



Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83495330508>

Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

Subject	2.1. Motion to amend/adopt agenda
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve Agenda

3. Public Forum - 3 Minutes per Person Time Limit - 10 Minutes

4. Consent Agenda

4.1. Approval of Draft Minutes 2-19-24

4.2. 1 Main Street Motorcycle Parking

Subject	4.3. Pearl St & Williams St Crosswalk Parking
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	4. Consent Agenda
Department	Public Works Department
Type	Action (Consent)
Recommended Action	Approve Consent Agenda

5. CCRPC FY'25 UPWP - 15 Minutes

Subject	5.1. Communication - J. Ursaki & P. Peterson
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. CCRPC FY'25 UPWP - 15 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

6. Appendix C Clean-Up - 15 Minutes

Subject	6.1. Communication, P. Peterson & K. DeCarlo
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	6. Appendix C Clean-Up - 15 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion To Approve

7. Permit Options for Courthouse Plaza Garage - 10 Minutes

Subject	7.1. Communication, J. Esperti
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	7. Permit Options for Courthouse Plaza Garage - 10 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

8. Residential Parking Permits - 10 Minutes

Subject	8.1. Information, J. Esperti
Meeting	April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	8. Residential Parking Permits - 10 Minutes

Department Public Works Department

Type Information

Recommended Action None

9. Director's Report - 10 Minutes

Subject 9.1. Commnication - C. Spencer

Meeting April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 9. Director's Report - 10 Minutes

Department Public Works Department

Type Information

10. Commissioner Items

11. Adjournment

Subject 11.1. Motion to adjourn

Meeting April 17, 2024 - DPW Commission Agenda 4-17-24 - Wednesday, April 17, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 11. Adjournment

Department Public Works Department

Type Action

Recommended Action Motion to Adjourn

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING MARCH 20, 2024
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Damiani (Vice Chair), Commissioner Fox, Commissioner Hogan, Commissioner Munteanu; Commissioner O'Neill-Vivanco (Chair) Commissioner Sears

EM 1 – CALL TO ORDER

Commissioner O'Neill-Vivanco called the meeting to order at 6:30 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Damiani seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Gregory Scuffler is a resident of the south end near the Ledgewood East condo complex and would like to see an EV charging program down in that area. We would love to be a part of that program.

ITEM 4 – CONSENT AGENDA

- 4.1 Approval of Draft Minutes 2-21-24**
- 4.2 Paving Complete Streets Forms**

Commissioner Barr made a motion to approve the agenda with the removal of Item 4.2
Commissioner Hogan seconded
Unanimous approval

ITEM 5 – NEIGHBORHOOD EV CHARGING

James Gibbons from BED joined the meeting via Zoom and had a power point presentation. He once again went through how this is a grant based program and they EV charging stations had to be placed in specific areas. Five areas which were selected but there was some issues with the Rose Street area that was selected and that was moved to Intervale Avenue.

Commissioner Munteanu stated he supports the new location.
Commissioner Sears asked if there was anyone from the public present to speak on this.

Commissioner Fox stated the outreach was better and asked if an outreach metric was completed. Are we reaching the people that we need to reach?

Maddie Suender, an Associate Engineer with DPW stated that we met the public engagement policy.

Commissioner Barr stated that having a visual as well would make it more helpful for individuals to buy EV's.

Commissioner Damiani asked about the methodology of the locations are in a shared parking district. Mr. Gibbons stated it was not his responsibility but there is a plan for EV charging. Commissioner Damiani stated there is a small number of public EV charging is parking enforcement going to out and ticket if there is a non-EV charging vehicle in the space dedicated for the EV's. Associate Engineer Maddie Suender stated the spaces are specific for EV vehicle and they can be ticketed.

Commissioner Damiani stated he would like to see the evaluation metric use for the EV Charges from the residents of the city, focused on people living in the area. Mr. Gibbons stated that the existing system has a zip code field when they pay for use of the chargers. Commissioner Damiani stated this is a five-year grant and can we reposition the chargers if they are not getting a lot of use in one area to another area. Commissioner Damiani would like BED to come back to the Commissioner for an updated report on how this program is working.

Commissioner O'Neill-Vivanco stated that the outreach was much better presentation. Helpful to look at electric vehicle and electric vehicle plug in numbers by zip codes. We are better able to respond to people when they say well there are no EVs right here; I do not see any EVs right now. Chittenden County has a high rate of EV adoption. What about the utilization and the parking. When talking about sites that have little utilization what are you looking for and over the course of what time. Mr. Gibbons state the use will be visible through the app. We did out outreach before installing the charges by our outreach team and we are speaking with the fire department for the safety aspect with the charges in case there is a fire at one of the locations.

There was a person from the public Gregory Scuffler questioned where the money was coming from and was informed that this was a state grant. Mr. Scuffler stated the criteria was income and equity sensitive. Some of those areas are middle class and I am just wondering why some of the areas down in the south end did not qualify. Mr. Gibbons asked Mr. Scuffler to e-mail him and he will share the criteria with him. Mr. Scuffler stated that it was mentioned that these could be redeployed after a period; it is a five year grant so perhaps after one year or so. How is that outreach going to take place or is that going to be a decision made by BED or this commission? Mr. Gibbons

stated probably both. BED deal with the charging stations but when there is an EV in a public parking space then DPW is involved as they deal with the parking. Have raised all the concerns that were brought up at last month's meeting internally with BED.

Commissioner Barr made a motion to approve.

Commissioner Fox seconded.

Commissioner Damiani asked if we could add a friendly amendment to the motion that we ask for a report back in a year, two years maybe.

Commissioner was okay with this amendment.

Commissioner Fox was okay with this amendment.

Unanimous approval

ITEM 6 – DIRECTOR'S REPORT

City Council approved budget amendment to complete initial construction contract for the Champlain Parkway. There is minor signal work continues over the winter for this initial construction contract. Work will restart around April 15th. Final contract is planned to go out to bid in April/early May.

Great Streets Main Street – Courthouse Plaza parking garage is now open to the public at the city rates \$1.50 per hour.

Bike Share – Bird is emerging from bankruptcy and is planning to relaunch their e-bikes on or around March 18th.

GMT funding and fares. GMT is using the last of the COVID relief funding through FY'25 and FY'26. TEUC has drafted a resolution calling on Chittenden County State Reps and Senators to implement recommendations from the State transit financing study. TEUC resolution go to City Council on 3/25/24 for consideration. GMT and Union drivers are advocating to have all routes be regular fare routes for consistency and in consideration of the new, easier and more equitable fare structure.

Battery Street scope study is still ongoing.

Rob Goulding,, the Information Officer stated that we are still doing the water service line outreach. This is a federally mandated program and we need residents to see and take pictures of what their water line is, lead, galvanized piping or PVC.

Clean Sweep will be taking place this spring.

ITEM 7 – COMMISSIONER COMMUNICATIONS

Commissioner Barr asked if the head of Chase Street and Colchester Avenue would be painted or put up some pots to slow vehicles down.

Director Spencer our long term is to harden that curb if the paint demonstration is successful

Commissioner Fox translation services available flag for outreach. Thank you for flagging GMT funding. On the Main Street, courthouse plaza track utilization of that

while we have it? Director Spencer stated yes we'll have the usage through the Park mobile App and through the pay stations. Commissioner Fox do we know where we are in terms of compliance for the lead pipe survey? Director Spencer stated we have a long way to go. We've got 600 or so service lines identified and we have approximately ten thousand customers.

Commissioner Munteanu would like a status update of the intersections closed and future closures for the Main Street Great Streets project?

Information Officer Goulding stated that Main Street and Pine Street are currently closed right now for sewer updates and are on track right now the new anticipated date of April 5th. There will not be any work on Eclipse Day and we expect everything to be back to hardscape. Not sure what the next phase of closure schedule is going to be at this time.

Director Spencer stated that it is likely that the next intersection is going to be at Main and St. Paul with more information forthcoming.

Information Officer Goulding stated that approximately a block and a half north on Pine Street there will be an sewer open dig project on Pine Street between Bank and College. Commissioner Munteanu stated that in terms of the Champlain Parkway especially the northern section, Kilburn to Main Street and sort of the phasing and timing of that project to go along with the railyard enterprise work.

Director Spencer stated that an update of the south end construction coordination place and the Champlain Parkway project is moving faster than expected. The Rail Yard Enterprise project moving well. It is expected to not go to construction for probably three years. The Parkways final construction project is expected to wrap up some time the end of 2026 and the Rail Yard Enterprise Project is expected to start construction in 27.

Commissioner Sears asked about the Route 127 and Park Street intersection is this considered done or is it still a work in progress?

Director Spencer stated that there have been some changes in the signal phase of Manhattan Drive and North Champlain Street and the speed limit sign at the end of Route 127 to 35 mph. Are there still some concerns.

Commissioner Sears stated people are running the red light been with the slower speed limit people are still running the red light off 127.

Commissioner also asked about crossing guards. Director Spencer stated we are not at full staff and there are established intersections.

Commissioner Hogan asked if coming off Route 127 has some of the newer signal technology for the intersection? Director Spencer don't have the cameras on there not sure if we upgraded the controllers.

Sense of how many intersections we are up to with the Miyo Vision? Director Spencer 11 or so out of the 75.

Commissioner Hogan asked what are the chances to unblock the access to the multi-use path adjacent to the Champlain Parkway. Dirt to side getting tore up. There is debris

spilling out of people's bike grocery bags from having to hop curb to get back on it. Director Spencer explained the road between Home Avenue and Lakeside and the shared use path would be opened in a few months. We are expecting this to happen by the end of June. Still an active construction site and contractor will be working on it. The contractor still owns the site.

Commissioner O'Neill-Vivanco on Main Street project communication is great. Feedback from users, speed, and complexity ease any positive feedback. Director Spencer start of a multi-year project, concerns from businesses that this will impact entrances to the business. Have collected a lot of historical artifacts from the dig, glass bottles from 1800s.

Commissioner O'Neill-Vivanco asked about the staffing for the street crew looking. Director Spencer state we have a couple of new hours, streets is good, recycling will working to fill slots, fill in the planner position.

ITEM 8 – ADJOURNMENT – NEXT MEETING DATE APRIL 17, 2024

Commissioner Barr made a motion to adjourn
Commissioner Munteanu seconded
Unanimous approval

Meeting adjourned at 7:46 p.m.



Memo

Date: April 17th, 2024

To: Public Works Commission

From: Kelly DeCarlo, Engineering Intern

CC: Phillip Peterson P.E., Senior Transportation Planner

Subject: 1 Main Street Motorcycle Parking

**Staff recommends the DPW Commission add (see Attachment-1):
26 Motorcycle parking.**

The following locations are designated for the parking of motorcycles only:

- On the south side of Main Street at the corner of Lake Street and Main Street, in front of 1 Main Street.

Purpose & Need:

The purpose of this request is to reallocate the stripped no parking space in front of 1 Main Street to a motorcycle parking space. The space would provide a motorcycle parking need in the area.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

The stripped no parking space in front of 1 Main Street is located at the corner of Main Street and Lake Street. There are metered spaces to the east of the space and a vehicle loading space directly behind the space. A car would not be able to enter or exit the space if there is a vehicle loading or unloading. A motorcycle has the ability to maneuver around the vehicles. Converting this currently unused space to a motorcycle parking area allows us to maximize the use of available space. In many urban areas, parking real estate is at a premium, and creating dedicated motorcycle parking spaces can help alleviate parking congestion and optimize existing space. Approval of this request will allow for a designated motorcycle space.

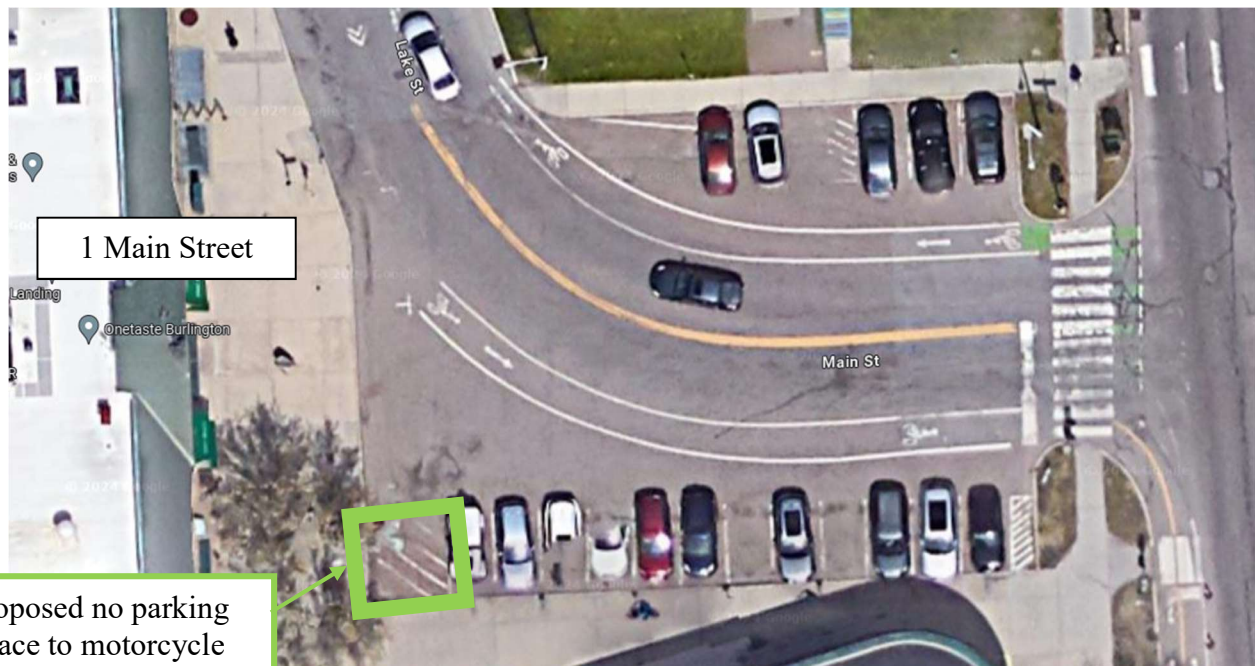
Public Engagement:

In preparation for the 4/17/2024 DPW Commission Meeting, Staff distributed flyers to residents on Main Street, near the parking space. Staff received no public input for this request.

Attachments:

1. Traffic regulation.

Site Map:



CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
26 Motorcycle parking.

Sponsor(s): Public Works Commission

Action: Approved

Date: 4/17/2024

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the
Public Works Commission of the
City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 26 Motorcycle parking of
the Code of Ordinances of the City of Burlington is hereby amended as follows:

26 Motorcycle parking.

The following locations are designated for the parking of motorcycles only:

(1)-(12) As written.

(13) On the south side of Main Street at the corner of Lake Street and Main Street, in front of 1
Main Street. Reserved.

(14)-(23) As written.

** Material stricken out deleted.

*** Material underlined added.

/hm: BCO Appx.C, Section 26
4/17/2024



Memo

Date: April 17th, 2024

To: Public Works Commission

From: Kelly DeCarlo, Engineering Intern

CC: Phillip Peterson P.E., Senior Transportation Planner

Subject: Pearl Street and North Williams Street Crosswalk No Parking

Recommendations to the DPW Commission:

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

- On the north side of Pearl Street beginning at the intersection with North Williams Street and extending west to the driveway of 360 Pearl Street.
- On the north side of Pearl Street beginning at the intersection with North Williams Street and extending east for seventy five (75) feet.

Purpose & Need:

The purpose of the recommended traffic regulation amendment is to be in compliance with the Vermont Agency of Transportation (VTrans) Guidelines for Pedestrian Crossing Treatments. This will improve sight lines between pedestrians and motorists, meeting a safety need for those using the crosswalk.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		MUTCD Standards, VTrans Guidelines for Pedestrian Crossing Treatments, AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
Aligns with City plans?		X		MUTCD Standards, VTrans Guidelines for Pedestrian Crossing Treatments
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Pearl Street is being repaved in Spring 2024. As a part of this project, DPW staff is installing a crosswalk at Pearl Street and North Williams Street going across Pearl Street, with a RRFB to increase pedestrian recognition. To facilitate safe crossing and meet VTrans Standards, parking must be removed in order to have sightline distance which meet engineering standards. In doing this, two parking spaces would be removed on either side of the crosswalk.

Public Engagement:

In preparation for the 2024 DPW Commission Meeting, staff distributed flyers to properties in this area on Pearl Street and North Williams Street. Staff received one email supporting the crosswalk and removal of parking.

Attachments:

1. Traffic regulation.
2. Site map.
3. Public correspondence.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
7 No-parking areas

It is hereby Ordained by the
Public Works Commission of the
City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, Section 7 No-parking areas
of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

(1)-(211) As written.

