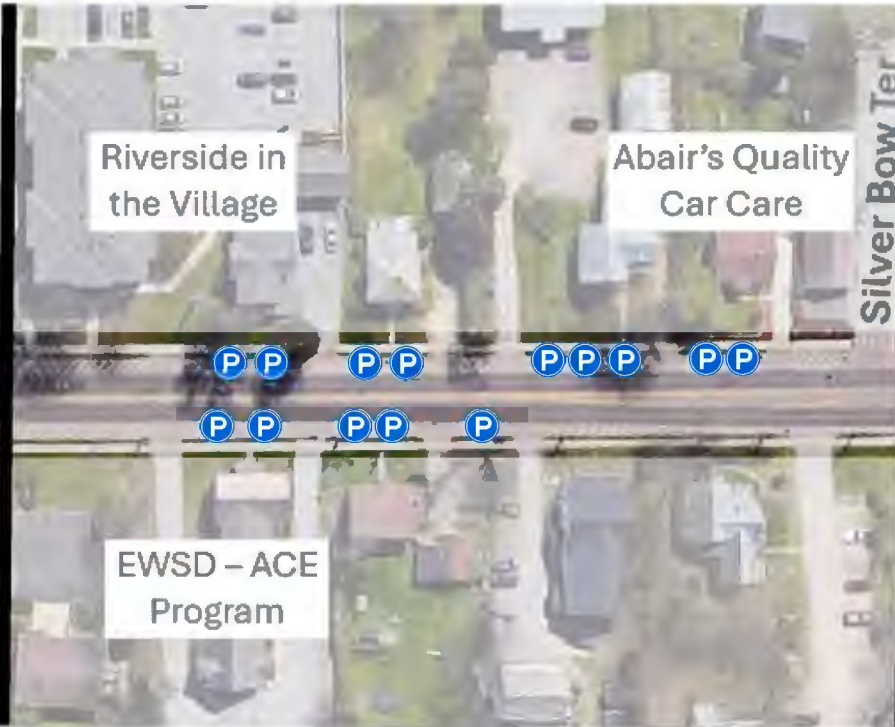
2 spaces



9 spaces



3 spaces



5 spaces



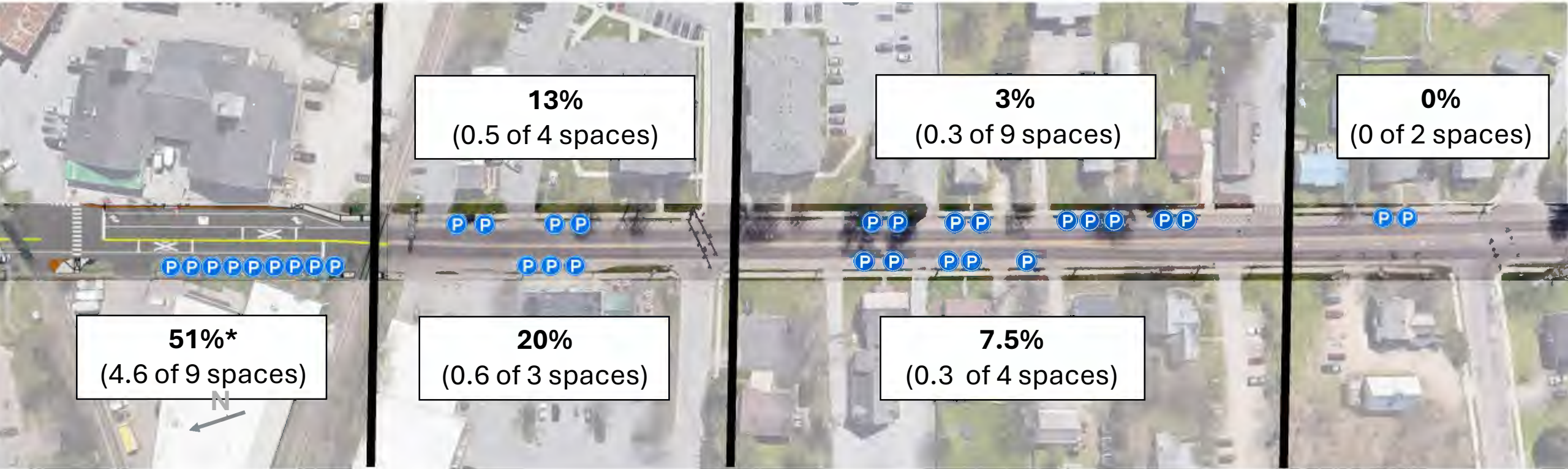
Average On-Street Parking Utilization by Zone (All available data)

Zone A

Zone B

Zone C

Zone D



Parking data sources:

- 11 counts - Google street view data (2008 – 2025)
- 1 count - UVM Engineering Student in-person counts (Feb 2025)
- 17 counts – Stantec Parking Study (Aug-Sept 2019 – Zone A & B only)
- 13 counts – Additional Counts for this study (Mar-Apr 2026)

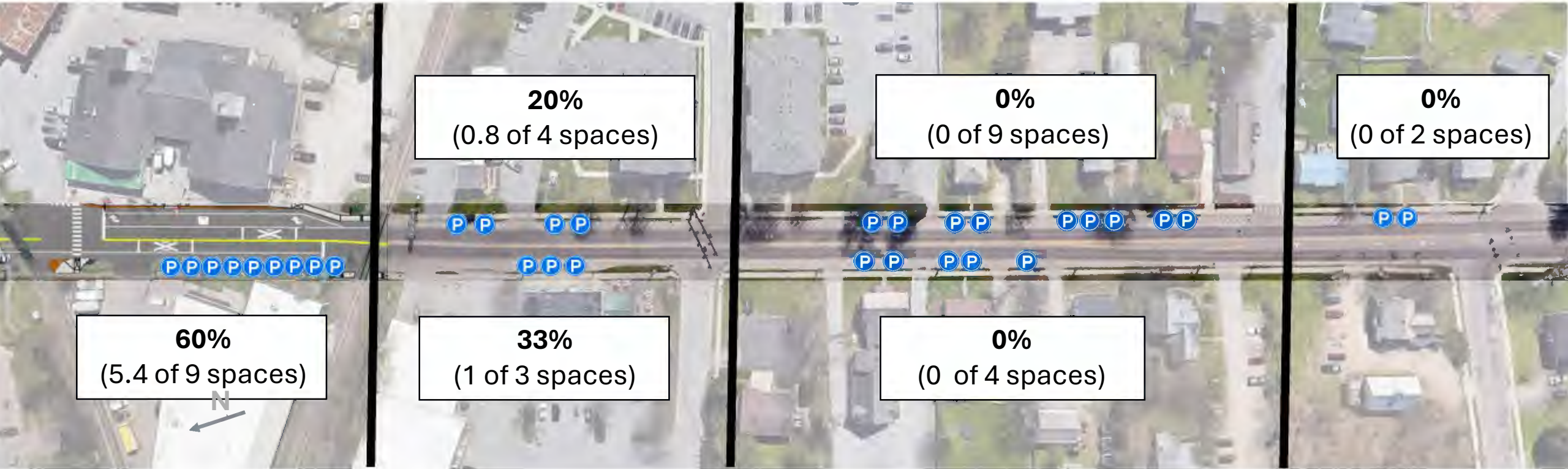
Average Parking Demand (Top 5 On-Street Demand Periods during 2026 Counts)

Zone A

Zone B

Zone C

Zone D



20%
(0.8 of 4 spaces)

33%
(1 of 3 spaces)

0%
(0 of 9 spaces)

0%
(0 of 4 spaces)

0%
(0 of 2 spaces)

Parking data sources:

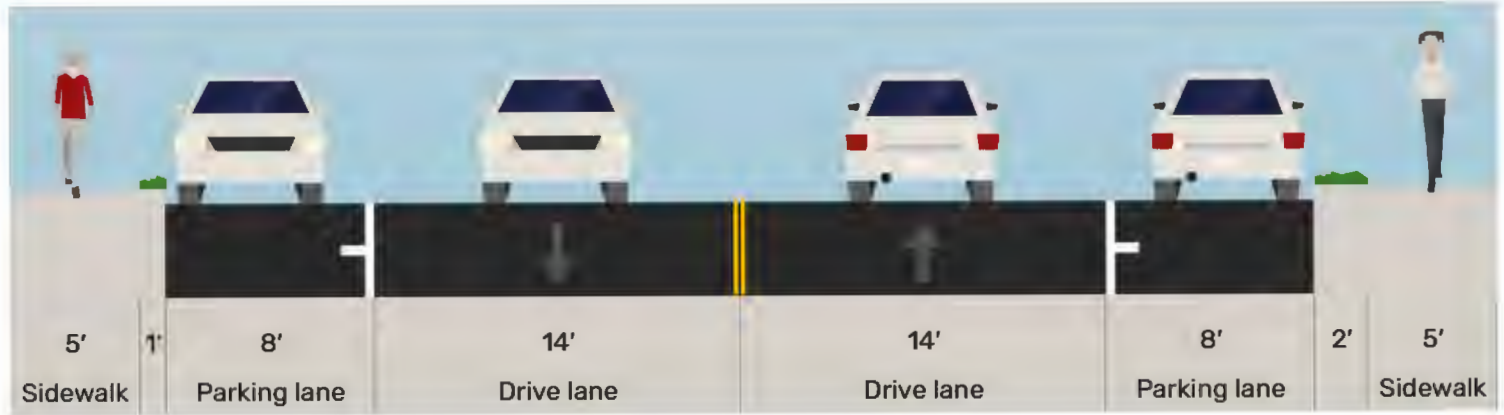
- 13 counts –Additional Counts for this study (Mar-Apr 2026)