(212) ~~Repealed.~~ On the north side of Pearl Street beginning at the intersection with North
Williams Street and extending west to the driveway of 360 Pearl Street.

(213)-(270) As written.

(271) ~~Reserved.~~ On the north side of Pearl Street beginning at the intersection with North
Williams Street and extending east for seventy five (75) feet.

(272)-(584) As written.

** Material stricken out deleted.

*** Material underlined added.

/hm: BCO Appx.C, Section 7
4/17/2024

Sponsor(s): Public Works Commission

Action: Approved

Date: 4/17/2024

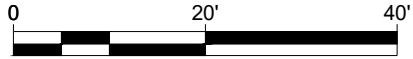
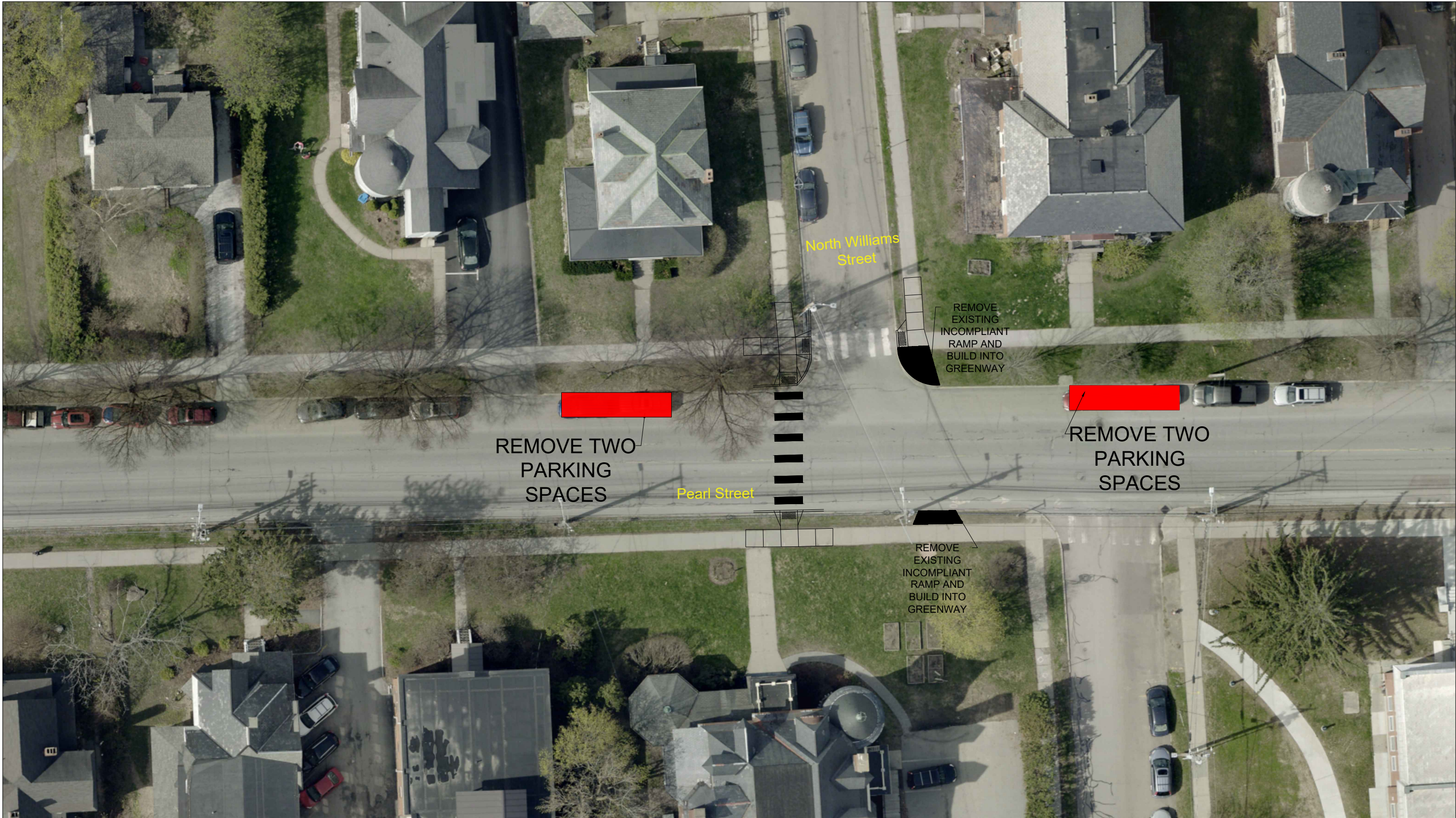
Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____



SCALE: 1" = 20'

NORTH WILLIAMS AND
PEARL STREET CROSSWALK



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DB	
DRAWN DB	SCALE 1"=20'
CHECKED PMP	DRAWING NO.
DATE 08/23	SHEET 1 OF 3

Attachment 3

Public input correspondence emails

Thursday, March 7, 2024

Hi Dora!

Thank you again for the assistance in securing resident parking on N Williams - we who live on the street are thrilled.

And thank you for the work on a crosswalk across Pearl St! I was delighted to hear about that crucial safety improvement. I make that crossing several mornings a week when jogging, and it is treacherous even in the early hours. Removing the parking spots makes sense.



Memo

Date: April 17, 2024

To: Public Works Commission

From: Phillip Peterson, PE, Senior Transportation Planner
Julia Ursaki, PE, Public Works Engineer

Subject: Burlington Projects for the FY2025 Chittenden County Regional Planning Commission's
Unified Planning Work Program

Recommendation

We respectfully request the Public Works Commission approve the following motion:

Support staff's proposed projects under the FY2025 Unified Planning Work Program (UPWP).

UPWP Introduction

The UPWP is the Chittenden County Regional Planning Commission's (CCRPC) annual work program for planning activities. The UPWP is the mechanism to implement the regional strategies outlined in the ECOS Plan (www.ecosproject.com) and also helps the City implement local plans.

The majority of UPWP funding is Federal and is provided by the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. As such, most funding is available for projects with a transportation nexus, including transportation planning, land use planning, and stormwater planning. UPWP projects are conceptual in nature and funding is for planning assistance only, which excludes the cost of municipal employees, detailed design or engineering, right-of-way acquisition, construction, and capital implementation. Requests for assistance can be for consultant-managed projects or CCRPC-staff technical assistance. The UPWP is concurrent with the City's fiscal year.

UPWP projects require a 20% local cash match from a non-federal source. Regionally-significant projects usually do not require a cash match. Technical assistance projects that can be completed by CCRPC staff usually do not require a cash match, but may be charged \$50 per hour if work exceeds more than 12-hours of staff time.

The UPWP process requires project applications to be submitted (and were submitted) by January 19, 2024. All applications and local match estimates must be presented to and approved by the local governing body by the end of March 2024. The purpose of this meeting is to inform the community of these projects, solicit public comments, and confirm the City's intent to allocate the local match through the upcoming budget process.

The CCRPC's UPWP Committee reviews all countywide applications in March 2024 and anticipates CCRPC Board Approval in May 2024. Additional information on the UPWP can be found on the CCRPC's website: <https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>

Project Candidates and Local Match Requirements

The City currently has ten ongoing UPWP projects (Attachment 6). This year, the City submitted requests for projects that do not require any local match. A summary of the requests is shown below. The full applications are included in Attachments 1 through 5.

PROJECT		DESCRIPTION	MATCH AMOUNT & SOURCE
Technical Assistance	South End Traffic Analysis	A traffic modelling effort to understand changes in traffic patterns in the south end based on anticipated development and the Champlain Parkway	n/a
New Projects	Main Street Scoping Study	This study will bring together prior plans, current construction projects, and new analysis to scope a protected bicycle facility for the Main Street corridor, from Winooski Avenue to East Avenue. It will include scoping of the East Ave/Spear Street "jughandle" intersection and is supported by the City of South Burlington.	n/a – Regionally significant project
Counts & Inventories	Pavement inspections	1/3 of the system – recurring annual request	n/a
	Traffic counts and ped/bike counts	Various locations determined by DPW to measure traffic calming impacts, identify baseline data for future projects, and/or establish baseline data	n/a

Attachments

1. South End Traffic Analysis UPWP Application
2. Main Street Scoping Study UPWP Application
3. Inventory Request Form
4. Turning Movement Request Form
5. Traffic Count (ATR) Request Form
6. List of Burlington's Ongoing UPWP Projects



PROJECT APPLICATION FORM

FY2025 Unified Planning Work Program

Applications should be no more than 6 pages (excluding any maps and letter of support from your governing body to document the availability of the local match and commitment of staff time). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. There are separate forms to request transportation counts and infrastructure inventories. The Deadline for receipt of completed submissions is Friday, January 19, 2024. Please email completed forms in Word format to mdistel@ccrpcvt.org. All forms are available on the CCRPC website: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.**

1. GENERAL INFORMATION

Submitted by (Name, Title): Julia Ursaki, Public Works Transportation Engineer

Municipality/Agency/Organization: City of Burlington Department of Public Works

Telephone: 802-809-1355

Email: jursaki@burlingtonvt.gov

2. PROJECT INFORMATION

a. Project Title: South End Traffic Analysis

b. Project Location (name of roadway, intersection, geographic area, etc.):

Attach map if needed

It is anticipated that the project area boundary will be Maple Street to the north, Queen City Park Road to the South, Shelburne Street to the east, and the Waterfront to the west. This is reflected as the "South End neighborhood" in the map below, which is from planBTV South End.



c. Project Description (200 words max):

Please state whether this is a multi-year effort and identify each phase, and for which phase this application is requesting funding.

Burlington's South End is rapidly changing. Phase 2 of the Champlain Parkway is set to be constructed this summer, the South End Innovation District (SEID) will bring hundreds if not thousands of new housing units to the south end, and several other projects, such as the Shelburne Street roundabout, are changing the traffic patterns and capacity of the transportation network in the south end. Traffic forecasts use the Champlain Parkway projections, which are several years old and need to be revisited. The City of Burlington requests technical assistance from the CCRPC to collaborate with City staff to develop an approach and then execute a traffic study of the south end that accounts for these changes. This will inform the City as we make transportation decisions in the south end. This project can be completed in one year with existing traffic data, but may be a multi-year effort if new traffic counts are needed.

d. Expected Deliverables:

- If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.

- Please note that non-municipal partners are expected to submit a year-end report describing the impacts and outcomes of your program/efforts as a requirement of funding.

The expected deliverables include a traffic analysis and memo summarizing assumptions and identifying areas where our transportation system may be insufficient and need further investigation. An additional outcome of this project is a high-level analysis of the number of lanes needed on Shelburne Street between Prospect Parkway and Adams Court, which builds upon the City's FY24 Shelburne Street Corridor Traffic Modeling technical assistance project.

e. Other Project Partners (e.g., other municipalities, agencies, non-profits, consultants, community groups):

Other project partners include:

- Office of City Planning
- Community and Economic Development Office
- Green Mountain Transit
- Consultants working on major projects in the south end

f. Project Cost & Match Requirement:

Please refer to the **FY25 UPWP PROGRAM SUMMARY** for a description of match requirements and check below which applies to your proposal. If matching funds are required, municipalities should attach a letter of support from your governing body to document the availability of the local match and commitment of staff time. Non-municipal partners should provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability, and intent to provide matching funds, etc.

- **Transportation-Related Projects (PL Funding)**
 - Transportation and transportation-related land use/water quality projects – 20% non-federal cash match required.
 - The CCRPC may waive the local match requirement for municipal projects deemed to be regionally significant.
 - Transportation Technical Assistance – no local match required
 - Non-Municipal Partner – 20% match required
- **Land Use and Energy Implementation Assistance (ineligible for PL funding)**
 - Non-transportation projects – there is no fee for projects requiring less than 12 hours of CCRPC staff time. Projects over 12 hours will be charged a rate of \$60 per hour.
 - Energy Implementation Assistance – this program provides CCRPC staff assistance to the municipality which, depending upon state grant requirements, may have no local match requirement.
 - Non-transportation projects (including plan and bylaws) – this is a fee-for-service program, cost TBD. We encourage municipalities to also seek [Municipal Planning Grants](#).

Is the Request for CCRPC Staff Assistance Only? (Yes/No)	Yes
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For Transportation and Transportation-related Land Use/Water Quality (PL Funding) Projects

requiring consultants or for non-municipal partners:

Total Project Cost Estimate (100%)	\$n/a
Local Match Required (20% of Total Cost)	\$n/a

Examples:

	Example 1	Example 2	Example 3
Total Project (100%)	\$25,000	\$50,000	\$75,000
Local Match (20%)	\$5,000	\$10,000	\$15,000

Will you accept a partial award? (Yes/No)	
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For Other Land Use (Non-PL Funding) Project Requests (this is a fee-for-service program, cost TBD):

CCRPC staff hours requested:	
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For Non-Transportation Land Use Project Requests, please contact Taylor Newton (TNewton@ccrpcvt.org, (802) 846-4490 ext. 115 to discuss project and budget needs.

For Non-Transportation Water Quality Project Requests, please contact Dan Albrecht (dalbrecht@ccrpcvt.org, (802) 861-0133 to discuss project and budget needs.

h. Public Meeting Requirement:

All municipal applications (local or regional), including match amounts, must be presented to and approved by the governing body at a warned public meeting by the end of March 2024. For non-municipal partners, a public meeting is not required but applications should be approved by their Board or similar governing body. If available, please provide documentation by the January 19, 2024 deadline. The public meeting requirement is not applicable for Minor Technical Assistance projects.

Burlington's public meeting and supporting documentation will be provided to the CCRPC by the end of March 2024.

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will primarily address (http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf).

Top 10 Actions:

1. Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways and investing in Intelligent Transportation Systems to facilitate traffic flows on our arterials and minimize the need for major roadway expansion projects; and supporting our areas planned for growth by expanding bike and pedestrian infrastructure, improving transit services, investing in and supporting Transportation Demand Management partners and programs such as Green Mountain Transit,

Chittenden Area Transportation Management Association, CarShare, Local Motion and NeighborRides.

2. Assist and inform municipalities with research and technical assistance to support housing development in our areas planned for growth, and continue participation in the Building Homes Together campaign.

b. Please describe how the project need is documented. Is the project identified in a local plan? Or, does this project address a newly identified need? Please elaborate.

planBTV South End identifies “expand[ing] infrastructure to address connectivity, traffic and parking challenges” as a key strategy for connectivity and mobility, including the following actions that demonstrate the need for this project:

- Address key intersections to improve safety and alleviate traffic congestion
- Add new street connections

c. Please describe how the project benefits the community.

This project benefits the community by providing updated, transparent data as the basis for transportation planning in the south end. This will allow the City to proactively plan for transportation improvements that support the planned housing development and accounts for other major transportation projects.

d. Please answer the following questions:

(see the CCRPC’s 2014 Public Participation Plan for resources: <http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>)

- What historically excluded and/or underserved populations are in the project study area or potentially impacted by the study? Please be specific.

Based on data from the 2020 census, there are significant disparities among people living in the south end, including income level and access to vehicles. Neighborhoods to the east of Pine Street such as the Five Sisters neighborhood, Birchcliff Parkway neighborhood, and southern Hill Section have some of the City’s lowest rates of people living below the poverty level (8.6%), while neighborhoods in the south end to the west of Pine Street have much higher rates of approximately 18.4% of people living below the poverty level. In these same areas, only 5.7% of people living east of Pine Street have no vehicle available, while approximately 24.4% of households west of Pine Street have no vehicle available.

While people living on both sides of Pine Street will be impacted by the changes in the south end, the City needs to work to make sure transportation changes throughout this area do not have disproportionate impacts to the varying neighborhoods of the south end.

- In what ways does this project have the potential to create, ignore or worsen existing equity gaps or produce other unintended consequences? Describe ways this project can lead to increased racial equity, economic equity and other forms of equity.

As discussed in the previous question, there are existing equity gaps in the project area. With this

project, the City can identify opportunities and challenges in the south end's transportation system that need changes to serve the City's population equitably. Transportation mobility is intimately linked to economic and social mobility, as transportation options directly impact people's access to jobs, healthcare, recreation, and much more.

- What public outreach and engagement tools will you use to ensure awareness of and participation by all population groups? What additional public outreach and engagement tools will you use to ensure awareness of and participation specifically by historically excluded and/or underserved populations?

We do not anticipate this technical assistance project will include public engagement.

- Describe ways your budget and timeline include the capacity to support a thorough public participation process.

We do not anticipate this technical assistance project will include public engagement.