Additional Parking Information

- Overnight parking is prohibited from Dec - Apr
- In 2024, 10 on-street spaces on the east side of Zone A were relocated to new parking lot on Railroad Street. The reported average occupancy assumes that vehicles that previously used the removed east-side spaces would instead have parked on the west side
- The west Side of Zone B has a 1-hour time limit
- 2019 Stantec Parking Study consisted of 17 Counts over three days:
 - **Wednesday, August 29, 2018 from 3:30 to 7:00 PM**
coinciding with the now defunct summer farmer's market
 - **Wednesday, September 12, 2018 from 10:30 AM to 1:00 PM**
coinciding with peak office and municipal parking demand
 - **Friday, September 7, 2018 from 5:00 to 7:30 PM**
coinciding with weekend peak restaurant parking demands

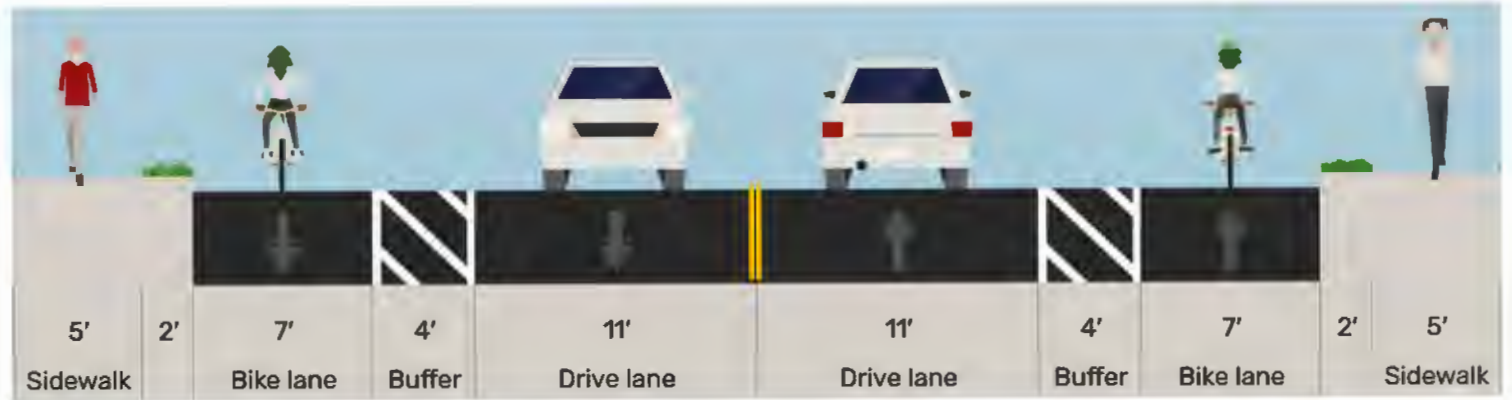
Alternative 0

- Maintain Existing Conditions



Alternative 1

- Remove all on-street parking
- Reduce vehicle lane widths to 11'
- Add wide bike lanes
- Add painted safety buffer

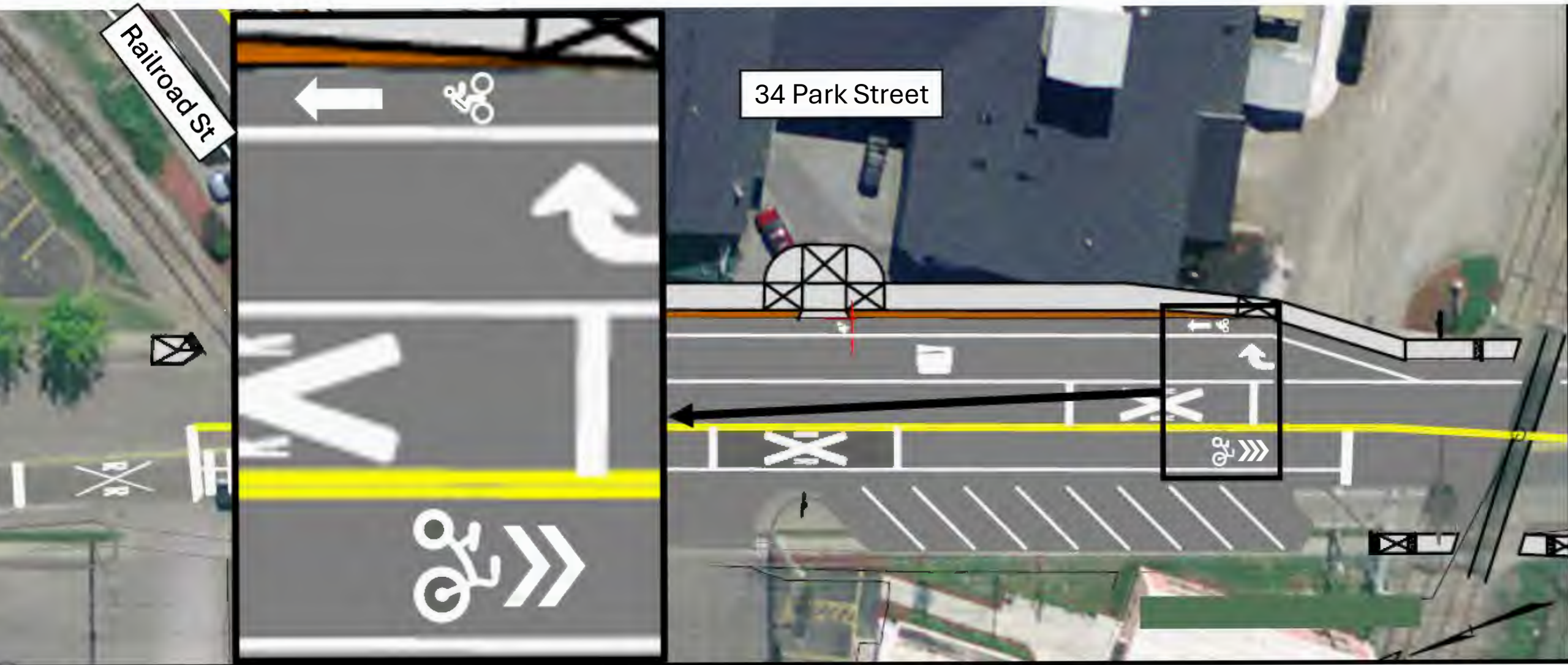


Alternative 2

- Remove on-street parking on east side
- Reduce vehicle lane widths to 11'
- Add bike lanes
- Add painted safety buffer where possible