- Specify how the public participation process will include the voices of BIPOC and other marginalized community members or be informed by previous engagement efforts (by others). Name the partners you will work with to ensure your project is informed by the voices of people who are most likely to be impacted.

We do not anticipate this technical assistance project will include public engagement.



PROJECT APPLICATION FORM

FY2025 Unified Planning Work Program

Applications should be no more than 6 pages (excluding any maps and letter of support from your governing body to document the availability of the local match and commitment of staff time). **A Project Application Form must be submitted for each project request. If you are submitting more than one request, please indicate projects in order of priority. There are separate forms to request transportation counts and infrastructure inventories. The Deadline for receipt of completed submissions is Friday, January 19, 2024. Please email completed forms in Word format to mdistel@ccrpcvt.org.** All forms are available on the CCRPC website: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

1. GENERAL INFORMATION

Submitted by (Name, Title): Julia Ursaki, Public Works Transportation Engineer
Municipality/Agency/Organization: City of Burlington Department of Public Works
Telephone: 802-809-1355
Email: jursaki@burlingtonvt.gov

2. PROJECT INFORMATION

a. Project Title: Main Street Scoping Study

b. Project Location (name of roadway, intersection, geographic area, etc.): Main Street, from South Winooski Ave to East Ave/East Terrace (the jughandle). See Attachment 1, Main Street Overview Map. *Attach map if needed*

c. Project Description (200 words max):

Please state whether this is a multi-year effort and identify each phase, and for which phase this application is requesting funding.

This study will bring together prior plans, current construction projects, and new analysis to scope a protected bicycle facility for the Main Street corridor, from Winooski Avenue to East Avenue. It will include scoping of the East Ave/Spear Street “jughandle” intersection and is supported by the City of South Burlington.

There has been significant investment in building a protected bicycle facility along this corridor over the past several years. However, different sections of this corridor are in various stages of project development and need further analysis to ensure all segments are aligned and coordinated. Burlington recently started construction on Main Streets Great Streets, which will build grade-separated bicycle lanes between Pine Street and Winooski Avenue. South Burlington is building a bike/ped bridge over I-89, which removes a significant barrier in connectivity between our two communities. However, due to the lack of facilities along the rest of the corridor, the Great Streets project and bridge will leave bicycles in a section of Main Street with no facilities. This study will coordinate and align with South Burlington’s current Bike/Ped Bridge Connections Study. It is anticipated that this project will span fiscal years,

starting in Spring 2025 and ending in Summer 2026.

d. Expected Deliverables:

- If this is a phased project spanning multiple fiscal years, identify deliverables for this specific phase and other phases where applicable.
- Please note that non-municipal partners are expected to submit a year-end report describing the impacts and outcomes of your program/efforts as a requirement of funding.

The expected deliverable for this project is a final scoping report that includes:

- Existing Conditions Analysis
- Cultural and environmental resource review (ARA, HRI)
- Summary and notes of public engagement including at least two public meetings
- Summary and graphics of alternatives considered
- Evaluation framework for selecting the preferred alternative
- A preferred alternative endorsed by the Burlington City Council

e. Other Project Partners (e.g., other municipalities, agencies, non-profits, consultants, community groups):

This regional study will engage with the City of South Burlington, Burlington Walk Bike Council, University of Vermont, Green Mountain Transit, the Office of City Planning, and Local Motion.

f. Project Cost & Match Requirement:

Please refer to the **FY25 UPWP PROGRAM SUMMARY** for a description of match requirements and check below which applies to your proposal. If matching funds are required, municipalities should attach a letter of support from your governing body to document the availability of the local match and commitment of staff time. Non-municipal partners should provide a letter from their Board or other governing body demonstrating knowledge and support of project request, ability, and intent to provide matching funds, etc.

- **Transportation-Related Projects (PL Funding)**
 - Transportation and transportation-related land use/water quality projects – 20% non-federal cash match required.
 - The CCRPC may waive the local match requirement for municipal projects deemed to be regionally significant.
 - Transportation Technical Assistance – no local match required
 - Non-Municipal Partner – 20% match required
- **Land Use and Energy Implementation Assistance (ineligible for PL funding)**
 - Non-transportation projects – there is no fee for projects requiring less than 12 hours of CCRPC staff time. Projects over 12 hours will be charged a rate of \$60 per hour.
 - Energy Implementation Assistance – this program provides CCRPC staff assistance to the municipality which, depending upon state grant requirements, may have no local match requirement.
 - Non-transportation projects (including plan and bylaws) – this is a fee-for-service program, cost

TBD. We encourage municipalities to also seek [Municipal Planning Grants](#).

Is the Request for CCRPC Staff Assistance Only? (Yes/No)	No
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For Transportation and Transportation-related Land Use/Water Quality (PL Funding) Projects requiring consultants or for non-municipal partners:

Total Project Cost Estimate (100%)	\$150,000
Local Match Required (20% of Total Cost)	\$ n/a - regional

Examples:

	<i>Example 1</i>	<i>Example 2</i>	<i>Example 3</i>
<i>Total Project (100%)</i>	<i>\$25,000</i>	<i>\$50,000</i>	<i>\$75,000</i>
<i>Local Match (20%)</i>	<i>\$5,000</i>	<i>\$10,000</i>	<i>\$15,000</i>

Will you accept a partial award? (Yes/No)	No
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For Other Land Use (Non-PL Funding) Project Requests (this is a fee-for-service program, cost TBD):

CCRPC staff hours requested:	<i>n/a</i>
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For Non-Transportation Land Use Project Requests, please contact Taylor Newton (TNewton@ccrpcvt.org, (802) 846-4490 ext. 115 to discuss project and budget needs.

For Non-Transportation Water Quality Project Requests, please contact Dan Albrecht (dalbrecht@ccrpcvt.org, (802) 861-0133 to discuss project and budget needs.

h. Public Meeting Requirement:

All municipal applications (local or regional), including match amounts, must be presented to and approved by the governing body at a warned public meeting by the end of March 2024. For non-municipal partners, a public meeting is not required but applications should be approved by their Board or similar governing body. If available, please provide documentation by the January 19, 2024 deadline. The public meeting requirement is not applicable for Minor Technical Assistance projects.

3. BENEFITS TO REGIONAL AND LOCAL PLANNING (please keep your responses brief)

a. Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will primarily address (http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf).

The Main Street Bicycle Scoping Study will directly support the following actions:

- Support and inform municipalities on setting the stage for smart, multi-modal development in our areas planned for growth, and protection of our rural planning area, through plan and bylaw assistance, participation in the Act 250 Next 50 Years Committee, brownfields assessments, etc.

- Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways and investing in Intelligent Transportation Systems to facilitate traffic flows on our arterials and minimize the need for major roadway expansion projects; and supporting our areas planned for growth by expanding bike and pedestrian infrastructure, improving transit services, investing in and supporting Transportation Demand Management partners and programs such as Green Mountain Transit, Chittenden Area Transportation Management Association, CarShare, Local Motion and NeighborRides.
- Assist and inform municipalities on enhanced energy planning for the heating, electricity and transportation sectors including a shift away from gas/diesel vehicles to electric or other nonfossil fuel transportation options.

b. Please describe how the project need is documented. Is the project identified in a local plan? Or, does this project address a newly identified need? Please elaborate.

planBTV Walk Bike identified Main Street as a priority location for protected bike lanes. This project was ranked in the top three priority actions from planBTV Walk Bike. In addition, planBTV Walk Bike provides significant documentation identifying Main Street as one of “the 5 streets that feel most unsafe” in all of Burlington, based on significant public engagement. VTrans identified Main Street as a high crash location. Additionally, the CCRPC’s active transportation plan identifies the Main Street/Williston Road corridor in the top two highest priority groups to build a countywide bicycle network.

c. Please describe how the project benefits the community.

With this study, the City will move closer to filling a key gap in the regional bike network along the Route 2 corridor, which will become the backbone of a facility of protected bike facilities connecting Burlington, South Burlington, Williston, and beyond. As documented in the CCRPC’s 2022 Regional Active Transportation Plan, building a low-stress bicycle facility along Route 2 results in a significant improvement in the bicycle network analysis score not just along the Route 2 corridor, but throughout most of Burlington and South Burlington.

d. Please answer the following questions:

(see the CCRPC’s 2014 Public Participation Plan for resources: <http://www.ccrpcvt.org/our-work/our-plans/public-participation-plan/>)

- What historically excluded and/or underserved populations are in the project study area or potentially impacted by the study? Please be specific.

Based on data from the 2021 American Community Survey 5-year estimates and 2020 Decennial Census, the Main Street corridor goes through three census tracts where over 24% of the populated had an income below the poverty level in the past 12 months. In addition, there portions of the project area with over 24% of households that have no cars available.

- In what ways does this project have the potential to create, ignore or worsen existing equity gaps or produce other unintended consequences? Describe ways this project can lead to increased racial equity, economic equity and other forms of equity.

Street reconstruction for transportation improvements can be perceived as worse for some users of the transportation system. This project aims to provide additional transportation choices for users of the

street of all abilities and ages, which can directly improve economic equity through safer and more accessible access to transportation facilities.

- What public outreach and engagement tools will you use to ensure awareness of and participation by all population groups? What additional public outreach and engagement tools will you use to ensure awareness of and participation specifically by historically excluded and/or underserved populations?

This project will provide opportunities for engagement that are convenient and easy to engage with, whether meeting people where they are, through community representatives in Burlington's Trusted Community Voices (TCV), and through online and in-person opportunities for engagement. For example, we will work with REIB to translate project videos to share information about the project, like we are doing for the Battery Street Scoping Study.

- Describe ways your budget and timeline include the capacity to support a thorough public participation process.

We expect that this project will kick off once recommendations from South Burlington's Bike/Ped Bridge Connections Study and Exit 14 Scoping Study are finalized, which is anticipated to be spring of 2025. This project will be DPW's main planning effort in that timeframe, as current UPWP projects like the Battery Street Scoping Study, planBTV Walk Bike Update, New North End Sidewalk Scoping, and the Shelburne/Home Intersection Study wrap up in 2024.

- Specify how the public participation process will include the voices of BIPOC and other marginalized community members or be informed by previous engagement efforts (by others). Name the partners you will work with to ensure your project is informed by the voices of people who are most likely to be impacted.

The City will use the Trusted Community Voices (TCV) program to reach and hear the voices of BIPOC and marginalized community members in Burlington.

INVENTORY REQUEST FORM

FY2025 Unified Planning Work Program

Please submit one form per inventory request. Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

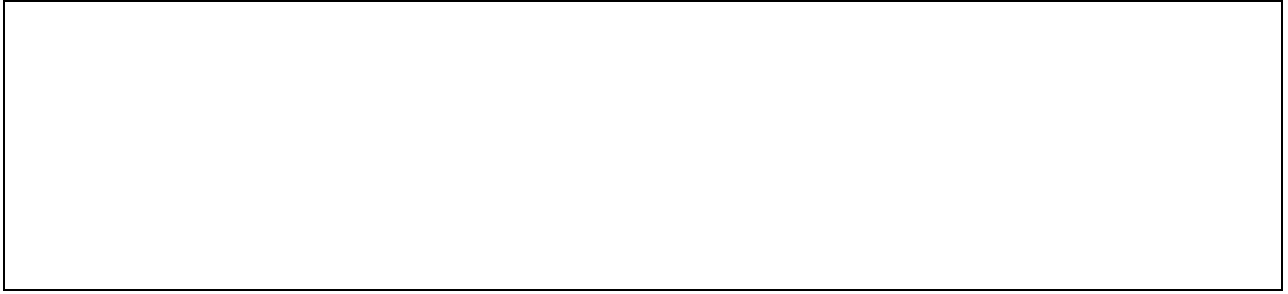
Submitted by (Name, Title)	Phillip Peterson PE, Public Works Engineer
Municipality/Agency/Organization:	Burlington, Department of Public Works
Telephone	(802)598-8356
Email	ppeterson@burlingtonvt.gov
Date of Submittal	1/19/2024

TYPE OF INVENTORY:

Sidewalks	☐	Any time sensitive restrictions to be aware of? (paving of roads or other planned construction projects)
Signs	☐	
Culverts	☐	Yes ☐ No ☐
Pavement (using PAVER software)	☒	If yes, please list segments: Pavement inventory of 1/3 of the City's Street network for Paver, input inspections into City's current Paver Database. No other changes required to the database.
Other	☐	Please describe the requested inventory:

Other Comments (are there any changes to the existing pre-defined data model?)

As mentioned, pavement inventory of 1/3 of the City's Street network for Paver, input inspections into City's current Paver Database. No other changes required to the database.



TURNING MOVEMENT COUNT REQUEST FORM FY2025 Unified Planning Work Program

Please submit one form per count request. Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

Submitted by (Name, Title)	Maddy Suender
Municipality/Agency/Organization:	Burlington DPW
Telephone	802-735-5324
Email	Msuender@gmail.com
Date of Submittal	1/19/2024

Location (Please be as specific as possible. Feel free to attach maps)
Allen/Murray Intersection* S Union/St Paul Intersection Northgate and North Ave*

Peak Hour (7-9 am, 4-6 pm)	☒	Should this count be completed during the academic school year? If so, when does your local school end? When is the last date of regular school bus travel?
12 hour (6 am – 6 pm)	☐	
Custom (describe below)	☐	
* indicates count done in school year		

Other Comments (are there specific dates, unique turning movements, or variables you would like to capture?)

TRAFFIC COUNT (ATR) REQUEST FORM

FY2025 Unified Planning Work Program

Please submit one form per count request. Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: <http://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/>.

Submitted by (Name, Title)	Madeline Suender
Municipality/Agency/Organization:	Burlington Department of Public Works
Telephone	802-735-5324
Email	msuender@gmail.com
Date of Submittal	1/19/2024

Location (Please be as specific as possible. Feel free to attach maps)
Roundabout Approaches* – Ledge, Shelburne Rd, Locust, St Paul, S Willard (do week of 5/6) Hayward (Howard – Marble) Battery St (Hilton) Chase Street (Burl 73) King Street* (near King St Center) S Union (Howard – St Paul) Oak St* (Near Boys and Girls Club) Maple St (Battery – St Paul) Stanbury (Staniford – End) Prospect Parkway* (all) Cherry St* (in front of BHS) Barley Rd (all) Morse (west of pine) Henry St (all) Green Acres (all) Marble Ave (all) Ethan Allen Parkway* (Near CP Smith BURL29)

7 Day (including weekends)	☒	Should this count be completed during the academic school year? (If so, when does your local school end? When is the last date of regular school bus travel?)
Custom (Minimum of 48 hrs – note below)	☐	
		Yes ☐ No ☐
* indicates a count during school (last day June 14 th)		

Other Comments (are there specific dates, or variables you would like to capture?)
Listed in priority order.

List of all Burlington UPWP Projects

Last Updated 4/11/2024
(does not include count and inventory requests)

Name	Description	Department	Start
planBTV: New North End	The Comprehensive Plan's Future Land Use Map identifies the North Avenue corridor as an area to grow. This NNE plan will build off of work completed in this part of the city before, including the 2015 North Avenue Corridor Study, and provide direction on how to prioritize tens of millions of dollars of identified capital investments as the neighborhood evolves to be denser, and more walkable and transit accessible.	Planning	Jul-24
Burlington Impact Fee Study – Revision & Expansion	The City of Burlington will be undertaking a comprehensive revision to its current impact fees and regulations. The City wishes to expand current traffic impact fees to also include Multi-modal Transportation (vehicular, bicycle and pedestrian modes, transit and parking) investments. The City is seeking funding from the UPWP to cover the costs associated with the new MultiModal Transportation portion of this effort.	DPW	Jul-21
Burlington South End Multimodal Facility and TOD Scoping Study	This project builds on the recently completed "Burlington South End Multimodal Feasibility Study" and focuses in TOD planning in Burlington's South End.	CEDO/DPW	Feb-23
South End Traffic Analysis	The City of Burlington requests technical assistance from the CCRPC to collaborate with City staff to develop an approach and then execute a traffic study of Burlington's South End that accounts for numerous changes in the area including the Champlain Parkway, South End Innovation District (SEID), the Shelburne Street roundabout, and others.	DPW	new request FY25
Battery Street Corridor Study	The Battery Street Corridor Study will identify improvements to support all modes of transportation, adjacent parks, adjacent businesses, stormwater, and enhance the street as a gateway between the downtown and waterfront districts.	DPW	Jul-22
Shelburne St / Home Ave Intersection Scoping	This project will scope the alternative options and select a preferred alternative to improve safety and efficiency at this heavily traveled intersection, as this is identified as a VTrans high-crash location based on 2012-2016 crash records.	DPW	Jul-23
Northern Waterfront Connectivity	This project will engage the community and adjacent landowners to scope the alternatives, identify opportunities and constraints, and identify the preferred alternatives and cost estimates to fill gaps in the sidewalk and path network for improved connections to the northern waterfront.	CEDO	Jul-23
Cottage Grove, Stanbury Road, and Green Acres Drive Sidewalk Scoping	This project will work with a consultant to develop a scoping report to facilitate development of sidewalks within the New North End of Burlington, VT. The project will consult the community to scope and select preferred designs for sidewalks on at least one side of three city streets: Cottage Grove, Stanbury Road, and Green Acres Drive.	DPW	Jul-23
VT 127 Shared Use Path Scoping & Feasibility Study	This project will complete scoping for new access points to and from the 127 path, assess the feasibility of widening the path, and assess the crash history of vehicles from SR 127 striking the fence that separates the roadway from the path.	Parks	Jul-23
Burlington Main Street Scoping Study	This study will bring together prior plans, current construction projects, and new analysis to scope a protected bicycle facility for the Main Street corridor, from Winooski Avenue to East Avenue. It will include scoping of the East Ave/Spear Street "jughandle" intersection and is supported by the City of South Burlington.	DPW	new request FY25

Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 4 (Burlington) -	This project would be the fourth and final Phase of a multiyear project creating a city wide sub-surface right-of-way condition inventory. This inventory utilizes GIS desktop analyses in conjunction with dig-safe ground truthing and soil borings to determine the suitability of implementing stormwater practices. Wards 4 and 7 would be the areas covered under Phase 4.	DPW	Jul-24
PlanBTV Walk/Bike Action Plan	Burlington's new PlanBTV Walk Bike Action Plan will update the existing 2017 Plan BTV Walk Bike plan by taking a deep dive into quantifiable data and robust public engagement with underserved populations to identify explicit projects that will have the largest impact on the goal of eliminating traffic fatalities and severe injuries.	DPW	Nov-23



Memo

Date: April 17, 2024

To: Public Works Commission

From: Kelly DeCarlo, Engineering Intern

CC: Phillip Peterson P.E., Public Works Engineer

Subject: Burlington City Ordinance Appendix C Optimization

Purpose & Need:

The purpose of this proposal is to make Appendix C accurate, remove confusion and ambiguity, and easier to read which involves combining regulations and correcting conflicting regulations. Regulations which are related are combined to reduce redundancy and make the document more concise, and conflicting regulations are resolved to ensure a consistent and coherent set of rules.

Staff recommends the DPW Commission approve (see Attachment-1):

2 Traffic-control light locations.

(a) Traffic-control light signals are hereby established at the following locations:

(74) ~~Two (2) flashing caution lights on Shelburne Street near the intersection of Shelburne Street and South Willard Street.~~

3 Stop sign locations.

Stop signs are authorized at the following locations:

(37) At the intersection of Southcrest Drive, Foster Street, and Home Avenue causing all traffic ~~on Foster Street~~ to stop.

(88) At the intersection of ~~Southcrest Drive, Foster Street, and Home Avenue~~, causing all traffic ~~on Southcrest Drive~~ to stop.

(259) At the intersection of ~~Southcrest Drive and Home Avenue~~, stopping both eastbound and westbound traffic.

5 One-way streets designated.

The following streets are hereby designated as one-way streets, and all traffic and travel thereon, except pedestrians, shall pass in the direction indicated and not otherwise:



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

(3) North Champlain Street, northerly from ~~Sherman~~ Pearl Street to ~~Peru Street~~ Manhattan Drive, with the exception of bicycles traveling southbound in the designated contra-flow lane.

6 Left turns prohibited.

No vehicle shall make a left turn at any time at the following locations:

- (5) ~~Onto the northbound entrance ramp of Vermont Route 127 when going south on North Avenue.~~
- (7) ~~Exiting the southernmost access to Ethan Allen Shopping Center.~~
- (8) ~~Entering the southernmost access to Ethan Allen Shopping Center.~~

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

- (9) ~~On the west side of Bradley Road for a space of 1,000 feet north from North Avenue.~~
- (122) ~~On either the north side of Poplar Street.~~
- (133) ~~On the east side of South Champlain Street between Maple Street and the driveway of the Vermont Spool and Bobbin Company.~~
- (259) ~~On the east side of University Place, between the 2 driveway entrances of the Royal Tyler Theatre.~~
- (360) ~~For 50 feet either side of Davis Roadway at UVM on the east side of South Prospect Street.~~
- (361) ~~For 50 feet on either side of Wright driveway at UVM on the east side of South Prospect Street.~~
- (426) ~~The space located directly in front of the parking garage on the east side of St. Paul Street between Pearl Street and Cherry Street. On St. Paul Street, from Cherry Street to Pearl Street.~~
- (447) ~~On the east side of Church Street between Main Street and King Street in the designated area just for a distance of 100 feet north of 184 Church Street, such area being across the street from the rear access to the Flynn Theater.~~

8 No parking 7:30 a.m. to 4:30 p.m. weekdays.

No person shall park any vehicle between the hours of 7:30 a.m. and 4:30 p.m., Mondays through Fridays inclusive, in any of the following locations:

- (9) ~~On the south side of North Street for two hundred sixty-eight (268) feet west of Murray Street.~~
- (15) ~~On the west side of Pine Street between Flynn Avenue and Ferguson Avenue~~

9 Fifteen-minute parking.

(a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:

- (73) ~~Two spaces in front of 47 Maple Street.~~
- (99) ~~In the 2 spaces in front of 424 Pine Street.~~
- (100) ~~In the 2 spaces in front of 422 Pine Street.~~

(b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:



City of Burlington
Department of Public Works

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www.burlingtonvt.gov/DPW

~~(17.1) In the space in front of 184 North Street. To be effective between the hours of 8:00 a.m. and 5:00 p.m.~~

~~(34) In the two (2) designated spaces on the south side of Colchester Avenue in front of 291 and 297 Colchester Avenue, between the hours of 9:00 a.m. and 6:00 p.m., Sundays and holidays excepted.~~

9-1 Three-hour parking.

No person shall park a vehicle for a period longer than three (3) hours, between the hours of 9:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

~~(1) On either side of St. Paul Street between Main Street and Maple Street.~~

10 Two-hour parking.

No person shall park a vehicle for a period longer than two (2) hours between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

~~(1) On either side of Elmwood Avenue between Allen Street and North Street except for one hour spaces in front of 145-147 Elmwood Avenue.~~

~~(9) On the south side of Main Street, from Battery Street to Lake Street.~~

11 One-hour parking.

(b) No person shall park a vehicle for a period longer than one (1) hour between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, holidays excepted, in the following locations:

~~(1) In the two (2) designated spaces in front of 297 Colchester Avenue.~~

16 Bus stops.

(a) The following spaces are hereby designated as bus stops:

~~(11) On the west side of St. Paul Street beginning thirty (30) feet north of Cherry Street and continuing north to Pearl Street for two hundred five (205) feet, effective from 5:00 a.m. to 6:00 p.m. Monday through Friday.~~

17 designation of parking meter zones.

(e) Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking.

~~(1) The north side of Cherry Street, from McAuliffe's Pine Street westerly to the Cathedral Square driveway Battery Street.~~

~~(3) On the north side of Cherry Street from the Cathedral Square driveway westerly to Battery Street.~~

~~(8) On the south side of King Street, the first five (5) four (4) spaces ~~west~~ east of Battery Street, between South Champlain Street and Battery Street.~~

~~(38) The third, fourth and fifth parking spaces west of St. Paul Street on the north side of King Street.~~



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(41) On the west side of South Union Street, from College Street to the driveway at 89 South Union Street ~~adjacent to the YMCA.~~

(f) *Ten (10) hour zones. The following streets or portions of streets are hereby designated as ten (10) hour parking meter zones:*

(16) On the north side of King Street, the first ~~two (2)~~ three (3) spaces west of St. Paul, between St. Paul Street and Pine Street.

(g) *Designated streets with no time limit metered parking: The following streets or portions of streets are hereby designated as no time restriction metered parking zones:*

(8) Cherry Street from ~~St. Paul~~ Pine Street to Winooski Avenue.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?	X			

Summary and Conclusion:

The above amendments are broken down to clarify what is being proposed by DPW staff.

§ 2(74) refers to flashing lights at the intersection of Shelburne Street and South Willard Street. The intersection has been updated to a roundabout and the flashing lights are no longer on the road. DPW staff recommends commission approve the removal of this regulation as it is no longer applicable.

§ 3(37), § 3(88), and § 3(259) all refer to the same intersection that is an all-way stop. In order to consolidate and clarify Appendix C, DPW staff recommends combining the three regulations into one. § 3(37) will represent the all-way stop at Southcrest Drive, Foster Street, and Home Avenue and § 3(88) and § 3(259) will be removed.

§ 5(3) is rewritten to represent the current configuration of the street. The entirety of North Champlain Street is a one-way street heading north. § 5(3) states only the small segment of road from Sherman Street to Peru Street as a one way street. The actual extents are from Pearl Street to Manhattan Drive. The regulation has not been updated to reflect the current extents of the one-way. DPW staff recommends that § 5(3) should be edited to reflect the accurate extents of the one-way street, North Champlain Street.

§ 6(5) refers to the left turn prohibition when entering the northbound entrance ramp of Vermont Route 127 when going south on North Avenue. The entrance ramp has been updated with construction and a



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left turn is allowed entering Route 127. DPW staff recommends the removal of this regulation as it is no longer applicable.

§ 6(7) and § 6(8) refer to the southernmost access to the Ethan Allen Shopping Center. Left turns are allowed entering and exiting this access. The southernmost access has been removed with construction updates. The new and current southernmost access allows left turns entering and exiting. DPW staff recommends removing these regulations.

§ 7(9) is recommended for removal because it is no longer applicable. The regulation is confusing as Bardley Road does not exist. Assuming this refers to Barley Road, there are no “no parking” signs north from North Avenue. This segment of the street is 30 feet wide and a one-way. This is wide enough to allow for parking on both sides of the street. Staff recommends removal of this regulation to align with the street signage and accommodate for more parking spaces.

§ 7(122) states that Poplar Street has no parking on either side of the street. Currently on the street, parking is allowed on the south side, but not the north side. The street is 19 feet wide and a one-way. The Fire Department requires 14 feet of effective travel width, but they have specifically stated that on Poplar Street less travel width is allowed because the sidewalk is clear. § 7(122) should be changed to state that there is no parking on the north side.

§ 7(133) regards no parking on the east side of South Champlain Street south of Maple Street. § 7(133) states to “the driveway of the Vermont Spool and Bobbin Company”. This is approximately 185 feet south of Maple Street. This conflicts with § 7(134) which states “40 feet south of Maple Street”. According to the current parking on the street, § 7(134) is accurate with approximately 40 feet of no parking and then parking is allowed. DPW staff recommends that commission approve the removal of § 7(133) to align with the current configuration of the street which allows for more parking opportunities.

§ 7(259) refers to parking on University Place. This regulation conflicts with § 7(210) which states “On the east side of University Place with the exception of the vehicle loading zone in front of Ira Allen Chapel and the food truck parking in front of the Royal Tyler Theatre.” Since the section of road referred to in § 7(210) is repeated in § 7(259), staff recommends removing § 7(259).

§ 7(360) and § 7(361) discuss parking on South Prospect Street by Davis Road. § 7(360) and § 7(361) have no time frame for the no-parking regulations. These sections are included in § 7(395) which states “On the east side of South Prospect Street, from Cliff Street to Country Club Drive, between the hours of 12:00 midnight to 6:00 a.m.” According to the signage on the street, there is a time frame for the no parking section. § 7(395) also accommodates for more parking spaces as parking is allowed outside of the restricted hours. § 7(360) and § 7(361) are recommended for removal as § 7(395) is accurate.

§ 7(426) indicates a no parking space on St. Paul Street between Pearl Street and Cherry Street. This section of St. Paul Street is the Burlington Downtown Transit Center. Therefore, there is no parking along



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this section of road. § 7(426) is recommended to be changed to reflect the bus stops. Rewriting these two regulations accurately describes the street configuration.

§ 7(447) is recommended to be rewritten to clearly indicate the no parking area. In rewriting the regulation, confusion is removed and it is easier to read.

§ 8(15) concerns parking on Pine Street. The section of road overlaps with § 7(221) which reads “On the east or west side of Pine Street from Flynn Avenue to Ferguson Avenue and on the east side of Pine Street between Ferguson Avenue and Lyman Avenue.” According to site visits, § 7(221) is the accurate regulation, the signage is “no parking on this side of street”. No time intervals are stated. Due to this, DPW staff recommend removing § 8(15).

§ 8(9) regards North Street parking restrictions. § 8(9) prohibits parking between 7:30 a.m. and 4:30 p.m. This contradicts § 7(191) which states no parking anytime “On the south side of North Street from North Avenue to South Winooski Avenue.” The current signage is “no parking this side of street”. No time intervals are stated. Because of this, DPW recommends the removal of § 8(9) to be consistent with current signage and § 7(191).

§ 9(a)(73) calls for a 15 minute parking space in front of 47 Maple Street which contradicts § 12-1(5) that requires a vehicle loading space in front of 47 Maple Street. According to the street, signage is for a vehicle loading space. DPW recommends the removal of § 9(a)(73) to keep what is currently on the road.

§ 9(a)(99) requires two fifteen minute parking spaces in front of 424 Pine Street and § 9(a)(100) requires two fifteen minute spaces in front of 422 Pine Street. § 11(a)(6) conflicts with these specified spaces and states one hour parking “On the east side of Pine Street starting 50 feet north of Howard Street extending 95 feet north.” Signage on the road is for § 11(a)(6) for one hour parking spaces. Since the hour spaces accommodate for time limited parking, staff recommends the removal of § 9(a)(99) and § 9(a)(100).

§ 9(b)(17.1) specifies a fifteen minute space between the hours of 8:00 a.m. and 5:00 p.m. in front of 184 North Street. This contradicts § 9(a)(105) which provides for a regular fifteen minute space in front of 184 North Street from the hours of 8:00 a.m. to 10:00 p.m. The street signage is for a fifteen minute space from 8:00 a.m. to 10:00 p.m. excluding Sundays and holidays. This is in agreement with § 9(a)(105), so the removal of § 9(b)(17.1) is recommended.



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§ 9(b)(34) regards two fifteen minute spaces in front of 291 and 297 Colchester Avenue. § 11(b)(1) also refers to these two spaces for one hour parking. The current signage is for only one fifteen minute space in front of 291 Colchester Avenue. Resident permit only parking follows the fifteen minute space. To accommodate parking for residents it is recommended to change § 9(b)(34) to reflect one fifteen minute space and remove § 11(b)(1).

§ 10(1) is two hour parking on Elmwood Avenue between Allen Street and North Street. § 11(c)(1) states one hour parking in "All spaces located in front of 145—147 Elmwood Avenue." The spaces are currently posted as one-hour spaces. To avoid confusion between the two regulations, § 10(1) is recommend to be changed to add "except the one hour spaces in front of 145-147 Elmwood Avenue."

§ 10(9) is two hour parking on Main Street from Battery Street to Lake Street. According to the existing signage, this regulation is no longer in place. The spaces are currently three hour metered spaces highlighted in § 17(e)(63). Staff recommends removing § 10(9) as § 17(e)(63) covers the section of road.

§ 17(e)(1), § 17(e)(3), and § 17(g)(8) refer to Cherry Street from Winooski Avenue to Battery Street. The ordinances conflict with each other between three hour meter zones and no time limit metered parking. There are currently no time limit meters from Pine Street to Winooski Avenue and three hour meters from Pine Street to Battery Street. Staff recommends being consistent with the meters on the street. Pine Street to Battery Street has more turnover which the time limit meters will help accomplish. Unlimited time meters from Winooski Avenue to Pine Street allow for parking for longer periods of time. The regulations should be updated to reflect the meters on the street.

§ 17(e)(8) is recommended to be changed to reflect the current street signage. There are only four three hour metered spaces on the south side of King Street between Battery Street and South Champlain Street, not five. The fifth space is a ten hour metered space which accommodates for longer time periods of parking. The regulation recommended to be edited to four spaces.

§ 17(e)(38) refers to time limit parking meters on King Street west of St. Paul Street. There are conflicts between this regulation and § 17(b)(25) which states a thirty minute meter zone "On the north side of King Street starting one hundred twenty-five (125) feet west of St. Paul Street and extending forty (40) feet west." Currently on the street, the third space is ten hour and the fourth and fifth are thirty minutes. § 17(b)(25) defines the fourth and fifth thirty minute spaces and § 17(f)(16) is recommended to be



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changed to include the third space. The spaces are covered in § 17(b)(25) and § 17(f)(16), so it is recommended that § 17(e)(38) is repealed.