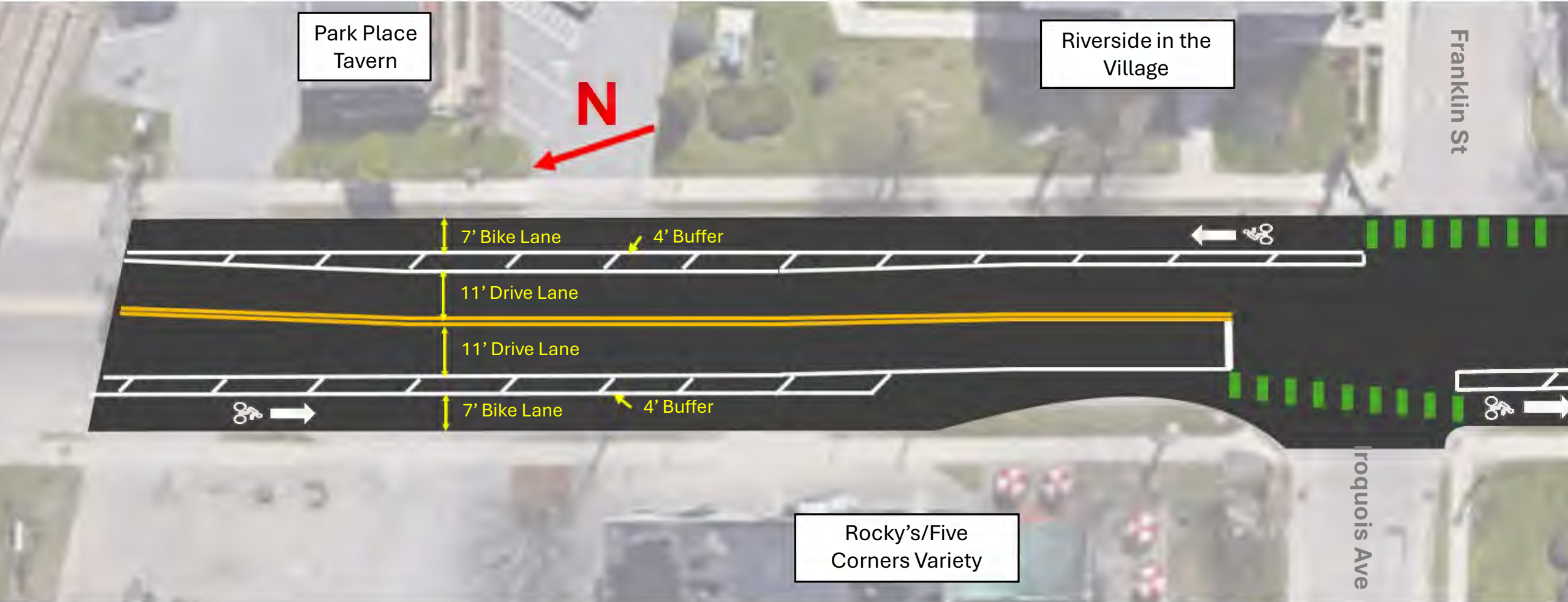


Zone A: Alternative 1



Zone A striping is proposed to remain mostly unchanged due to recent reconfiguration for the Crescent Connector and higher on-street parking utilization. A sharrow and bike lane symbol are proposed to be added. 11

Zone B Alternative 1



Park Place
Tavern

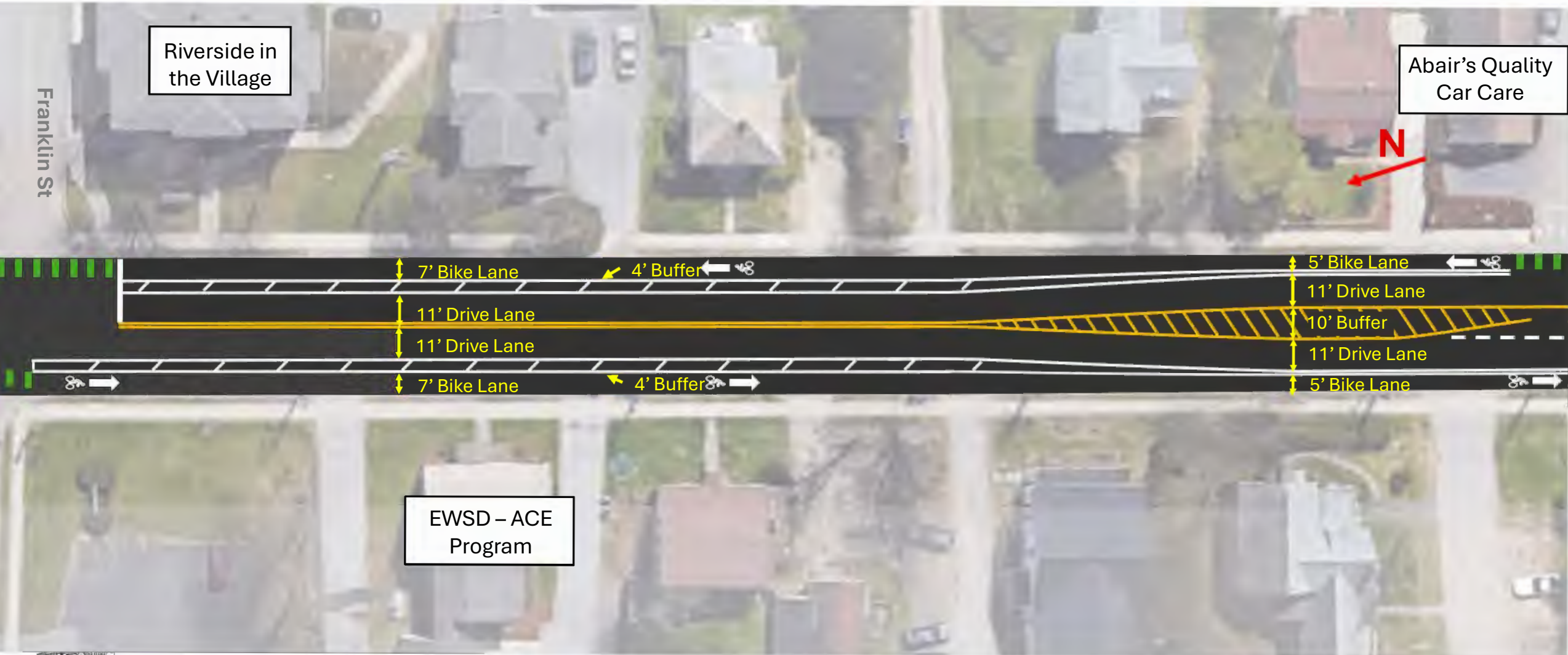
Riverside in the
Village

Franklin St

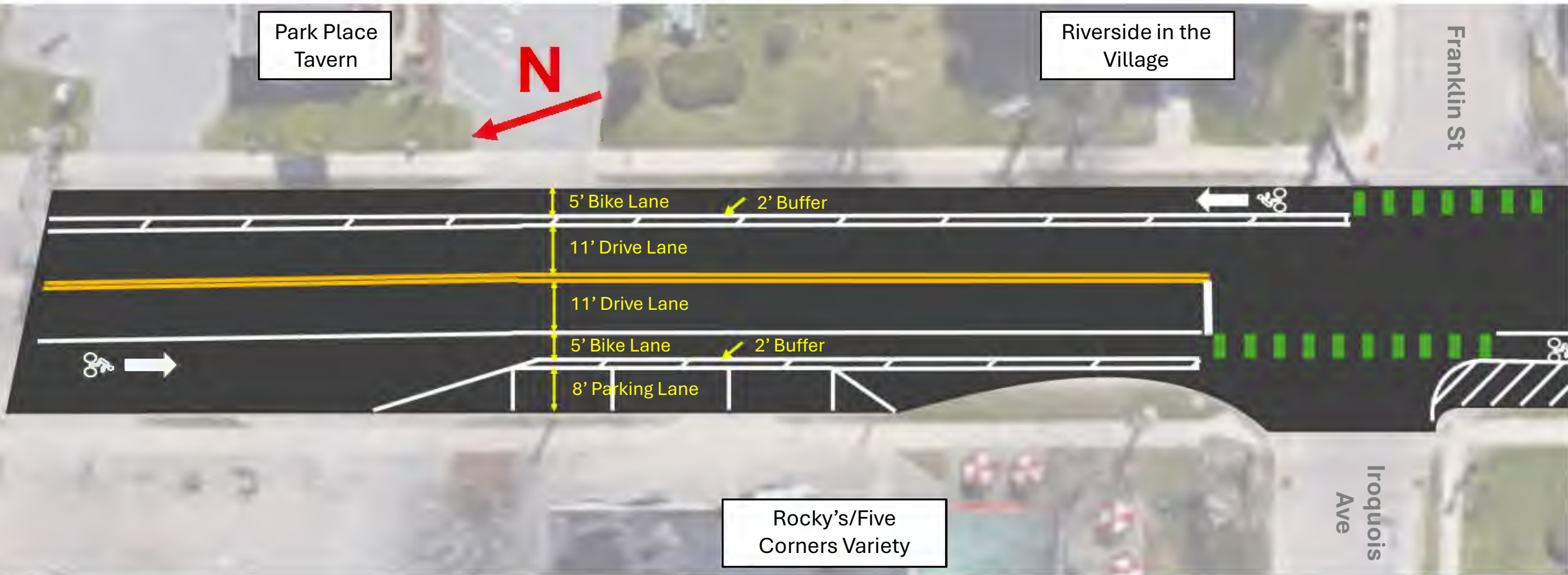
Rocky's/Five
Corners Variety

Roquois Ave

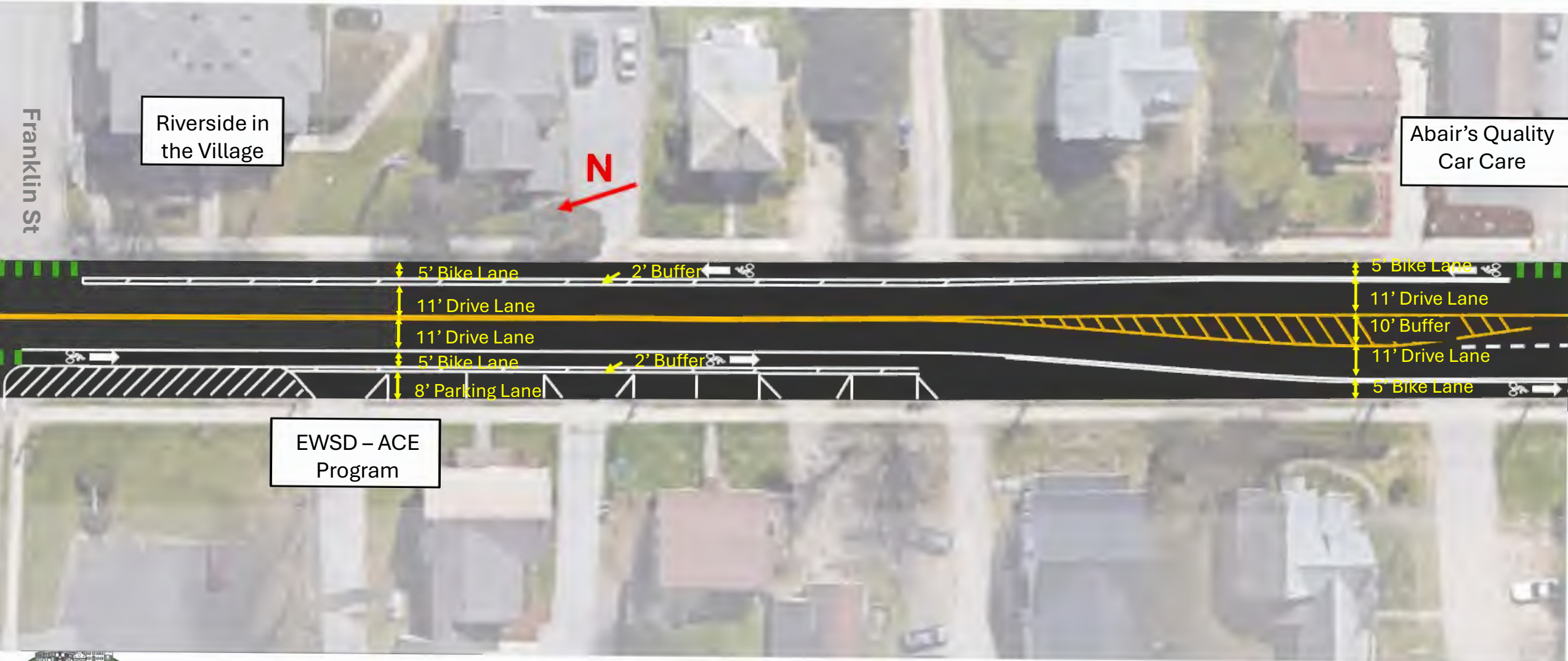
Zone C Alternative 1



Zone B Alternative 2



Zone C Alternative 2



Zone D

Alternative 2



Why Alternatives 1 & 2 Improve Safety

- **Narrower Lanes (11')**

- Encourage slower, more predictable speeds
- Still accommodates trucks, buses and emergency vehicles

- **Dedicated Space for Each User**

- Eliminates the need for drivers to cross the centerline to pass bicyclists
- Creates a continuous bike connection between neighborhoods, schools, businesses, and regional routes














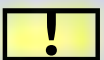
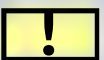



- **Manages conflict between moving traffic and parked cars**

- Alternative 1 eliminates the risk by removing all parallel parking in the study area
- Alternative 2 provides some space between moving traffic drivers entering and exiting parallel parked vehicles

- **Improved Driveway Visibility**

- Better sight distance where parking is removed

Benefits and Tradeoffs

Category	Alternative 0 (Maintain Existing Conditions)	Alternative 1 (Buffered Bike Lanes)	Alternative 2 (Bike Lanes with Parking on One Side)
Safety	 Existing safety issues remain	 See previous slide	 See previous slide
Bicycle Network Connectivity	 Network gap remains	 Creates Continuous N-S Connection	 Creates Continuous N-S Connection
Traffic Impacts	 Two travel lanes maintained	 Two travel lanes maintained	 Two travel lanes maintained
On-Street Parking Impacts	 32 On-Street Parking Spaces available	 23 On-Street Parking Spaces Removed	 15 On-Street Parking Spaces Removed
Costs	 No changes	 Pavement marking changes only (no curb or utility work)	 Pavement marking changes only (no curb or utility work)
Alignment with adopted City Plans	 Does not advance network completion goals	 Advances adopted multimodal connectivity goals	 Advances adopted multimodal connectivity goals

Park Street Complete Streets Improvements

Public Engagement Survey — Summary of Results

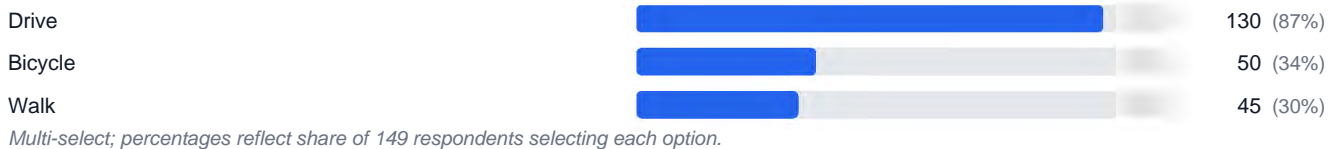
Survey period: March–April 2026 · Total responses: 149 · Project area: Park Street from Railroad Street to River Street, Essex Junction, VT

Section 1: Respondent Profile

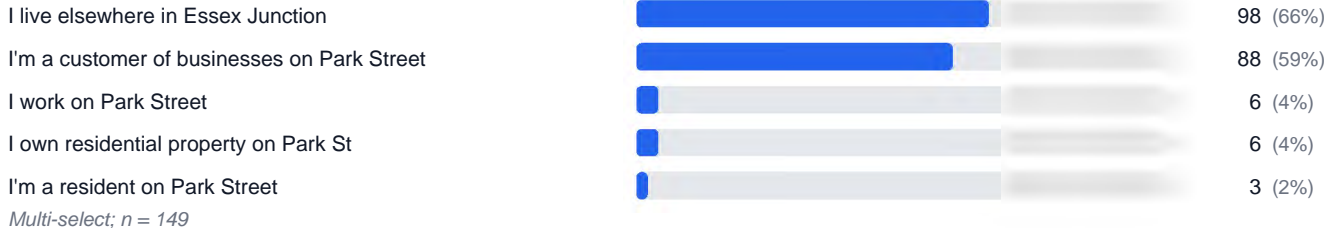
Q1. How often do you travel along this section of Park Street?



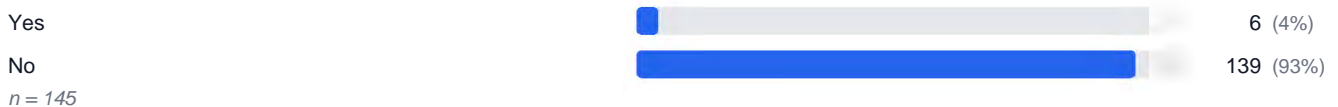
Q2. How do you typically travel along Park Street? (select all that apply)



Q10. Which best describes you? (select all that apply)



Q11. Do you own or manage a business on Park Street?



Section 2: Safety Observations

Q3. Have you observed or experienced any of the following safety challenges on this section of Park Street? (select all that apply)



Section 3: On-Street Parking Use & Perceptions

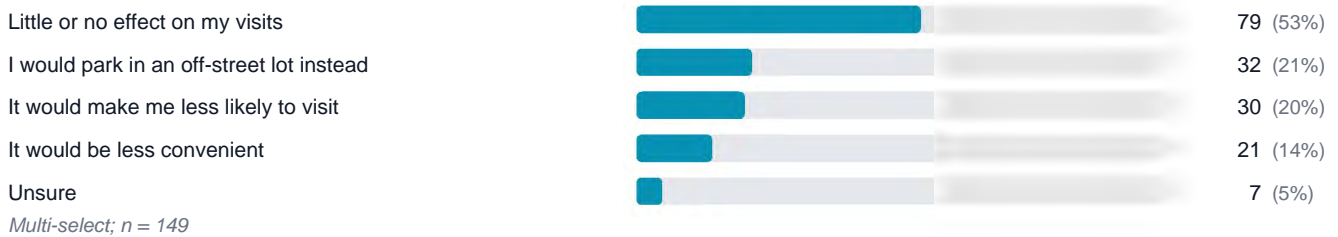
Q4. How often do you personally use on-street parking along this section of Park Street?



Q5. When visiting businesses along this section of Park Street, how would you describe the availability of off-street parking?