§ 17(e)(41) is recommended to be changed to clearly define the parameters of the parking meters. The YMCA has since moved, so an address is used to delineate the limits of the meters.

Public Engagement:

Our proposed regulatory changes aim to preserve existing street conditions and traffic regulations. Therefore, apart from this memo addressed to the Commission, public engagement is deemed unnecessary unless instructed otherwise by the Commission.

Attachments:

1. Traffic regulation.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

2 Traffic-control light locations

3 Stop sign locations

5 One-way streets designated

6 Left turns prohibited

7 No-parking areas

8 No parking 7:30 a.m. to 4:30 p.m. weekdays

9 Fifteen-minute parking

10 Two-hour parking

11 One-hour parking

16 Bus stops

17 Designation of parking meter zones

Sponsor(s): Public Works Commission

Action: Approved

Date: 4/17/2024

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____

15

21

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 2 Traffic-control light locations, 3 Stop sign locations, 5 One-way streets designated, 6 Left turns prohibited, 7 No-parking areas, 8 No parking 7:30 a.m. to 4:30 p.m. weekdays, 9 Fifteen-minute parking, 10 Two-hour parking, 11 One-hour parking, 16 Bus stops, 17 Designation of parking meter zones, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

2 Traffic-control light locations.

(a) Traffic-control light signals are hereby established at the following locations:

(1)-(73) As written.

(74) Two (2) flashing caution lights on Shelburne Street near the intersection of Shelburne Street and South Willard Street. Reserved.

(75)-(76) As written.

3 Stop sign locations.

Stop signs are authorized at the following locations:

(1)-(36) As written.

(37) At the intersection of Southcrest Drive, Foster Street, and Home Avenue causing all traffic on Foster Street to stop.

(38)-(87) As written.

(88) ~~At the intersection of Southerest Drive, Foster Street, and Home Avenue, causing all traffic on Southerest Drive to stop. Reserved.~~

(89)-(258) As written.

(259) ~~At the intersection of Southerest Drive and Home Avenue, stopping both eastbound and westbound traffic. Reserved.~~

(260)-(319) As written.

5 One-way streets designated.

The following streets are hereby designated as one-way streets, and all traffic and travel thereon, except pedestrians, shall pass in the direction indicated and not otherwise:

(1)-(2) As written.

(3) North Champlain Street, northerly from ~~Sherman~~ Pearl Street to ~~Peru~~ Street Manhattan Drive, with the exception of bicycles traveling southbound in the designated contra-flow lane.

(4)-(44) As written.

6 Left turns prohibited.

No vehicle shall make a left turn at any time at the following locations:

(1)-(4) As written.

(5) ~~Onto the northbound entrance ramp of Vermont Route 127 when going south on North Avenue. Reserved.~~

(6) As written.

(7) ~~Exiting the southernmost access to Ethan Allen Shopping Center. Reserved.~~

(8) ~~Entering the southernmost access to Ethan Allen Shopping Center. Reserved.~~

(9)-(13) As written.

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

(1)-(8) As written.

(9) ~~On the west side of Bradley Road for a space of 1,000 feet north from North Avenue. Reserved.~~

(10)-(121) As written.

(122) On ~~either~~ the north side of Poplar Street.

(123)-(132) As written.

(133) ~~On the east side of South Champlain Street between Maple Street and the driveway of the Vermont Spool and Bobbin Company. Reserved.~~

(134)-(258) As written.

(259) ~~On the east side of University Place, between the 2 driveway entrances of the Royal Tyler Theatre. Reserved.~~

(260)-(359) As written.

(360) ~~For 50 feet either side of Davis Roadway at UVM on the east side of South Prospect Street. Reserved.~~

(361) ~~For 50 feet on either side of Wright driveway at UVM on the east side of South Prospect Street. Reserved.~~

(362)-(425) As written.

(426) ~~The space located directly in front of the parking garage on the east side of St. Paul Street between Pearl Street and Cherry Street. On St. Paul Street, from Cherry Street to Pearl Street.~~

(427)-(446) As written.

(447) On the east side of Church Street between Main Street and King Street ~~in the designated area just for a distance of 100 feet north of 184 Church Street, such area being across the street from the rear access to the Flynn Theater.~~
(448)-(584) As written.

8 No parking 7:30 a.m. to 4:30 p.m. weekdays.

No person shall park any vehicle between the hours of 7:30 a.m. and 4:30 p.m., Mondays through Fridays inclusive, in any of the following locations:

(1)-(8) As written.

(9) ~~On the south side of North Street for two hundred sixty eight (268) feet west of Murray Street. Reserved.~~

(10)-(14) As written.

(15) ~~On the west side of Pine Street between Flynn Avenue and Ferguson Avenue. Reserved.~~

(16)-(19) As written.

9 Fifteen-minute parking.

(a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 10:00 p.m., Sundays and holidays excepted, in the following areas:

(1)-(72) As written.

(73) ~~Two spaces in front of 47 Maple Street. Reserved.~~

(74)-(98) As written.

(99) ~~In the 2 spaces in front of 424 Pine Street. Reserved.~~

(100) ~~In the 2 spaces in front of 422 Pine Street. Reserved.~~

(101)-(126) As written.

(b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:

(1)-(17) As written.

~~(17.1) In the space in front of 184 North Street. To be effective between the hours of 8:00 a.m. and 5:00 p.m.~~

(18)-(33) As written.

(34) ~~In the two (2) designated spaces on the south side of Colchester Avenue in front of 291 and 297 Colchester Avenue, between the hours of 9:00 a.m. and 6:00 p.m., Sundays and holidays excepted.~~

(c)-(d) As written.

9-1 Three-hour parking.

No person shall park a vehicle for a period longer than three (3) hours, between the hours of 9:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

(1) ~~On either side of St. Paul Street between Main Street and Maple Street. Reserved.~~

10 Two-hour parking.

No person shall park a vehicle for a period longer than two (2) hours between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

(1) On either side of Elmwood Avenue between Allen Street and North Street except for one hour spaces in front of 145-147 Elmwood Avenue.

(2)-(8) As written.

- (9) ~~On the south side of Main Street, from Battery Street to Lake Street.~~ Reserved.
(10)-(20) As written.

11 One-hour parking.

- (a) *As written.*
(b) *No person shall park a vehicle for a period longer than one (1) hour between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, holidays excepted, in the following locations:*
(1) ~~In the two (2) designated spaces in front of 297 Colechester Avenue.~~ Reserved.
(2) *As written.*
(c)-(f) *As written.*

16 Bus stops.

- (a) *The following spaces are hereby designated as bus stops:*
(1)-(10) *As written.*
(11) ~~On the west side of St. Paul Street beginning thirty (30) feet north of Cherry Street and continuing north to Pearl Street for two hundred five (205) feet, effective from 5:00 a.m. to 6:00 p.m. Monday through Friday.~~
(12)-(25) *As written.*
(b)-(c) *As written.*

17 Designation of parking meter zones.

- (a)-(d) *As written.*
(e) *Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking:*
(1) ~~The north side of Cherry Street, from McAuliffe's Pine Street westerly to the Cathedral Square driveway Battery Street.~~
(2) *As written.*
(3) ~~On the north side of Cherry Street from the Cathedral Square driveway westerly to Battery Street.~~ Reserved.
(4)-(7) *As written.*
(8) ~~On the south side of King Street, the first five (5) four (4) spaces west east of Battery Street, between South Champlain Street and Battery Street.~~
(9)-(37) *As written.*
(38) ~~The third, fourth and fifth parking spaces west of St. Paul Street on the north side of King Street.~~ Reserved.
(39)-(40) *As written.*
(41) ~~On the west side of South Union Street, from College Street to the driveway at 89 South Union Street adjacent to the YMCA.~~
(42)-(73) *As written.*
(f) *Ten (10) hour zones. The following streets or portions of streets are hereby designated as ten (10) hour parking meter zones:*
(1)-(15) *As written.*
(16) ~~On the north side of King Street, the first two (2) three (3) spaces west of St. Paul, between St. Paul Street and Pine Street.~~
(17)-(21) *As written.*
(g) *Designated streets with no time limit metered parking: The following streets or portions of streets are hereby designated as no time restriction metered parking zones:*

187 (1)-(7) As written.
188 (8) Cherry Street from ~~St. Paul~~ Pine Street to Winooski Avenue.
189 (9)-(12) As written.
190
191 /hm: BCO Appx.C, Section 2 ,3, 5, 6, 7, 8, 9, 10, 11, 16, 17
192 4/17/2024



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Date: April 17, 2024
To: DPW Commission
From: Jackie Esperti, Assistant Director, Parking and Traffic
CC: Chapin Spencer, Director of Public Works
Phillip Peterson P.E., Senior Transportation Planner
Subject: Permits for Temporary City Parking – Courthouse Plaza Parking Garage

Staff recommends the DPW Commission add (see Attachment-1):

19 Parking Rates.

The rate of charge for parking in metered city lots shall be as follows:

(C) Monthly Permit Rates. Eighty-four dollars (\$84.00) for a five (5) day per week monthly permit; the five (5) days per week shall be Monday through Friday ("standard workweek permit"). One hundred dollars (\$100.00) for a seven (7) day per week monthly permit ("standard calendar-week permit"). Forty dollars (\$40.00) for a five (5) day per week monthly permit for city employees when paid for by a City of Burlington department.

Purpose & Need:

The Purpose of these new permits propose an additional location for downtown businesses, residents and students to park at the temporary City-Leased parking in Courthouse Plaza Parking Garage. The monthly permits, which mimics the \$84/\$100 rates of the Downtown garage, will be available through the sunset of the city agreement, December 31, 2026.

Additionally, we would like to extend city employee parking from the DTG to the Courthouse Plaza garage for City Employees that work at 200 Church Street. The charge for this permit will be \$40, which is an increase from the \$20 permit in the Downtown Garage, but we will be proposing to increase the employee permit in the Downtown Garage to increase to \$40/month in FY'25. This Courthouse Plaza permit will also sunset on December 31, 2026 when the agreement with Courthouse Plaza expires.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Budget Impacts:

The aim is for permits is to incentivize frequent downtown parkers to utilize garage parking instead of occupying street parking spots for extended periods. This strategy is intended to enhance parking turnover, ensuring greater availability of spaces for other users throughout the day.

Public Engagement:

The above requested changes bring additional parking options for both the public and city employees. Since this proposal expands options and does not reduce any existing parking opportunity, staff conducted a limited public engagement effort. Staff contacted the Director of the Burlington Business Association and the Director of the Business and Workforce Development Department. The Director of the Business and Workforce Development Department responded expressing no objection.

Please feel free to reach out with any questions (jesperti@burlingtonvt.gov).



Memo

Date: April 17, 2024

To: Public Works Commission

From: Marc Bilodeau, Parking Manager

CC: Jackie Esperti, Division Director, Parking and Traffic
Phillip Peterson P.E., Public Works Engineer

Subject: Potential Residential Parking Permit Fee Adjustment

Current Ordinance reads:

27 No parking except with resident parking permit.

No person shall park any vehicle except (1) a vehicle with a valid residential street sticker or valid license plate number via a digital permitting program; (2) a vehicle with a valid transferable residential hanging tag; (3) a clearly identifiable delivery vehicle while conducting a delivery; (4) a clearly identifiable car share vehicle; or (5) a vehicle displaying a valid state-issued special registration plate or placard for an individual with a disability on any street, or portion thereof, designated as "residential parking."

(f) Permits. Parking services shall issue resident parking permits only to residents of streets, or portions thereof, that are designated "resident parking only" for parking on that street pursuant to subsection (i) of this section.

(1) Residents may apply for up to four (4) permits if their property has one (1) dwelling unit, and up to three (3) permits per unit if the property has more than one (1) dwelling unit. The number of dwelling units at a property is the number of units authorized by the city zoning department. Of the permits issued per dwelling unit, up to two (2) may be in the form of a transferable residential hanging tag or valid license plate number via a digital permitting program and the remaining permits shall be residential street stickers that must be affixed to a permitted vehicle or valid license plate number via a digital permitting program. A resident may also be eligible for a thirty (30) day temporary resident permit in order to secure and produce proof of residency in accordance with

subsection (g)(1) of this section subject to compliance with the applicable rules. Permits shall be valid for up to two (2) years, effective the date of issuance.

(2) The cost of a one (1) year permit shall be ten dollars (\$10.00) for each permit.

(3) The cost of a two (2) year permit shall be twenty dollars (\$20.00) for each permit.

(4) Residential parking permits shall be available at no cost to residents located on a street which provides a minimum of four (4) hour public parking during daytime hours in accordance with these regulations

Purpose & Need:

At the November 28, 2018 Public Works Commission meeting, the Commission approved changes to the residential parking program. These were the result of recommendations from the 2016 Residential Parking Management Plan. These changes included the guidelines shown on the next page that initiated fees for the residential permits. The voucher system for voiding tickets has been merged into the Whoops Program and the contractor permit pricing has changed to \$5 per month / \$30 per 6 months / \$50 per calendar year, but the rest of the program has remained unchanged for the last 5 plus years. The Whoops Program is a better way to manage parking tickets on a license plate basis, so if a resident gets three parking tickets in a 9 months span, only one is eligible to be voided under BCO 20-80 Limited Forgiveness.

Many aspects of the recommendations from the Residential Parking Management Plan called for review every five year to re-evaluate the appropriateness and effectiveness of the program. Since inception, the rates have not changed for this program. Additionally, the city is currently going through a user fee study that will evaluate the fee paid for this permit.

The parking rates for the garages in Burlington have recently been evaluated and increased with a daily rate of \$12 and monthly permits are \$100 at the Downtown Garage, and a daily rate of \$14 and monthly permits are \$120 at the Marketplace Garage. Residential permits in cities similar to Burlington, such as Portland Maine, Boulder Colorado, Amherst Massachusetts, and Medford Massachusetts, range from free to \$100 per year. Staff plans to recommend an increase in the yearly cost, following recommendation of the user fee study.

Residential Parking Management Plan Recommendations:

CHANGE	BEGINNING FOR NEWLY ISSUED PERMITS IN 2019
Fee	\$10/per annual permit
	\$20/per 2 year permit
To Avoid This Fee	Residential parking permits will be \$0 on streets which provide a minimum of 4 hour public parking during daytime hours. Other policies apply. Please contact Public Works for more information, 802-863-9094/ PPeterson@burlingtonvt.gov
Permit Cap	4 permits per single unit dwelling (i.e., single family home)
	3 permits per unit in a multi-unit property
Voided Tickets	One voucher provided per year per permit to void a ticket
Clarifying Acceptable Proof of Residency	Please visit https://www.burlingtonvt.gov/Police/Residential-Parking for acceptable proof of residency.
Contractor Permits	Residents may request up to 8 contractor permits valid for 30 day increments. The cost of each permit will be \$10 per 30 day period
Transferable Permits	For more information, please contact John King, Burlington Police Department, at 802-540-2381 or JKing@bpdvt.com
Clarifying policies for businesses and fraternities/sororities in RPP areas	For more information, please contact John King, Burlington Police Department, at 802-540-2381 or JKing@bpdvt.com
CarShare regulations	For more information, please contact John King, Burlington Police Department, at 802-540-2381 or JKing@bpdvt.com

Considered Changes:

We are considering implementing the following policies to the Residential Parking Program:

- An increase in the yearly fee for a Residential Permit from \$10 to approximately \$20
- Include the residential streets with part-time public parking (currently Bradley Street and North Williams Street) to the fee structure but at a discounted rate
- Include the fee structure for all future residential streets that participate in the program
- Maintain the \$5 credit for the returned visitor hang tag when renewing the permit
- Maintain the ability for home owners to pay for two years when renewing at no discount

Public Engagement:

This is the very beginning of our public engagement effort by notifying the Commission and the public of potential upcoming changes to this program. Following DPW Commission meeting on 4/17/2024, we will be doing the following outreach:

- Email all current RPP holders through our parking portal
 - o Are extremely close to 100% email compliance
- Post website banner on the Residential Parking Page – Burlingtonvt.gov
- Notify all City Councilors and DPW Commissioners

Potential Budget Impacts:

The chart below is based on 751 current active residential permits and 918 visitor hang tags, sold in the last calendar year, that include those being sold/renewed for both one and two years. (Bradley Street excluded from the current active residential permits and hangtags due to there being no charge. Projected income for Bradley Street and North Williams Street included in \$20 revenue projections with figures of 15 permits and 20 hangtags used for N. Williams)

Permit Cost	One Year Revenue	5 year Revenue
\$10/Res Permit	\$10,670	\$53,350

\$10/Hangtag	\$11,115	\$55,575
Total Actual Revenue	\$21,785	\$108,925
\$20/Res Permit	\$22,320	\$111,600
\$20/Hangtag	\$23,810	\$119,050
Total Projected Revenue	\$46,130	\$230,650
Projected Increase	\$24,345	\$121,725

We are currently confirming the updated costs of the Residential Permit Parking Program to make sure that the proposed updated permit fees will appropriately cover the cost of the program.