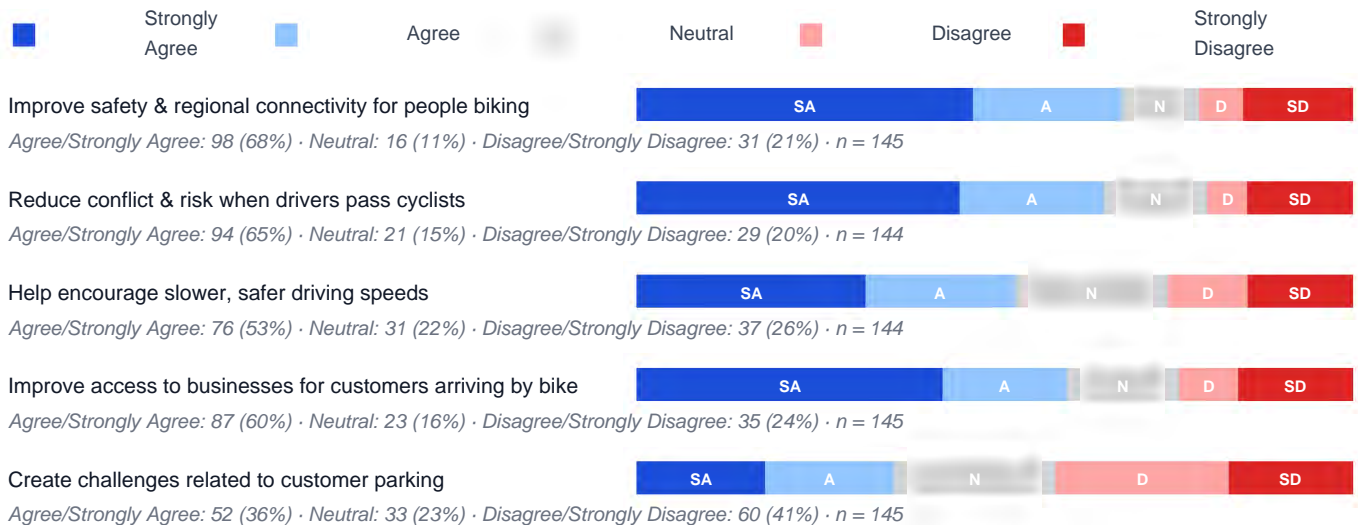


Q6. If on-street parking were reduced or removed on one or both sides of Park Street, how would that affect you when visiting businesses in this area? (select all that apply)



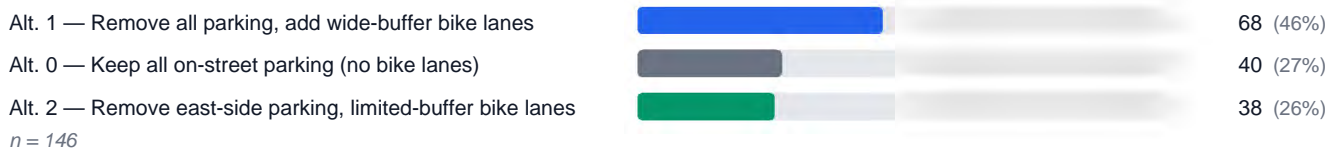
Section 4: Agreement with Project Goals

Respondents were asked how much they agree or disagree that the proposed alternatives would achieve each goal.



Section 5: Design Alternative Preference

Q8. Which design alternative do you prefer?



Q9. If on-street parking is reduced, which of the following do you think would help mitigate that impact? (select all that apply)



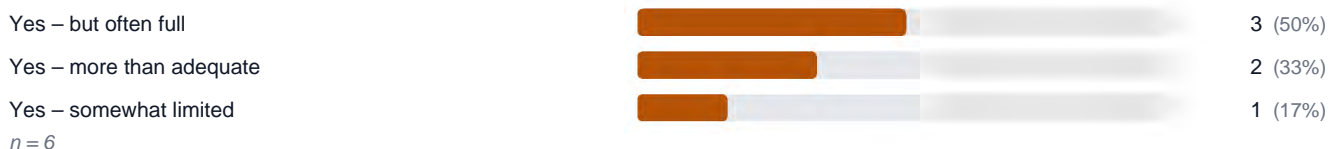
Section 6: Business Owner Responses (n = 6)

6 respondents identified as owners or managers of a business on Park Street. The following questions were shown only to this group.

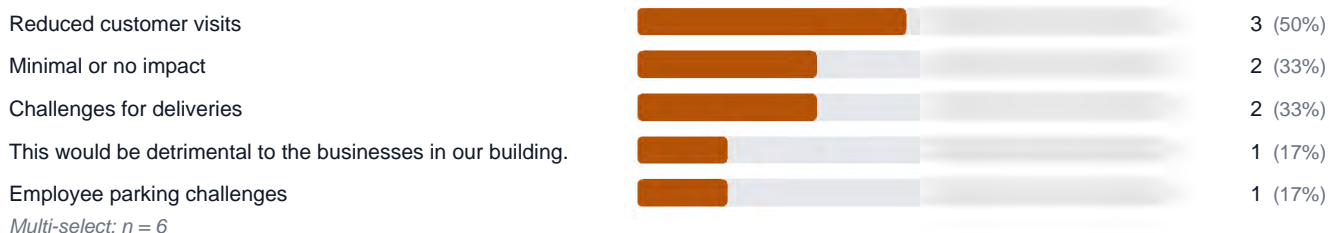
BO-Q1. What percentage of your customers do you estimate use on-street parking?



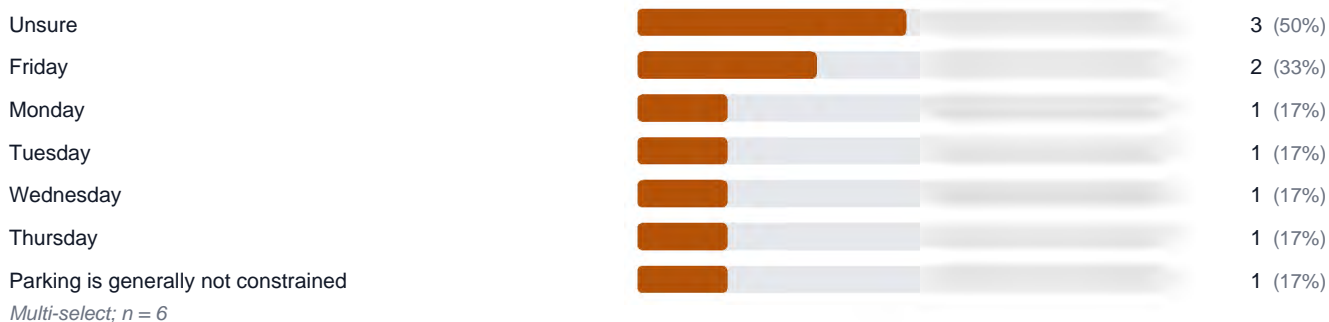
BO-Q2. Does your property have off-street parking available to customers or employees?



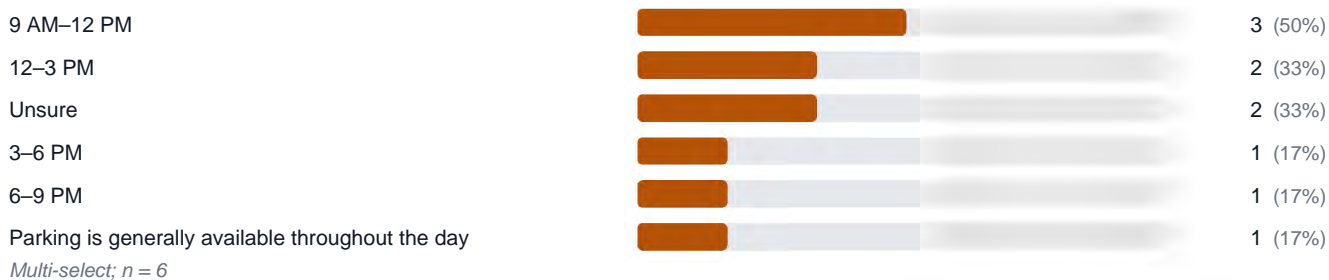
BO-Q3. If on-street parking were reduced or removed on one or both sides, what impacts do you anticipate? (select all that apply)



BO-Q4. During which days of the week do you believe on-street parking on Park Street is most constrained? (select all that apply)



BO-Q5. During which times of day do you believe on-street parking is most constrained? (select all that apply)



Section 7: Open-Ended Responses

OE-1. Please describe any specific concerns related to on-street parking in this area. (64 responses)

1. There is so much parking everywhere. There is not safe infrastructure everywhere. We should at least balance that out.
2. Prioritizing on-street parking in this area significantly reduces my perceived safety when biking, for little gain. I definitely support removing some or all of these in favor of safer bike access in the city.
3. I am not in favor or removing any parking on Park Street
4. There are plenty of off-street lots that I prefer to park in, so I'm not interrupting traffic/feel unsafe getting out of my car. I think it would be better if there were clearer parking lot signage and maybe the option to find it on google maps so I can plan my drive to there instead.
5. Using the on-street parking in front of the Beverage store makes it convenient to shop there. It would be annoying if I could not park in front of that store.
6. I would be more likely to frequent these businesses if there was a safe bike lane to be able to access them.
7. I think there is plenty of parking in the five corners area that's not on the street but regardless of that, the only problematic area is in front of Martones- it bottlenecks the southbound traffic there when people park, even if there's one car taking up one space. With no parking in these spots, the straight lane to park and right turn to pearl would remain open and alleviate commonly backed up traffic near/across the walkway and train track area near main and railroad and make it safer for pedestrians/ bikers to cross there
8. cars entering or leaving on street parking spaces are a hazard for cars in the travel lanes
9. Whatever is done it should be maintained each year. Too often we are seeing great upfront efforts on street markings that fall short of being kept up.
10. Wish there was more of a buffer between the cars and the sidewalk. Cars feel very close, not safe while walking or cycling.
11. I've never really witnessed any problems resulting from autos using on-street parking. My only comment is that when traveling north (towards 5 Corners), the turn lane on to the Crescent Connector towards Maple Street seems short and tight, due to the marked on-street parking spaces

12. I would like to bike to school with my kids more often, but this specific stretch of Street feels scary with young kids on bikes. I would love to have more biking protection
13. Traffic sight lines leaving 27 Park and making a left is challenging. Parking in front of 27 Park would not help this.
14. I don't have a car so personally on street parking is a nuisance to me as a cyclist, and dangerous too. Often if there are spaces open drivers expect you to move over into that lane, but then a car pops up and you have to move around it and the drivers in the lane are surprise, annoyed with that. This whole area is just so weird/terrible to bike through. I just white knuckle it on the road bc the sidewalks are so bad and the bike infrastructure is so disjointed. I feel like I always miss the right sequence of turns/crossings to be on the 'bike path' that it's easier not to bother.
15. I don't really have any concerns.
16. Seems like you would want to maintain some of it as this section of town develops. Wouldn't want to lock up all the land into off-street parking and wouldn't want to street to just be a throughfare for moving vehicles (cars/bikes) but an active street for people to be and come to
17. Taking away on street parking will kill local businesses. My clientele is often older and unable to do long walks. The sidewalk is covered in ice and snow in the winter making it even more challenging to reach my business. I can count on 1 hand how many bikers I see on park street daily. Adding a bike path and eliminating parking is not going to make a stronger downtown, Essex. For 6 months a bike ath isn't even used. Slowing traffic, leading to more idle time goes against all your environmental standards. Stop with the insanity! Leave park street alone!!
18. Vehicles are rarely parked in these areas with the exception of the spaces in front of Rockies. These spaces are usually briefly occupied and drivers can be careless entering and exiting. There is always plenty of parking in the adjacent lot and making the full turn would be much safer than slipping in and out. The other concern is that when vehicles occupy spaces it creates inconsistent space for cycling. I either have to enter and exit the main vehicle lane or I have to take the lane the entire time. Neither of which feel safe.
19. I have not experienced any concerns with Park street traffic as a driver nor as a cyclist I am very concerned that since the changes to the traffic light at 5c, I consistently see traffic from Park St run the red light- 2-3 cars after the Pearl St light is already green.
20. Street parking is dangerous and stressful. The parking situation in this area is not ideal and it's tough to visit businesses sometimes due to parking. Crossing the street from the On Tap lot is stressful, if I can't find parking behind the liquor store but I prefer to park in a business lot if I can find a spot (despite often posted signs for the spots being "only" for patrons of the business, I've never had a problem). I feel that street parking is less safe due to foot traffic and cyclists traffic. I also drive big vehicles through town every so often and for commercial travel as well as emergency vehicle considerations I think eliminating parking on the street is the better option. I will only use the parking spots in front of Rocky's if I can easily pull straight in with no need for parallel parking. My spouse will parallel park. It's stressful with the light right there. I like option 2, and there are already private lots in the area. With a few more proper crosswalks I prefer the route to eliminate some parking to open the road.
21. Parking on the west side of Park St is more useful than the east side, because there are more businesses there. I would miss the parking spots near Rocky's and the beverage store.
22. Lack of space already. Inconvenient to some because of mobility issues for instance
23. Visiting a business along with route, it is great to park, get out, shop, get back in car. When I go to Green Mountain Clippers, for instance, the side lots are almost always full. The two spots in front of the shop - there's often at least one spot open. I have limited mobility so parking in another lot and walking, or crossing street, is not do=able for me. So if there wasn't a spot very close to this shop, I'd just order shampoo online, etc and not shop there. Same with shopping at Karen's. Not everyone has the same ability. Some are old, some have illness, some are children is strollers. We all can't ride bikes in January while carrying groceries, for instance. So many walkable plans really leave out those who's bodies just don't work all the way.
24. If the spots are removed I worry businesses and residence with visitors will be negatively impacted
25. The on street parking in front of the auto store and rockys should prolly go.
26. Please do not reduce on street parking. Increased housing and commercial space parking demands, have greatly increased in the Park Street, Five Corners area. In particular, I have traveled through and about Essex Junction for 81 years and have been a resident for the last 34 years. This once quaint Village has lost much of its charm as it has become urbanized. Less parking is not the answer to tall buildings and more population. Lets keep our fair city, people friendly. The same applies to Pearl Street as the City is looking to spend \$4 Mil. to revamp a road that only needs a face lift.

27. If the need for parking is because of people visiting or living in the apartments than those apartment areas should change the parking available for their tenants. If parking is because of the local businesses, it would be interesting to understand the percentage of time people are parking to use those business businesses versus available lots for those businesses
28. This is tge most heavily traveled section of road that I drive on everyday. Parking spaces on the road are unnecessary in this area in my opinion. As a cyclist myself, I completely avoid 5 corners due to the amount of traffic, but adding bike lanes here would help greatly! What would help the most regarding cyclist safety in my opinion is awareness of cyclist exposure while on the road and reducing driver anger with cyclists. Cyclist need to be held accountable for following traffic laws, but drivers need to be more aware/engaged. A bike lane is the easiest approach to this problem
29. Cycling is my mode of transportation. Right now Essex Jct feels more like a strip mall than a downtown. Having more space for cyclist and pedestrians would bring more business to the area !
30. theres usually parking if you're willing to walk a bit
31. I usually bike, walk, or take the bus places but if I am driving, I prefer NOT to park on street with parallel parking. I feel stressed about holding up on coming traffic while I park and often spots available are inconsistent or not the right size. I always prefer to park somewhere in else nearby and walk to the destination. I also find it difficult when driving to see traffic on the street when I am pulling out of a driveway onto a road with street parking.
32. They take too much space that could be better for people to have a safe space to walk or bike safely. There are already so many parking lots around that area. And not safe roads for people that commute biking as only way of transportation.
33. Cyclists need to be safe!
34. At night there are a number of dark colored vehicles parked and hard to see.
35. Widen the current sidewalks to the curb and into front yards if need be and make them multiuser pathways. Leave the road alone.
36. That existing on street parking needs to remain, and no new additional on street parking be added.
37. On street parking it is easier to get back onto road given the amount of traffic on Park Street when visiting apartment.
38. There is too much on-street parking in this area with many of the spots unused most of the time. There seems to be ample off-street parking available in the area.
39. I never see cars parked there
40. I do not have concerns with this and have never used the on street parking available.
41. Backing out into traffic on Park Street can be challenging during business hour traffic.
42. More on Street parking, the better
43. I don't see the need for change. Another waste of money.
44. As a cyclist it can be scary passing by parked cars when they open their doors to get out. Not all are looking for bicycles.
45. There isn't enough. Removing them will make visiting any of those businesses impossible.
46. Reducing on street parking, which on the only parking scaled for SUV's and Pick Ups. New off street parking is scaled for mostly city cars...
47. I usually walk so I don't find parking to be an issue. I have had conflicts/felt unsafe as a cyclist trying to fit between traffic and parallel parked cars.
48. The parking is convenient to the businesses. I'd be highly less likely to shop, especially at that particular convenience store and ice cream shop
49. Having parking on only the outbound side of the street (per alternative 2) would make it somewhat more difficult for people coming *into* the city to park.
50. No concerns at all.
51. potential loss to liquor store, and crowding/congestion when liquor store customers use current off street parking and use cut-through from park st to Iroquois avenue.
52. the biggest issue/concern is evening traffic. Narrowing the lanes would do nothing to address this.

53. I agree with getting rid of on-street parking, but then off-street parking options need to be improved and clearly signed
54. Biking on this stretch of Park Street feels very dangerous, especially when cars try to pass. There are no bike lanes so I just go in the middle of the lane, but that makes drivers annoyed (even though I have a right to be there) and they attempt dangerous passes to get around me. I also worry about a parked car opening the driver side door and getting hit by it.
55. Please remove as much parking as possible as the on street parking causes many issues for people not in a vehicle.
56. Seems unnecessary to have it
57. Reclaim parking spaces for people-centric uses!
58. If on street-parking is reduced or removed, it would have a major impact on finding parking spaces. Very few people ride bikes in the Winter if at all.
59. eliminating on street parking would reduce risk of collision between people and cars when drivers park opposite of destination and dash across mid block.
60. No concerns, what I do have concerns about is redesigning this road again. Please start forward thinking. When you added the lights in by railroad tracks, all this should have been thought about and redesigned. This is a waste of taxpayer funds, be it state, local or federal. Please start using forward thinking. 1) If we change this, what is the impact in a week, month, year, 5 years, 10 years.
61. No real concern
62. No parking concerns in this area. Now it's time to consider on-street parking on Main street from Railroad to Five Corners on the Martone's side. If you eliminate that you'd eliminate the traffic back-up going onto Pearl Street from Main Street.
63. As a cyclist, I find it dangerous to have a bike lane and parking as packed cars don't always watch for cyclist. I have had doors opened right in front of me or cars try to pull out even though I was riding through.
64. to many cars on streets, town and city center areas should be reducing car space as much as possible