Summary & Conclusion:

The Residential Permit Parking Program was significantly overhauled in 2018 after the 2016 approval of the Residential Permit Parking Management Plan. Permit fees have not been adjusted since that time. The city is now undergoing a user fee study, and we are expecting that the study will recommend the RPP permit fees be adjusted. Since there will be a tight timeline between the release of the City's user fee study and the Council's adoption of the FY'25 budget, we are starting the public notification now. We look forward to working with the Commission and the public to determine the optimal adjustments in the coming months.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director (cspencer@burlingtonvt.gov)
Re: **DPW Director's Report**
Date: April 17, 2024

SOLAR ECLIPSE PARKING & TRAFFIC SUCCESS

Thanks to the great effort of City staff and many others, I am pleased to report that the traffic and parking operations for the eclipse went relatively smoothly. City garages filled up by 9:30am on Monday morning. At that point, people were directed to utilize parking along Route 127 where approximately 800 cars were parked and GMT shuttles provided access to the waterfront. More than \$27,000 in parking revenues were collected in the garages on Monday through Park Mobile and the kiosks. Additional revenue from hotel guests and on-street revenue made it a financially beneficial weekend for the Parking Facilities Fund, the Traffic Fund and the General Fund. More info: Jackie Esperti, jesperti@burlingtonvt.gov.

ROCK POINT BRIDGE REPLACEMENT – UNDERWAY:

DPW and Parks, Recreation and Waterfront Department are collaborating to replace and realign the 100-year-old Rock Point Bridge which is currently in poor condition. The Rock Point bridge crosses over the Burlington Greenway just south of Arms Forest in the New North End. The contractor has mobilized and the project is scheduled to last through the end of July. Construction schedules are highly dependent on weather and avoiding unforeseen delays. The greenway traffic will also require the stopping of bike and pedestrian traffic for short periods of time to ensure safety while structural steel is being set in place and while the old existing bridge is removed. We also anticipate a bike path closure later in spring for up to one week. There will be a detour in place with signage directing pedestrians and cyclists. The replacement of this bridge will lead to a safer crossing and the potential for more development and recreational opportunities on the west side of the bridge. We thank you for your patience. For questions about this project or the schedule, please contact Rob Goulding (DPW) rgoulding@burlingtonvt.gov or Juliet Shen (BPRW) jshen@burlingtonvt.gov.

CHAMAPLAIN PARKWAY WORK RESTARTS APRIL 15:

Significant construction activity will restart around April 15 – and we expect the initial construction contract work to be completed by August 2024. The final construction contract is planned to go out to bid in May with a Council-requested award in June or July. More info: Norm Baldwin, nbaldwin@burlingtonvt.gov.

DOWNTOWN CONSTRUCTION COORDINATION:

There are a number of infrastructure improvement projects underway, or about to get underway, downtown including:

- Great Streets Main Street
- CityPlace Public Improvements
- Water Resource Sewer Main Replacement on Pine (between College and Bank)

DPW staff are reviewing and adjusting traffic control plans to ensure safe and reasonable circulation through and around downtown. Thank you in advance for your patience. More info: Caleb Manna, cmanna@burlingtonvt.gov.

GMT FUNDING AND FARES

The Council's Transportation, Energy & Utilities Committee (TEUC) has met a couple times to discuss both GMT's long-term funding and the short-term policy decision on Burlington's fare free transit routes. Now that GMT will be using the final amount of COVID relief funding through FY'25, the FY'26 operating budget situation will be dire unless additional financial support can be identified. The TEUC drafted a resolution calling on Chittenden County's State Reps and Senators to implement recommendations from a State transit financing study – and the Council approved the resolution at their 3-25-24 meeting. GMT is proposing to continue fare free service on the former College Street Shuttle route (Route 11). The TEUC will meet on 4-23-24 to determine the fare policy for the City Loop (Route 8) as the Council had suggested in 2022 that it be fare free as well. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

BATTERY ST SCOPING STUDY

The public comment period has now closed on the two design concepts for Battery Street. Both designs improve pedestrian crossings. The primary difference relates to the design of the bicycle facilities and the relative parking impacts. Staff is compiling the responses and will be bringing them to the 4/29 project advisory committee meeting to see if a consensus plan can be reached. We will have additional information next month. Project website: <https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/battery-street-corridor-scoping-study/>. More info: Julia Ursaki, jursaki@burlingtonvt.gov.

REGIONAL BIKE SHARE UPDATE

Regional bike share vendor Bird is emerged from bankruptcy and has relaunched their e-bikes in our community in mid-March. They have promised the Council's Transportation, Energy and Utilities Committee to have a more aggressive effort to limit and quickly address bikes parked in inappropriate locations. DPW staff has followed up with CATMA to request user fines for bicycles parked in improper locations. More info: Contact CATMA's Katie Martin Katie@catmavt.org.

REMINDER: WATER SERVICE LINE INVENTORY PROJECT

DPW Water Resources is working with the State of Vermont and the Environmental Protection Agency on a nationwide requirement to identify and remove potential sources of lead from public drinking water. As part of this requirement, we are required to confirm or identify the materials of every water service line in the City. **The City has no record of active lead service lines and does not expect to find any lead lines.** This inventory is also great opportunity for us to identify service lines and components that may need replacement to maintain high water quality and water pressure. The scale of this project is massive and we need your help to complete the inventory on time. We are asking the public to **"pipe up" and participate** by completing the survey link below. There are monthly gift card raffles for completed survey responses! More info: <https://www.burlingtonvt.gov/water/SLIP>

PROGRESS ON DPW'S FY'24 GOALS & OBJECTIVES

I have not yet been able to update our progress and objectives for FY'24. I will aim to do that prior to next Wednesday's meeting and post the document on the Commission's webpage at that time. Providing this performance document is intended to help the Commission with reviewing the annual performance of the DPW Director and DPW City Engineer.



ZONE A: 4/24, 10PM-7AM
NEW NORTH END - EAST
CLEAN SWEEP

DO YOU LIVE IN THIS
ZONE?

See back of flyer for the
streets in this zone

During Clean Sweep,
parking is not allowed on-
street in your zone during
the ban. Cars left on
street are subject to a \$75
ticket and \$75 tow fee.

FREE overnight parking is
available in the
Downtown &
Marketplace Garages.

WHY CLEAN SWEEP?

Lake Health
Preserve Infrastructure
A Beautiful City

Translations &
Interpreters Available



Your help will make Clean Sweep a success.



Questions? We're here to help.

802-863-9094

dpw-pinecustomerservice@burlingtonvt.gov

Garages, tickets, towing?

802-540-2380

ParkingServices@burlingtonvt.gov



burlingtonvt.gov/dpw

Street	From	To
Algird Street	North Avenue	Vesthaven Drive
Arlington Court	Heineberg Road	Heineberg Road
Barley Road	North Avenue	Plattsburg Avenue
Bennington Court	Saratoga Avenue	End of Street
Billings Court	Van Patten Parkway	End of Street
Birch Court	North Avenue	End of Street
Blondin Circle	Lopes Avenue	End of Street
Borestone Lane	River's Edge Drive	River's Edge Drive
Brandywine Street	Village Green	Saratoga Avenue
Brook Drive	Van Patten Parkway	Rockland Street
Cayuga Court	North Avenue	Dorset Lane
Charity Street	Randy Lane	Gazo Avenue
Clover Lane	Turf Road	Barley Road
Dorset Lane	Birch Court	Cayuga Court
Edgemoor Drive	North Avenue	End of Street
Ethan Allen Parkway	North Avenue	Gazo Avenue
Fairmont Place	North Avenue	End of Street
Faith Street	James Avenue	Gazo Avenue
Farrington Parkway	Gosse Court	Ethan Allen Parkway
Forest Street	North Avenue	North View Drive
Franklin Square	North Ave	Franklin Square
Franklin Square (Loop)	South and Westside	
Gazo Avenue	Sandra Circle	Ethan Allen Parkway
Gosse Court	North Avenue	Farrington Parkway
Hale Court	Saratoga Avenue	End of Street
Heineberg Road	North Avenue	Farrington Parkway
Hope Street	James Avenue	Gazo Avenue
James Avenue	Ethan Allen Parkway	Sandra Circle
Janet Circle	James Avenue	James Avenue
Lopes Avenue	Roseade Parkway	Ethan Allen Parkway
Lori Lane (Including Loop)	Entire Street	
Marshall Drive	Gosse Court	Heineberg Road
Meridian Street	Sunset Drive	Venus Avenue
Moore Court	Moore Drive	End of Street
Moore Drive	Ethan Allen Parkway	Moore Court
Morgan Street	North Avenue	Vesthaven Drive
Morill Drive	Van Patten Parkway	Van Patten Parkway
North Avenue (East Side Only)	North Cove Road	Institute Road
Northview Drive	North Avenue	River's Edge Drive
Pennington Drive	North Avenue	Vesthaven Drive
Plattsburg Avenue	North Avenue	Sunset Drive
Poirier Place	North Avenue	Heineberg Road
Randy Lane	Hope Street	Lori Lane
Revere Court	Saratoga Avenue	End of Street
Rivermount Terrace	Saratoga Avenue	Van Patten Parkway
River's Edge Drive	North View Drive	Plattsburg Avenue
Rockland Street	Van Patten Parkway	Temple Street
Roseade Parkway	Lopes Avenue	Sandy Lane
Sandra Circle	Gazo Avenue	Matthew Avenue
Sandy Lane	Lopes Avenue	Ethan Allen Parkway
Saratoga Avenue	North Avenue	Rivermount Terrace
Sky Drive	Sunset Drive	Meridian Street
Sunset Drive	Plattsburg Avenue	Meridian Street
Temple Street	Rockland Street	End of Street
Turf Road	Barley Road	Plattsburg Avenue
Valade Park	Sunset Drive	Valade Street
Van Patten Parkway	Village Green	Rockland Street
Venus Avenue	Sunset Drive	End of Street
Vesthaven Drive	Morgan Street	End of Street
Village Green	North Avenue	Saratoga Avenue
Woods Street	North Avenue	North View Drive

Street	From	To
Alexis Drive	Appletree Point Road	Stirling Place
Appletree Point Lane	Staniford Farms Road	End of Street
Appletree Point Road	Staniford Road	Nottingham Lane
Balsam Street	Shore Road	Brierwood Lane
Beachcrest Drive	Oakcrest Drive	End of Street
Birchwood Lane	Lakewood Parkway	Woodridge Drive
Brierwood Lane	Shore Road	Dale Road
Browe Court	North Avenue	End of Street
Cottage Grove	Loaldo Drive	Grey Meadow Drive
Crescent Beach Drive	Shore Road	Ridgewood Drive
Cross Parkway	North Avenue	End of Street
Cumberland Road (Including Loops)	Appletree Point Road	End of Street
Curtis Avenue	Starr Farm Road	Starr Farm Road
Dale Road	Brierwood Lane	End of Street
Derway Drive	North Avenue	Hardy Drive
Dewey Drive	North Avenue	Edson Street
Dodds Court (Including Loop)	North Avenue	Ivy Lane
Driftwood Lane	Beachcrest Drive	Street Corner
Edinborough Drive	Cumberland Road	Muirfield Road
Fairfield Drive	North Avenue	End of Street
Fern Street	Ivy Lane	Brierwood Lane
Glenwood Lane	Shore Road	Wildwood Drive
Green Acres Drive	North Avenue	Cottage Grove
Grey Meadow Drive (Including Spur)	Cottage Grove	Starr Farm Road
Hardy Drive	Derway Drive	Westward Drive
Holly Lane	Shore Road	Wildwood Drive
Institute Road	Burlington High School	North Avenue
Ivy Lane	Dodds Court	Fern Street
Killarney Drive	North Avenue	End of Street
Lakewood Parkway	Beachcrest Drive	Woodridge Drive/North Avenue
Laurel Court	Shore Road	End of Street
Leddy Park Road (Including Loop)	North Avenue	End of Street
Leonard Street	North Avenue	End of Street
Little Eagle Bay	North Avenue	End of Street
Loaldo Drive	North Avenue	Green Acres Drive
Muirfield Road	Appletree Point Road	Nottingham Lane
North Avenue (West Side Only)	North Cove Road	Institute Road
Northgate Road (Including Loop)	North Avenue	End of Street
Nottingham Lane	Appletree Point Road	End of Street
Oakcrest Drive	Tallwood Lane	Beachcrest Drive
Oakland Terrace	Staniford Road	York Drive
Pleasant Avenue	Starr Farm Road	Starr Farm Road
Ridgewood Drive	Shore Road	Crescent Beach Drive
Shore Road	North Avenue	Crescent Beach Drive
Simms Street	North Avenue	End of Street
Stanbury Road	Staniford Road	Dale Road
Staniford Farms Road	Appletree Point Road	End of Street
Staniford Road	North Avenue	Appletree Point Road
Starr Farm Road	North Avenue	Curtis Avenue
Stirling Place	Shore Road	End of Street
Surf Road	Crescent Beach Drive	End of Street
Tallwood Lane	Lakewood Parkway	Woodridge Drive
Tracy Drive	North Avenue	Grey Meadow Drive
Vine Street	Shore Road	Brierwood Lane
West Road	North Avenue	End of Street
Western Avenue	Staniford Road	York Drive
Westminster Drive	Appletree Point Road	Nottingham Lane
Westward Drive	North Avenue	Northshore Drive
Wildwood Drive	Shore Road	Dale Road
Wing Street	Dewey Drive	Simms Street
Woodbury Road	North Avenue	Stanbury Road
Woodlawn Road	North Avenue	Stanbury Road
Woodridge Drive	Lakewood Parkway	Tallwood Lane
York Drive	Oakland Terrace	End of Street



ZONE H: 4/25, 10PM-7AM

NEW NORTH END

CLEAN SWEEP

DO YOU LIVE IN THIS ZONE?

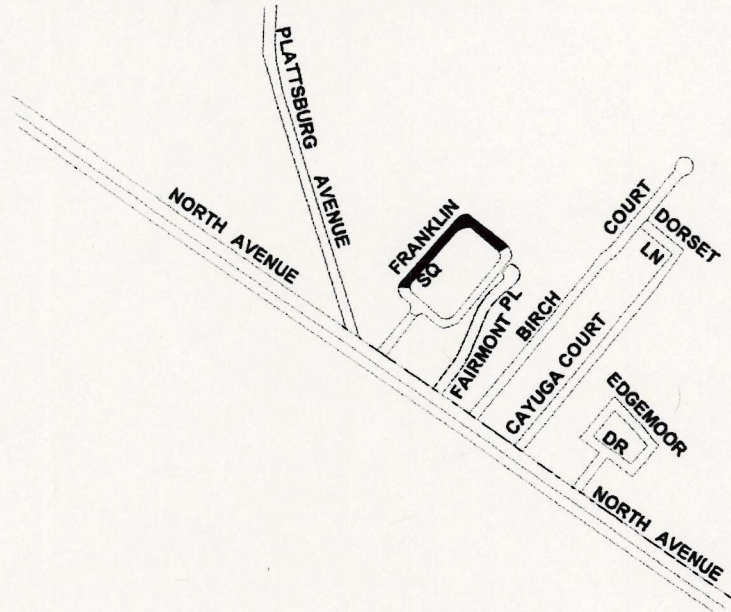
See back of flyer for the streets in this zone

During Clean Sweep, parking is not allowed on-street in your zone during the ban. Cars left on street are subject to a \$75 ticket and \$75 tow fee.

FREE overnight parking is available in the Downtown & Marketplace Garages.

WHY CLEAN SWEEP?

Lake Health
Preserve Infrastructure
A Beautiful City



Translations & Interpreters Available



Your help will make Clean Sweep a success.



Questions? We're here to help.

802-863-9094

dpw-pinecustomerservice@burlingtonvt.gov

Garages, tickets, towing?

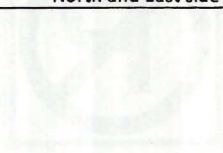
802-540-2380

ParkingServices@burlingtonvt.gov



burlingtonvt.gov/dpw

Street	From	To
Franklin Square	North and East side	



NEW NORTH END CLEAN SWEEP



DO YOU LIVE IN THIS ZONE?
See map of the New North End area in the zone.

During Clean Sweep, parking is not allowed on streets in the zone during the hour of 5:30 to 7:30 a.m. on weekdays.

FREE overnight parking is available in the Downtown & Westside Garage.

WILL CLEAN SWEEP?
Preserve Infrastructure
Live in Motion

Translations Available



Your help will make Clean Sweep a success.



Questions? We're here to help.
800-452-3024
new-north-end@seattle.gov



City of Seattle, Department of Transportation
800-452-3024
transportation@seattle.gov



City of Seattle, Department of Public Works
800-452-3024
publicworks@seattle.gov



CLEAN SWEEP

ZONE F: 4/28, 11:59PM-6AM

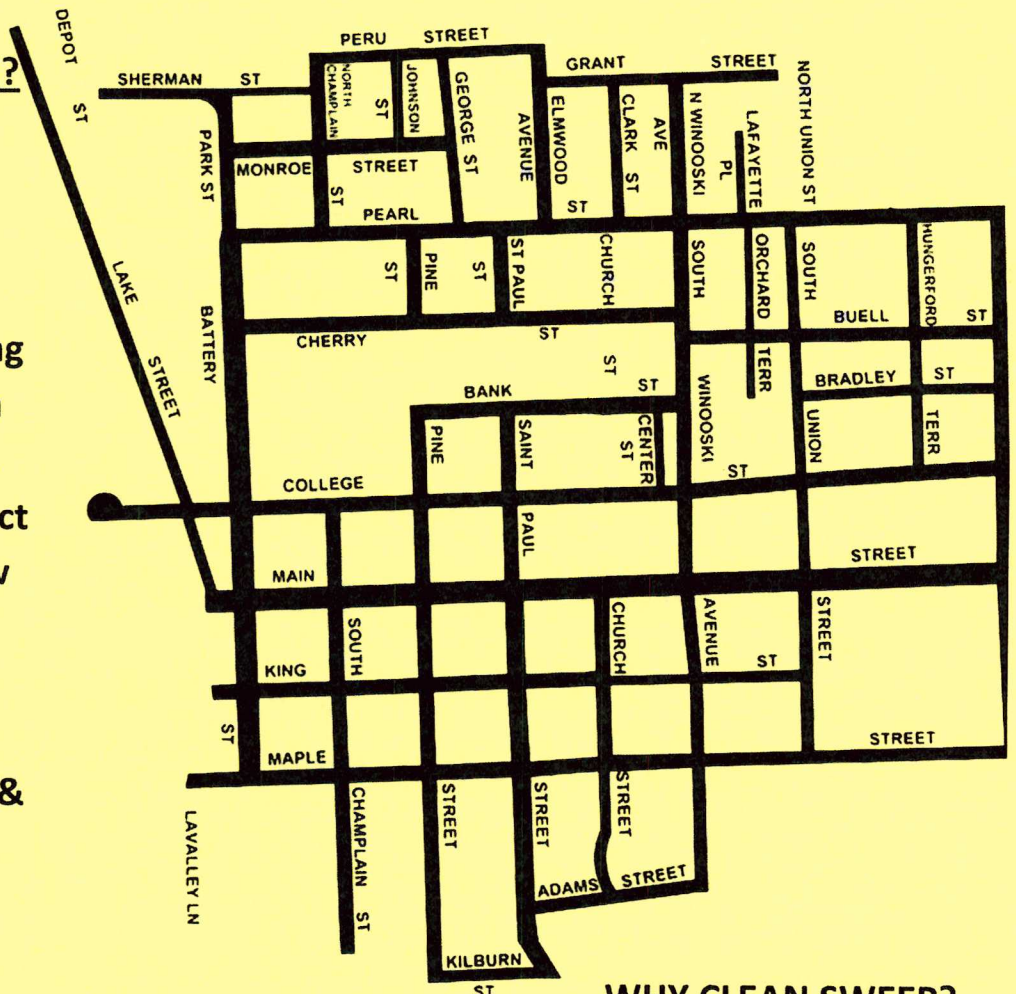
DOWNTOWN

DO YOU LIVE IN THIS ZONE?

See back of flyer for the streets in this zone

During Clean Sweep, parking is not allowed on-street in your zone during the ban. Cars left on street are subject to a \$75 ticket and \$75 tow fee.

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Translations &
Interpreters Available



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dpw-pinecustomerservice@burlingtonvt.gov

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Street	From	To
Adams Street	St. Paul Street	South Winooski Avenue
Bank Street	Pine Street	South Winooski Avenue
Battery Street	Pearl Street	Maple Street
Bradley Street	South Union Street	South Willard Street
Buell Street	South Winooski Avenue	South Willard Street
Center Street	College Street	Bank Street
Cherry Street	Battery Street	South Winooski Avenue
Church Street	Main Street	Adams Street
Clark Street	Pearl Street	Grant Street
College Street	Lake Street	South Willard Street
Elmwood Avenue	Pearl Street	Peru Street
George Street	Pearl Street	Peru Street
Grant Street	Elmwood Avenue	North Union Street
Hungerford Terrace	Pearl Street	College Street
Johnson Street	Monroe Street	Peru Street
Kilburn Street	Pine Street	St. Paul Street
King Street	King Street Dock	South Union Street
Lafayette Place	Pearl Street	End of Street
Lake Street	Main Street	Depot Street
Maple Street	Lavalley Lane	South Willard Street
Main Street	Battery Street	South Willard Street
Monroe Street	Battery/Park Street	George Street
North Champlain Street	Pearl Street	Peru Street
North Winooski Avenue	Grant Street	Pearl Street
Orchard Terrace	Pearl Street	End of Street (by Co-op)
Park Street	Sherman Street	Pearl Street
Pearl Street	Battery Street	South Willard Street
Peru Street	Elmwood Avenue	North Champlain Street
Pine Street	Pearl Street	Cherry Street
Pine Street	Bank Street	Kilburn Street
Sherman Street	North Champlain Street	End of Street
South Champlain Street	College Street	End of Street
South Union Street	Pearl Street	Maple Street
South Willard Street (BOTH SIDES)	Pearl Street	Maple Street
South Winooski Avenue	Pearl Street	Adams Street
St. Paul Street	Pearl Street	Cherry Street
St. Paul Street	Bank Street	Adams Street

CLEAN SWEEP

ZONE G: 4/29 10PM-7AM

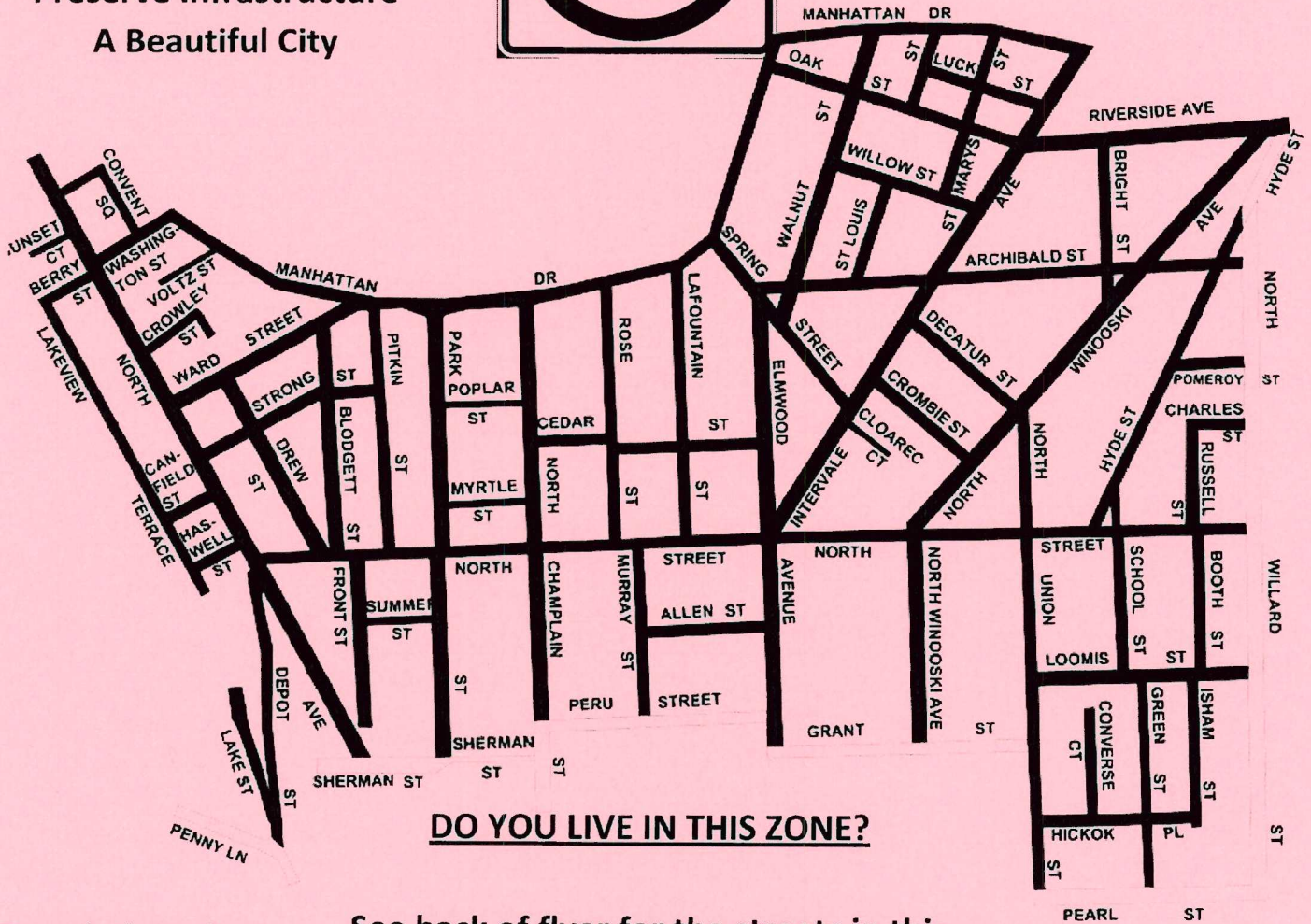
OLD NORTH END

WHY CLEAN SWEEP?

Lake Health

Preserve Infrastructure

A Beautiful City

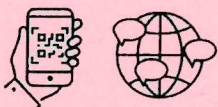


Translations & Interpreters Available

See back of flyer for the streets in this zone



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FREE overnight parking is available in the Downtown & Marketplace Garages.



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Garages, tickets, towing?

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ParkingServices@burlingtonvt.gov



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Street	From	To
Allen Street	Elmwood Avenue	Murray Street
Archibald Street	North Willard Street	Spring Street
Berry Street	North Avenue	Lakeview Terrace
Blodgett Street	Ward Street	North Street
Booth Street	North Street	Loomis Street
Bright Street	Riverside Avenue	Archibald Street
Canfield Street	North Avenue	Lakeview Terrace
Cedar Street	Elmwood Avenue	North Champlain Street
Charles Street	North Willard Street	Russell Street
Cloarec Court	Intervale Avenue	End of Street
Convent Square	North Avenue	Washington Street
Converse Court	Hickok Place	End of Street
Crombie Street	North Winooski Avenue	Intervale Avenue
Crowley Street	North Avenue	End of Street
Decatur Street	North Winooski Avenue	Intervale Avenue
Depot Street	Parking Lot	Lake Street
Drew Street	Ward Street	North Street
Elmwood Avenue	Spring Street	Grant Street
Front Street	North Street	End of Street
Green Street	Loomis Street	Pearl Street
Haswell Street	North Avenue	Lakeview Terrace
Hickok Place	North Union Street	Isham Street
Hyde Street	North Street	North Willard Street
Intervale Avenue	North Street	Manhattan Drive
Isham Street	Loomis Street	Hickok Place
Lafountain Street	Manhattan Drive	North Street
Lake Street	Depot Street	Stop Sign
Lakeview Terrace	Berry Street	Cambrian Way
Loomis Street	North Union Street	North Willard Street
Luck Street	Intervale Avenue	St Louis Street
Manhattan Drive	Washington Street	Intervale Avenue
Murray Street	North Street	Peru Street
Myrtle Street	North Champlain Street	Park Street
North Avenue	Sherman Street	Convent Square
North Champlain Street	Manhattan Drive	Peru Street
North Street	North Willard Street	North Avenue
North Union Street	Pearl Street	North Winooski Avenue
North Winooski Avenue	Riverside Avenue	Grant Street
Oak Street	Manhattan Drive	Intervale Avenue
Park Street	Manhattan Drive	Sherman Street
Pitkin Street	Manhattan Drive	North Street
Pomeroy Street	North Willard Street	Hyde Street
Poplar Street	North Champlain Street	Park Street
Riverside Avenue	Hyde Street	Intervale Avenue
Rose Street	Manhattan Drive	North Street
Russell Street	Charles Street	North Street
School Street	Loomis Street	Hyde Street
Spring Street	Intervale Avenue	Manhattan Drive
St Louis Street	Manhattan Drive	Oak Street
St Louis Street	Willow Street	Archibald Street
St Mary Street	Willow Street	Manhattan Drive
Strong Street	Pitkin Street	North Avenue
Summer Street	Front Street	Park Street
Sunset Court	North Avenue	End of Street
Voltz Street	Manhattan Drive	End of Street
Walnut Street	Manhattan Drive	Spring Street
Ward Street	Manhattan Drive	North Avenue
Washington Street	Manhattan Drive	North Avenue
Willow Street	Walnut Street	Intervale Avenue

CLEAN SWEEP



ZONE D: 4/30 10PM-7AM HILL SECTION

DO YOU LIVE IN THIS ZONE?

See back of flyer for the streets in this zone

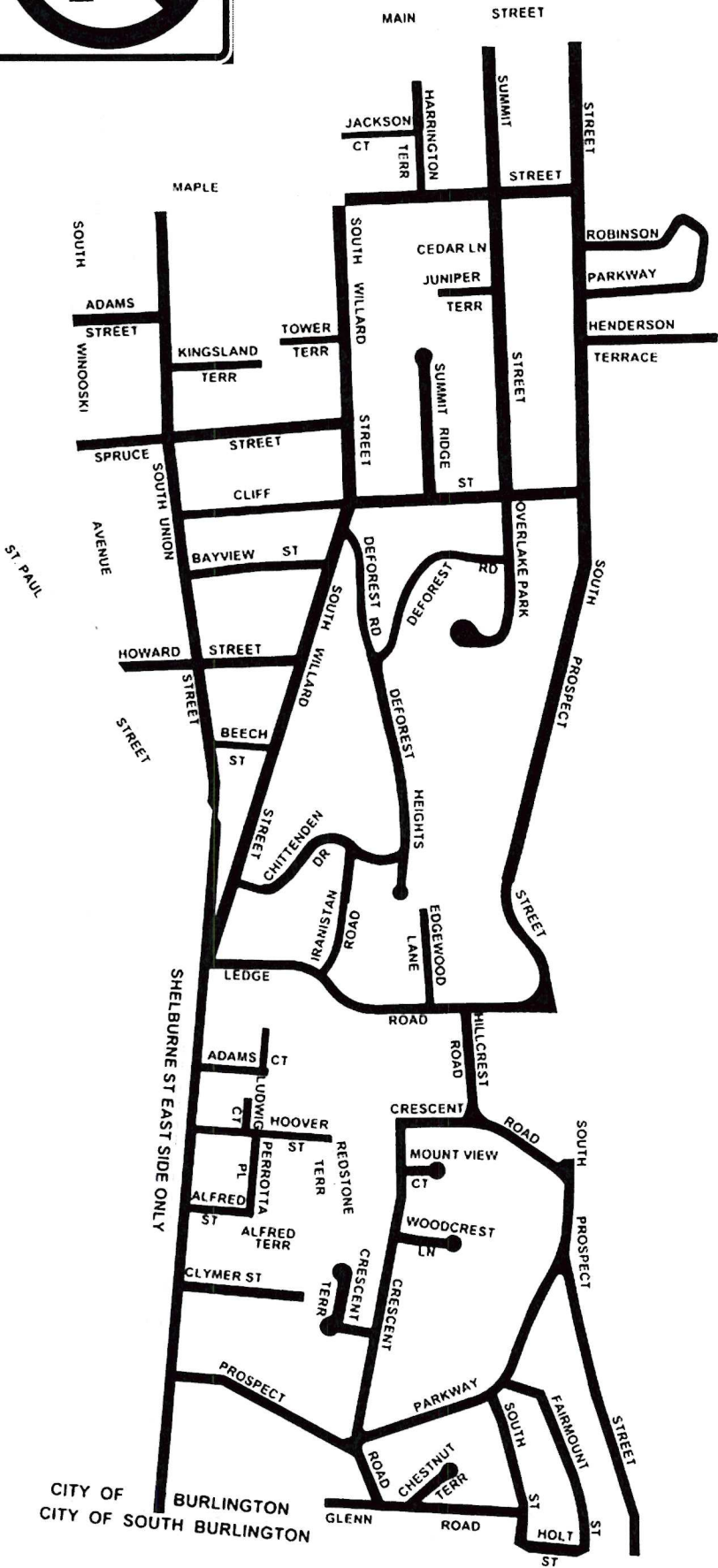
During Clean Sweep, parking is not allowed on-street in your zone during the ban. Cars left on street are subject to a \$75 ticket and \$75 tow fee.