OE-2. Is there anything else you would like to share about the proposed design alternatives? (77 responses)

1. The option that doesn't provide a buffer between the bike lane and traffic SIGNIFICANTLY reduces the types of people that would be comfortable using this route.
2. When you create the buffers between traffic and the bike it is possible to make those buffers consist of a physical barrier to help improve cycling safety and help encourage slower driving. Things like wheel stop buffers and/or a vertical barrier like those tall skinny traffic dividers.
3. Adding a bike lane is not a good idea for that area of Park Street. Way too many Large Trucks , Ag equipment, Tractor Trailers to navigate the motor vehicle lanes. Bikes need to use the same lanes as all other motor vehicles and NOT RUN THE STOP Lights. I drive the 5 corners twice a day every day. I constantly see e bikes and peddle bikes not following the traffic laws.
4. I ask you to consider something like these barriers to further protect bikers: https://external-content.duckduckgo.com/iu/?u=https%3A%2F%2Fimages.prismic.io%2Fpeopleforbikes%2F1946e8d3-9271-450e-8e19-319c62829e4a_JC-Hoboken%2BBikeway.jpeg%3Fauto%3Dcompress%2Cformat%26rect%3D0%2C106%2C960%2C617%26w%3D1400%26h%3D900&f;=1&nofb;=1&ipt;=fb530ff3480e6680cc86cfbe523362ec18afe908d66b2e607baa64b9df26acec Or something like this that could be pollinator gardens or community/volunteer planters: <https://external-content.duckduckgo.com/iu/?u=https%3A%2F%2Fehq-production-us-california.imgix.net%2F2930b618d947ec9174d37ed41ca9c591b7b365f3%2Fphotos%2Fimages%2F000%2F003%2F914%2Foriginal%2FGEDC0700.jpg%3Fauto%3Dcompress&f;=1&nofb;=1&ipt;=cbb516c1c57e85beed16148e05da850eec33f5871c4fc5275b2925d382083f2>
5. I have biked on Park Street many times and not had an issue with parked cars. I ride where cars would park if spots aren't used. With no on-street parking the road would feel very wide and likely cause more speeding. Right now the lanes are very wide (14 feet) which is plenty wide to bike along. I think there are higher priorities for bike improvements than this proposal.
6. the parking lot along the north side of the tracks, the far side from the laundromat, seems under utilized
7. As previously stated whatever is done should be maintained each year. Too often what has happened is great upfront markings only to fall short of keeping up in the years to follow.
8. I avoid biking in this area if possible. It's too busy, and too many vehicles going too many different directions. I generally take a much longer route around Park St and 5 Corners, using parts of Cascade and West St or the Global Foundries property.

9. Alternative 2, looks like it would allow some parking, while providing more of a buffer space to walk safely while being a little further away from the cars/trucks on the main road.
10. I don't think any of this will reduce speeds. I also worry a bit about the width of the drive lanes, given that cars and trucks are SOOOO big these days and they like to impinge on the center striping. I like the idea of having a wide bike lane, which means Alternative 1 but I feel for the businesses that are going to lose their easy access parking. I also wonder why this hasn't been addressed earlier in the whole 5-Corners construction mess that has seemingly been going on for years
11. Based on my experience visiting the businesses in this area (Rocky's, Liquor Store, Essex Paint, etc.), they have plenty of parking on sight. I have only used street parking as a convenience (not a necessity). Getting a clear bike route to Williston would be great. I hope the same can be done on Pearl near Susie Wilson.
12. Alternative 2 is probably fine. And much better than the current situation. Alternative 1 is ideal for me as a cyclist. Either way the actual car lane narrows which will reduce speeds. You probably aren't going to get away with removing on street parking just because people who have cars are such an overwhelming majority. I would like to see No. 1 but could live with 2. I wonder if you could have the bike lane pass behind the row of parked cars, so they they act as a buffer between cyclists and traffic. But then I doubt drivers would respect the lane. Thank you for at least making an effort to improve cycling safety. Definitely do not leave it as it is!!
13. The quality of the bicycle infrastructure on either side of Park Street (in both Essex J and Williston) means that this stretch is the key missing link to make it much more likely for folks in either town to travel back and forth by bike. I am a keen cyclist who already does this but I would be able to convince many of my friends to do so as well if this bike lane was built.
14. Be mindful that cyclist will also need reliable places to park their bikes
15. Nope!:)
16. It is important that we do not lose the turning lanes to West St.
17. I am excited that we are promoting new business in the 5 corners.
18. So this is great because, as I said I don't come here often but each time I have I've noticed that it has huge potential as a downtown commerce center, but right now is very unfriendly environment on bike or on foot. Bike lanes are great and narrowing the car lanes are great, but if you don't have some sort of physical barrier between them you gain little (feeling of safety for the bike, feeling of narrowness for the car). So I would highly encourage including and maintaining cement curbs or semi-permeant cones, or literally anything. I know you guys are trying to keep the curb width the same. But in the future I think the best option here is more of a mixed use path or raise bike lane, some on street parking, bump outs with planters to keep the travel lane narrow even if there are no parked cars, and to remove curb cuts where you can.
19. Keep park street the same.stop the lunacy!
20. please continue to prioritize bikers and walkers in our city!
21. With already limited parking in the downtown area, WHY would you start removing a bunch of parking spaces?? Not everyone who frequents these businesses are EJ residents and are not biking or walking to get there. Honestly, by removing more spaces, you are only hurting small businesses.
22. Just do it. Don't let the naysayers moan about their excessively abundant parking until the project stagnates. Just build it and the city will be better for it. They'll find something new to complain about after they realize we've made the city better. Study after study shows these kinds of projects are unpopular but improve both quality of life and business performance anyway.
23. Solution looking for a problem. Solve the traffic light issues instead.
24. They suck
25. I think making change is great. Whether it's eliminating all spots entirely or just some, people can adapt and find new parking spaces behind businesses. I would love to see shared business agreements for parking lots and keeping the roads wide open for visuals is more safe. I support option 1 and 2!
26. I don't know if this would be feasible but I like the bike lanes in Montreal: a concrete barrier separates bikes from cars and both directions of cyclists travel on their own "road" with a yellow line separating each direction.
27. Do not add bike lanes to an already busy and crowded street. This street is always backed up and 5 corners has made traffic horrible here why would the city intend to make the situation worse by reducing space and putting in bike lanes.

28. It's easy to propose parking lots far away from businesses and promoting walking, but it has a big effect on where people shop, especially when the weather is bad.
29. Can't see parking stip lines for several months of the year. You think everyone is young, healthy, and has a bike. You think no one has elderly, babies, disabled, etc issues. You think we all drive tiny european cars just perfect for tiny lanes. Bikes get huge lanes, cars and trucks get little lanes. You're so ableist
30. I routinely bike into and through this area. Dedicated bike lanes would increase my usage and safety.
31. Taxes keep increasing and I feel the city needs to postpone unnecessary spending to help reduce the community burden. If households need to go without luxuries or extras to make their budget work, the municipality needs to as well.
32. No nobody knows they can park in the garage its not very well "advertised", it looks like resident parking only.
33. Connecting to Williston bike path would be an amazing corridor
34. I live by the concept that if isn't broke, don't fix it. Once poor changes are made, we will always have to live with it.
35. Additional biking lanes would help people feel more confident about using bikes to travel and visit local businesses without using gas. I strongly approve of bike lanes to make biking more safe
36. We don't need bike lines in a state where you only bike about 3 mos/yr. Ridiculous.
37. I rarely see people biking on Park street and these changes are not necessary
38. Big fan of multi use paths and protected bike lanes
39. If the goal is to make cycling feel safer, alternative 1 is much more effective than alternative 2. With traffic as constant and fast as it is on this street, it will still feel unsafe for most people to be biking directly next to the cars with no buffer. If the city is serious about reducing car traffic, car emissions, and increasing bike and pedestrian access, these on street parking spots are a small price to pay (especially with ways to mitigate their elimination, as pointed out by questions in the survey) to create a healthier city. As someone who lives in Burlington, it is very clear that many of the most frequented shops are on Church Street - a street that is fully pedestrianized and allows no car traffic or on street parking. I do not believe the elimination of these parking spots will reduce store customers.
40. I think the need of safe spaces for biking is a really important development for our community. If there are more safe bike lanes, I'm sure more people will be willing to bike to do shopping and also commute!
41. Please add a physical barrier between cars and bikes, whether it's bollards, curbs, parked cars, or something else. A painted line will not protect bikers from distracted drivers.
42. More needs to be done to reduce car speeds
43. I do not like reducing lane widths to 11 feet in this area. With the large number of trucks especially tractor trailers it is a bit scary with being closer to on coming trucks.
44. Don't do it.
45. Do not add a bike lane. Please add street markings to encourage traffic not to stop at the entrances to businesses.
46. Alternative 1 is way too wide bike lanes. There will not be enough bike traffic in the future to justify that. Alternative 2 is able to give dedicated bike lanes and preserve some on street parking.
47. I am interested in knowing more about enforcement of the speed limit in the area of concern. It is clear to anyone that uses this section of Park St that most vehicles are going well above the posted speed limit. I worry that the repainting will not have the desired easing effect as drivers will just drive in both the vehicular and bike lanes.
48. For Alternative 2, is it feasible for the parking on the west side to be closer to the street and the bike lane to be between the parking and the sidewalk, I feel like this would reduce conflicts with cars and bikes, and make it safer for the bikers.
49. I am not sure why there is a need to make the road more bike friendly. All of the issues I have seen with bikes on this stretch are due to cyclists not following the rules of the road, such as stopping for red lights. I would rather see something done about the intersection of Park/Iroquois/Franklin as cars turning from Park onto either of those streets causes large backups. Also leads to drivers cutting around when there really isn't space to do so.
50. Dedicated turn lanes on Iroquois/Franklin Streets and onto South Street from Park Street heading south will make the road flow better and have less erratic drivers leading to safer bicyclists.

51. The small amount of bike traffic should not change traffic patterns and cost city residents money and future headaches. Nikes can travel on sidewalks that are well maintained for this section of road.
52. Strip all you want. Can't see any strips when snow is present. VERMONT has winters. Many elderly, disabled, parents of babies aren't going to be riding their bike in January and stopping to shop. Then riding home with all their purchases. Not everyone lives in that block. Bus routes are routinely cut. Very Abel-ist design
53. No. Who comes up with these money wasting proposals? How many people have ever used the bike lockers on the Connector? And what was the cost?
54. Stop trying to make this City something it isn't. As you repeatedly push for tall buildings and greatly increasing the number of residents, removing parking is simply ridiculous.
55. I have only seen a handful of bikes on this section of road from late Nov - mid March. Most of the bike riders are not following traffic patterns, lanes, red lights nor stop signs.
56. We need more parking to keep up with all of the businesses being built, not eliminate parking
57. Please no metered/timed parking
58. Stop the madness
59. Until bicyclists pay for a registration to help maintain our roadways, keep them off the roads!
60. Have not seen any problems on this stretch of road. We don't need more bike lanes.
61. Your plans won't encourage people to use their bikes to visit the businesses. It seems extremely ridiculous for our extremely high taxes to go towards something that is not needed. This village has bigger problems than rearranging the stripes on Park Street.
62. Car traffic through this corridor will likely be reduced with any proposed changes. We missed the "boat " when bypass wasn't passed. I would be cautious about making changes that may impact the hundreds of cars that pass daily for the very few cyclists. Turn lanes will be critical to maintain. It is noteworthy that one frequently sees frustrated drivers due to slow movement of traffic.
63. What are the effects of proposed changes on traffic in neighborhoods between Cascade and West/South Streets? These highly populated residential neighborhoods are used as cut throughs to avoid 5 corners, with parks (cascade and Stevens), and lots of pedestrian traffic. What percentage of safety issues might move from one area to another?
64. There are also too many stop lights along this stretch of road, as part of this project you should look at syncing/timing them better, so that when that branch of five corners is green all lights are also green to aid in clearing traffic
65. As a cyclist I would be happy with Alternative 1 or 2 at this point because some bike lanes are better than zero bike lanes. Despite public pushback you will receive from drivers I strongly implore the city to implement at least one of these (ideally Alternative 1) to put safety over the convenience of impatient road drivers.
66. While a painted buffer is something, it is no replacement for a protected bike lane.
67. This is a main artery to and from Essex Junction. Main arteries should be for the safe passage of all users (especially those not in vehicles). Having personal vehicle parking makes that area less safe for those not in a vehicle since vehicles in this area travel at high speeds and have obstructed sightlines.
68. I dont know why we cant widen and pave sidewalks and have pedestrian and bikes share. I very strongly support keeping bike and traffic separated. Bikers get hurt or die and we can prevent that with separation
69. Repurpose spaces for bike parking, outdoor dining, street trees, wider sidewalks
70. Hopefully any propseed public parking lots are will be free (not pay for parking).
71. I travel park street/2a every work day. I have never seen more than 2 bikes EVER at one given time. This seems to be a complete waste of time and \$. How about maintaining the roads?
72. Yes, think of the consequences of your actions. Start using forward thinking and stop wasting taxpayer money. We are in hard times. We are being taxed to death in this once beautiful state/village. We are being bleed to death financially. How many more Vermonters will need to leave this state due to the lack of compassion in regard to how our representatives continue to believe we have unlimited financial resources. Stop the insanity.

73. I see street designs are being offered for both Pearl and Park street but ultimately what, in the long run is the thought for the actual 5 corners. Would figuring out the thought design for the 5 corners first then design the streets mentioned above? Sorry if this has previously been discussed.

74. Please address our property taxes instead of looking for ways to spend money in other areas. It's absurd. We will never be a destination location. I don't see very many bicycles on this road. We are a pass through by car or a pool membership town. I have lived here since 1984. Our charming heyday has passed. Just because we are called a city in Vermont doesn't mean we are a city. Look at improving the strip malls on Pearl among other areas. Work to improve Essex Junction aesthetically and maybe they will come (by car).

75. So glad to see riding/walking considerations

76. Why was there nothing proposed about section A? The entire proposal is not needed or feasible at this time. More typical Locomotion nonsense.

77. I hate cars, the main reason i never go to essex junction is because of the cars, if it were more bike friendly I would probably go more often

**OE-3. Business owners: Do you have any specific concerns about on-street parking as it relates to your business?
(5 responses)**

1. No, we have a lot. It's not a large lot, so is often filled if all employees are in the office. If a customer visits we do sometimes have to use street parking.

2. Yes! Where are my 75+ years old clients to park if you take it all away?

3. Other than the fact that I almost never see bicycle riders on park street and am unsure of why this seems to be an issue.

4. I want the on street parking to stay the same. I don't need more, and I don't need less. It is perfect the way it is now.

5. For the love of god do not put in bike lanes.

Additional Parking Count

Zone A

Zone B

Zone C

Zone D

4 on-street spaces

9 on-street spaces

2 on-street spaces



9 on-street spaces

3 on-street spaces

5 on-street spaces

2026 parking count included all on-street spaces in the area as well as the highlighted off-street lots



	2026 Count													
	Date	3/31/2026	3/31/2026	4/1/2026	4/1/2026	4/1/2026	4/1/2026	4/1/2026	4/2/2026	4/2/2026	4/3/2026	4/3/2026	4/3/2026	4/3/2026
	Day of Week	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Friday	Friday	Friday	Friday
	Time	12:10	16:15	8:04	11:30	14:00	16:45	18:08	12:45	15:03	9:15	12:40	15:19	21:59
Parking Count	Total Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces	Occupied Spaces
Zone A West On-Street	9	6	5	3	6	5	5	0	6	4	4	5	6	2
Zone A West Off-Street (Cocoplum Appliances)	23	11	11	7	8	8	7	5	10	9	11	10	9	4
Zone A East Off-Street (34 Park St)	45	25	20	8	25	35	17	11	31	32	23	29	27	25
Zone B West On-Street	3	1	0	0	0	0	2	0	1	0	0	0	1	0
Zone B West Off-Street (Rocky's/ FC Variety)	22	7	9	2	0	11	14	14	15	8	9	9	16	2
Zone B East On-Street	4	1	0	0	0	0	0	0	0	3	0	0	0	2
Zone B East Off-Street (Park St Tavern)	21	17	9	1	6	14	10	9	12	18	1	8	19	17
Zone C West On-Street	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone C East On-Street	9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone D East On-Street	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Off-Street Parking Usage		8	5	3	6	5	7	0	7	7	4	5	7	4

Parking Count	Total Spaces	2026 Count			Streetview Counts			UVM Student Count			Stantec Count			All Available Data		
		n	Max	Mean	n	Max	Mean	n	Max	Mean	n	Max	Mean	n	Max	Mean
Zone A West On-Street	9	13	6	4.4	11	9	6.3	1	4	4	17	7	3.6	42	9	4.6
Zone A West Off-Street (Cocoplum Appliances)	23	13	11	8.5										13	11	8.5
Zone A East Off-Street (34 Park St)	45	13	35	23.7										13	35	23.7
Zone B West On-Street	3	13	2	0.4	11	1	0.5	1	1	1	17	2	0.9	42	2	0.6
Zone B West Off-Street (Rocky's/ FC Variety)	22	13	16	8.9										13	16	8.9
Zone B East On-Street	4	13	3	0.5	11	3	0.6	1	0	0	17	2	0.5	42	3	0.5
Zone B East Off-Street (Park St Tavern)	21	13	19	10.8										13	19	10.8
Zone C West On-Street	5	13	0	0.0	11	4	0.7	1	0	0				25	4	0.3
Zone C East On-Street	9	13	0	0.0	11	3	0.7	1	0	0				25	3	0.3
Zone D East On-Street	2	13	0	0.0	11	0	0	1	0	0				25	0	0.0