FREE overnight parking is available in the Downtown & Marketplace Garages.

WHY CLEAN SWEEP?

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Translations &
Interpreters Available



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dpw-pinecustomerservice@burlingtonvt.gov

Garages, tickets, towing?

802-540-2380

ParkingServices@burlingtonvt.gov



burlingtonvt.gov/dpw

Street	From	To
Adams Court	Shelburne Street	End of Street
Adams Street	South Winooski Avenue	South Union Street
Alfred Street	Shelburne Street	Perotta Place
Bayview Street	South Union Street	South Willard Street
Beech Street	South Union Street	South Willard Street
Chestnut Terrace	Glenn Road	End of Street
Chittenden Drive	South Willard Street	Deforest Heights
Cliff Street	South Union Street	South Prospect Street
Clymer Street	Shelburne Street	End of Street
Crescent Road	Glenn Road	South Prospect Street
Crescent Terrace	Crescent Road	End of Street
Deforest Heights	Deforest Road	End of Street
Deforest Road	South Willard Street	Overlake Park
Edgewood Lane	Ledge Road	End of Street
Fairmount Street	Prospect Parkway	Rice High School
Glenn Road	South Street	End of Street
Harrington Terrace	Maple Street	End of Street
Henderson Terrace	South Prospect Street	End of Street
Hillcrest Road	Crescent Road	Ledge Road
Holt Street	Fairmount Street	South Street
Hoover Street	Shelburne Road	Redstone Terrace
Howard Street	South Winooski Avenue	South Willard Street
Iranistan Road	Ledge Road	Chittenden Drive
Jackson Court	South Willard Street	Harrington Terrace
Juniper Terrace	Summit Street	End of Street
Kingsland Terrace	South Union Street	End of Street
Ledge Road	Shelburne Street	South Prospect Street
Ludwig Court	Hoover Street	End of Street
Maple Street	South Willard Street	South Prospect Street
Mount View Court	Crescent Road	End of Street
Overlake Park	Cliff Street	End of Street
Perotta Place	Hoover Street	Alfred Street
Prospect Parkway	Shelburne Street	South Prospect Street
Robinson Parkway	South Prospect Street	South Prospect Street
Shelburne Street	East Side Only	
South Prospect Street	Main Street	Ledge Road
South Prospect Street	Crescent Road	End of Street (by Rice)
South Street	Prospect Parkway	Holt Street
South Union Street	Shelburne Street	Maple Street
South Willard Street	Shelburne Street	Maple Street
Spruce Street	South Winooski Avenue	South Willard Street
Summit Ridge	Cliff Street	End of Street
Summit Street	Main Street	Overlake Park
Tower Terrace	South Willard Street	End of Street
Woodcrest Lane	Crescent Road	End of Street



CLEAN SWEEP

ZONE E: 5/1 10PM-7AM

UNIVERSITY AREA

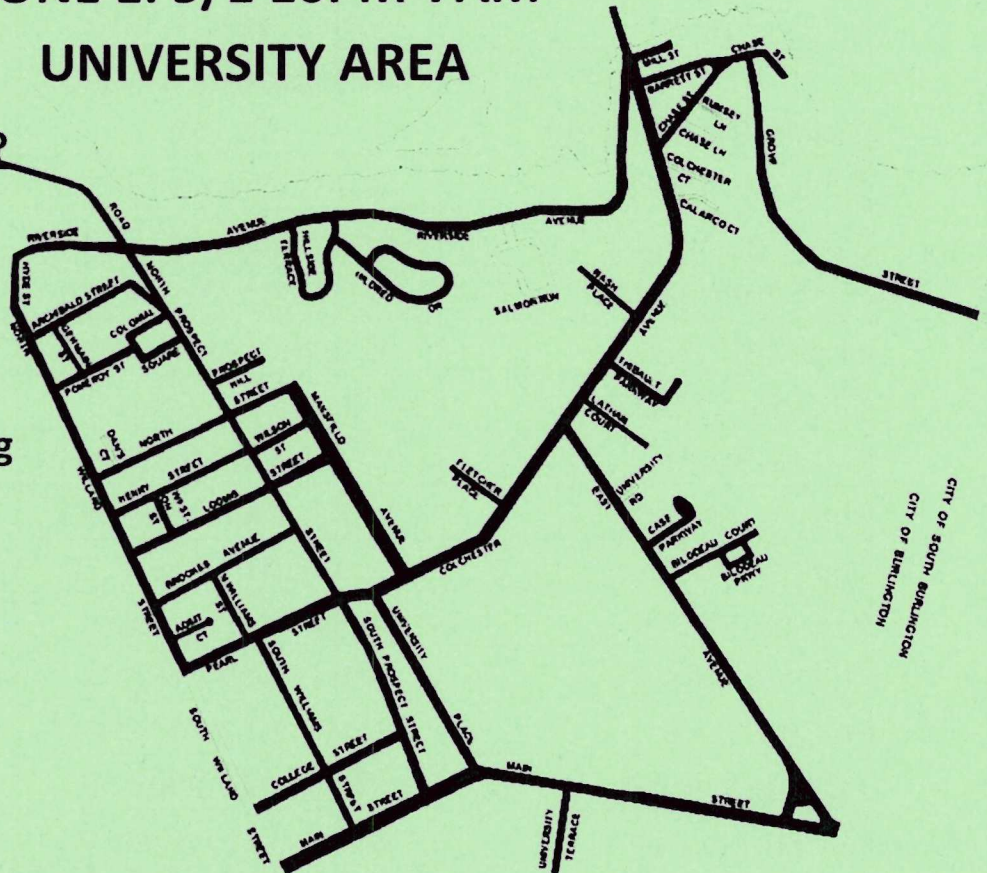
DO YOU LIVE IN THIS ZONE?

See back of flyer for the streets in this zone

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WHY CLEAN SWEEP?

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Preserve Infrastructure
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Translations &
Interpreters Available



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802-863-9094

dpw-pinecustomerservice@burlingtonvt.gov



Garages, tickets, towing?

802-540-2380

ParkingServices@burlingtonvt.gov

burlingtonvt.gov/dpw

Street	From	To
Adsit Court	North Willard Street	End of Street
Archibald Street	North Willard Street	North Prospect Street
Barrett Street	Colchester Avenue	Chase Street
Bilodeau Court	East Avenue	End of Street
Bilodeau Parkway	Bilodeau Court	Bilodeau Court
Brookes Avenue	North Willard Street	North Prospect Street
Case Parkway	East Avenue	End of Street
Chase Street	Colchester Avenue	End of Street
Colchester Avenue	North/South Prospect Street	Winooski Bridge
College Street	South Willard Street	South Prospect Street
Colonial Square	North Prospect Street	North Prospect Street
East Avenue	Main Street	Colchester Avenue
Fletcher Place	Colchester Avenue	End of Street
Germain Street	Pomeroy Street	Archibald Street
Grove Street	Chase Street	City Line
Henry Street	North Willard Street	North Prospect Street
Highgrove Court	North Street	End of Street
Hildred Drive	Hillside Terrace	Hillside Terrace
Hillside Terrace	Riverside Avenue	Riverside Avenue
Hyde Street	North Willard Street	Riverside Avenue
Intervale Road	Riverside Avenue	End of Pavement
Latham Court	Colchester Avenue	End of Street
Loomis Street	North Willard Street	Mansfield Avenue
Main Street	South Willard Street	Jug Handle
Mansfield Avenue	Colchester Avenue	North Street
Mill Street	Colchester Avenue	Pump Station
Nash Place	Colchester Avenue	End of Street
North Prospect Street	Pearl Street	Riverside Avenue
North Street	North Willard Street	Mansfield Avenue
North Willard Street	Pearl Street	Hyde Street
North Williams Street	Pearl Street	Brookes Avenue
Pearl Street	South Willard Street	South Prospect Street
Pomeroy Street	North Willard Street	Colonial Square
Prospect Hill	North Prospect Street	End of Street
Riverside Avenue	Hyde Street	Winooski Bridge
South Prospect Street	Main Street	Pearl Street
South Williams Street	Main Street	Pearl Street
Thibault Parkway	Colchester Avenue	End of Street
University Place	Main Street	Colchester Avenue
University Terrace	Main Street	End of Street
Weston Street	Loomis Street	Henry Street
Wilson Street	North Prospect Street	Mansfield Avenue



ZONE C: 5/2 10PM-7AM

SOUTH END

CLEAN SWEEP

DO YOU LIVE IN THIS ZONE?

See back of flyer for the streets in this zone

During Clean Sweep, parking is not allowed on-street in your zone during the ban. Cars left on street are subject to a \$75 ticket and \$75 tow fee.

FREE overnight parking is available in the Downtown & Marketplace Garages.

WHY CLEAN SWEEP?

Lake Health

Preserve Infrastructure

A Beautiful City

Translations &

Interpreters Available



Your help will make Clean Sweep a success.



Questions? We're here to help.

802-863-9094

dpw-pinecustomerservice@burlingtonvt.gov

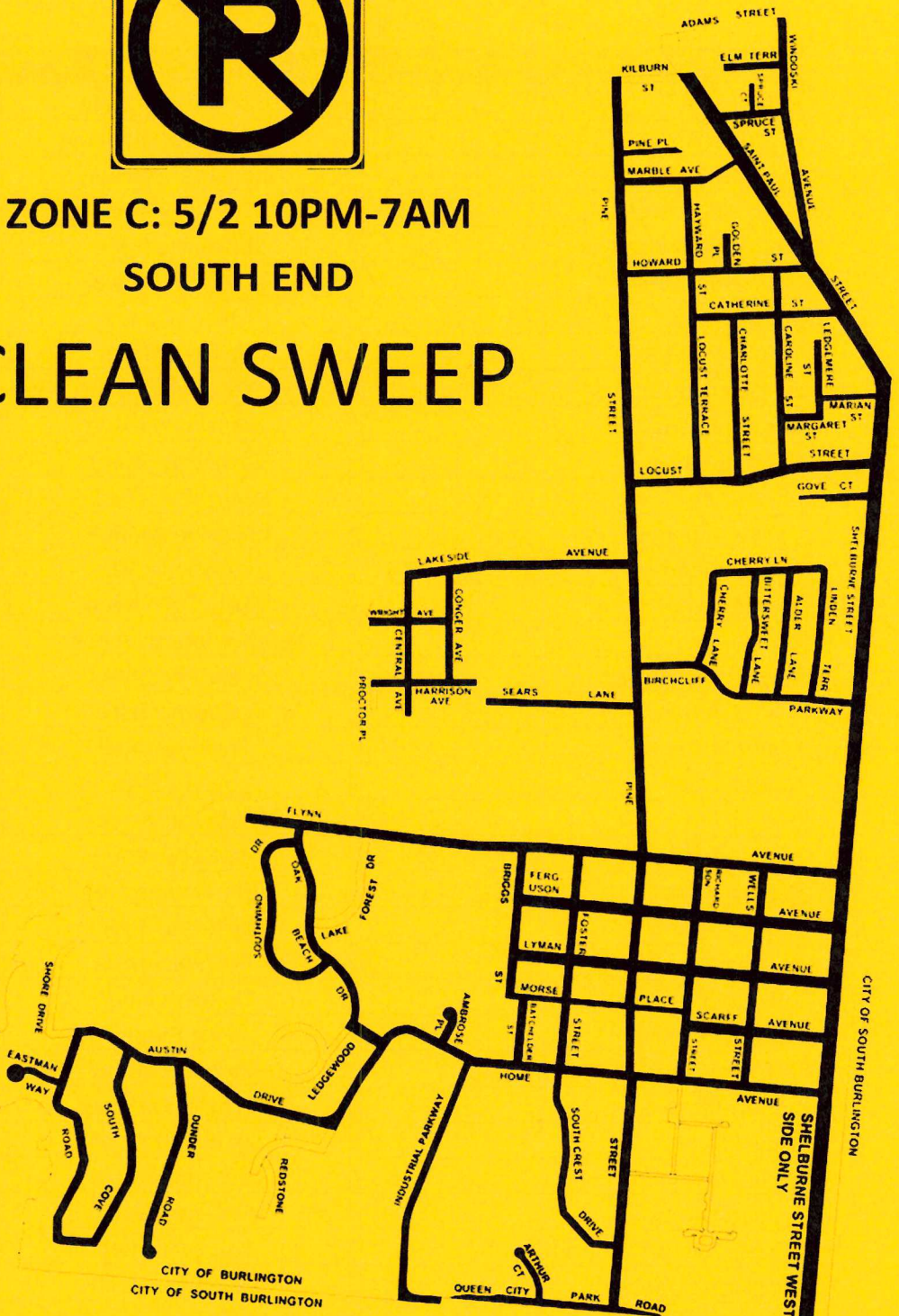
Garages, tickets, towing?

802-540-2380

ParkingServices@burlingtonvt.gov



burlingtonvt.gov/dpw



Street	From	To
Alder Lane	Birchcliff Parkway	Cherry Lane
Arthur Court	Queen City Park Road	End of Street
Austin Drive	Industrial Parkway	South Cove Drive
Batchelder Street	Morse Place	Home Avenue
Birchcliff Parkway	Shelburne Street	Pine Street
Bitersweet Lane	Birchcliff Parkway	Cherry Lane
Briggs Street	Flynn Avenue	Morse Place
Caroline Street	Howard Street	Locust Street
Catherine Street	St. Paul Street	Locust Terrace
Central Avenue	Lakeside Avenue	End of Street
Charlotte Street	Catherine Street	Locust Street
Cherry Lane	Birchcliff Parkway	Linden Terrace
Conger Avenue	Lakeside Avenue	Harrison Avenue
Dunder Road	Austin Drive	End of Street
Eastman Way	South Cove Road	End of Street
Elm Terrace	South Winooski Avenue	End of Street
Ferguson Avenue	Shelburne Street	Briggs Street
Flynn Avenue	Shelburne Street	Oakledge Park Gate
Foster Street	Flynn Avenue	Home Avenue
Golden Plave	Howard Street	End of Street
Gove Court	Shelburne Street	End of Street
Harrison Avenue	Proctor Avenue	End of Street
Hayward Street	Marble Avenue	Catherine Street
Home Avenue	Shelburne Street	Industrial Parkway
Howard Street	St. Paul Street	Pine Street
Industrial Parkway	Home Avenue	Queen City Park Road
Lakeside Avenue	Pine Street	Central Avenue
Ledgemere Street	Margaret Street	End of Street
Linden Terrace	Birchcliff Parkway	Cherry Lane
Locust Street	Shelburne Road	Pine Street
Locust Terrace	Catherine Street	Locust Street
Lyman Avenue	Shelburne Street	Briggs Street
Marble Avenue	St. Paul Street	Pine Street
Margaret Street	Ledgemere Street	Caroline Street
Marian Street	Shelburne Street	Ledgemere Street
Morse Place	Richardson Street	Briggs Street
Oak Beach Drive (Not Including Loop)	Flynn Avenue	Austin Drive
Pine Place	Pine Street	End of Pavement
Pine Street	Kilburn Street	Queen City Park Road
Queen City Park Road	Shelburne Road	Industrial Parkway
Richardson Street	Flynn Avenue	Home Avenue
Scarff Avenue	Shelburne Street	Richardson Street
Sears Lane	Pine Street	End of Street
Shelburne Street (West Side Only)	St. Paul Street	Queen City Park Road
South Cove Road	Austin Drive	Austin Drive
South Crest Drive	Home Avenue	Pine Street
Southwind Drive	Oak Beach Drive	Oak Beach Drive
South Winooski Avenue	Adams Street	St. Paul Street
Spruce Court	Spruce Street	End of Street
Spruce Street	St. Paul Street	South Winooski Avenue
St. Paul Street	Kilburn Street	Shelburne Street
Wells Street	Flynn Avenue	Home Avenue
Wright Avenue	Conger Avenue	End of Street