



Public Works Commission

Wednesday, September 18, 2024, 6:30 PM, 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	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, 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 Adopt Agenda

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

3.1. Verbal Comments

4. Consent Agenda - 5 Minutes

4.1. Draft Minutes of 7-17-24

4.2. South Winooski Bus Stop Location

4.3. North Street Parking Chicane

4.4. Establishing School Zones on North Avenue

Subject	4.5. Approval of Consent Agenda
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Meeting	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
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Category	4. Consent Agenda - 5 Minutes
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Department	Public Works Department
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Type	Action (Consent)
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Recommended Action	Approve Consent Agenda
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5. Downtown 20 mph Speed Limit - 20 minutes

Subject	5.1. Communication, P. Peterson
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Meeting	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
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Category	5. Downtown 20 mph Speed Limit - 20 minutes
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Department	Public Works Department
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Type	Action
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Recommended Action	Motion to Approve
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6. Water Resources Upcoming Capital Projects - 60 Minutes

Subject	6.1. Information, M. Moir & C. Spencer
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Meeting	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
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Category	6. Water Resources Upcoming Capital Projects - 60 Minutes
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Department	Public Works Department
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Type	Information
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Recommended Action	None
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7. North Ave/Plattsburg Ave Intersection Bike Lane - 10 Minutes

Subject	7.1. Information, J. Ursaki & P. Peterson
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Meeting	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	7. North Ave/Plattsburg Ave Intersection Bike Lane - 10 Minutes
Department	Public Works Department
Type	Information
Recommended Action	None

8. Director's Report - 20 Minutes

8.1. Lakeside Parking Concept

8.2. 195-201 Flynn Avenue Acquisition

8.3. FY'25 DPW Goals & Objectives

9. Commissioner Items

10. Adjournment & Next Meeting Date - October 16, 2024

Subject	10.1. Motion to adjourn
Meeting	September 18, 2024 - Public Works Commission Meeting 9-18-24 - Wednesday, September 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	10. Adjournment & Next Meeting Date - October 16, 2024
Department	Public Works Department
Type	Action
Recommended Action	Motion to Adjourn

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING JULY 17, 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 Commissioner Davis, Commissioner Munteanu; Commissioner O'Neill-Vivanco, Commissioner Sears (via zoom)

Commissioner Absent: Commissioner Fox

ITEM 1 – CALL TO ORDER

Director Spencer called the meeting to order at 6:30 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 3 – ELECTION OF CHAIR, VICE CHAIR & SECRETARY

Commissioner O'Neill-Vivanco nominated Commissioner Damiani for Chair and Commissioner Fox as Vice Chair and Val Ducharme as Secretary

Commissioner Barr seconded

Unanimous approval

ITEM 4 – PUBLIC FORUM

Julia Hondle is a resident of Ward 4 and commented that the fee increase for residential parking should be raised higher than what is suggested.

Sharon Bushor resident around the hospital area and would like to speak about residential parking. Ms. Bushor has no problem with the proposed increase. A lot of the areas that have this program are those that have low income people who don't have adequate off street parking. Program was implemented that took away the visible sticker that was put on the bumper of the car to be a digital sticker that parking enforcement saw but not residents. We have to call if we think there is a violator and someone has to come up which gets to the point of enforcement. During baseball games there are a lot of people who park on the street but we never see parking enforcement in the area to enforce the resident only parking. We end up with the inability to have visitors come our house as there is inadequate off street parking in this

area. Also made mention of the parking garages and the fees that were increased downtown. The parking garages smell of urine and there are activities going on that do not make an older woman feel safe. Question how the department can recommend raising the fees knowing the situation in those structures.

ITEM 5 – CONSENT AGENNDA

4.1 Approval of Draft Minutes 6-26-24

4.2 Annual Commissioner report to City Council

Commissioner Munteanu made a motion to adopt the consent agenda

Commissioner Barr seconded

Unanimous approval

ITEM 6 – RESIDENTIAL PARKING PERMITS RATE CHANGE

Parking Manager Mark Bilodeau gave a review of the background of the residential parking program. The requested rate is to \$20.00 per pass.

Commissioner Barr was in favor of the rate change. Also stated that for some low-income folks this might be a challenge.

Commissioner Sears felt that the prices were too low.

Assistant Director Jacqui Esperti stated that an e-mail were sent out to people and most advised they did not want an increase.

Commissioner Munteanu asked about the cost of the program to include enforcement and was informed it was about \$40,000 a year.

Commissioner Davis was asking about the residential parking programs. Explanations were given to him how the program worked.

Commissioner O'Neill-Vivanco was in favor of the increase but to also acknowledge the low-income families. Asked how enforcement with the virtual permits and the inability for residents to monitor this. How frequently does parking go out?

Parking Manager Bilodeau stated that there is a list of residential streets in which the parking enforcement goes to daily and check off the streets every day.

A customer who lives on Case Parkway questioned why they have to pay to park on the street. Director Spencer stated

that in the review of RPP in 2016 people have an extra level of service to regulate parking on the street.

Assistant Director Esperti read a memo from Commissioner Fox in support of the fee increase. Would like formal language to do reviews every two years when the permits expired.

Commissioner Barr made a motion to accept staff's recommendation to include the review every 2 years.

Commissioner O'Neill-Vivanco seconded.

Commissioner Munteanu asked about language every 2 years in ordinance and Director Spencer explained to him that this is not an ordinance this is direction from the Commissioner.

There were questions about 1 hour guest parking on Bradley Street and North Willard Street. Director Spencer stated there were also four spaces on South Prospect people could park at that were nonresidents during certain hours of the day.

Commissioner Barr made a motion to approve with amendments.

Commissioner O'Neill-Vivanco seconded.

Unanimous approval.

ITEM 7 – DOWNTOWN SPEED LIMIT

Senior Planner Philip Peterson gave a review of the proposal to put the speed limit within the downtown area to 20 miles per hour.

Commissioner Munteanu stated this is designated for one and a half blocks. Senior Planner Peterson stated that 20 miles an hour in the downtown district.

Commissioner O'Neill-Vivanco asked if that could go up to Union Street near the school district.

ITEM 8 – SCHEDULING COMMISSION WORK SESSION ON FY '25 GOALS

Commissioner Damiani stated that this session is where we can look to be more effective as a commission. We will make some form of a calendar and Chapin will need to publicly warn the meeting

ITEM 9 - DIRECTOR'S REPORT

Thank you for the support for the design for Bank and Cherry Street reconnecting

We received 4 bids for the final stage of the Champlain Parkway

Ron Goulding – Public Engagement Plan was a success and we are looking for ways to improve this as well.

Stanbury Road pedestrian project is ready to start

Main Street is closed between Church and So. Winooski

CSWD is reopening the Pine street location for trash and compostable as well as recycling

We will be having a new website coming up in the next few months

Chapin's annual report approved and we need your signatures on it please

ITEM 10 – COMMISSIONER ITEMS

Commissioner Munteanu asked if there was a specific date for the Champlain Parkway will open. There is no set date yet.

Asked about sewage overflow. Rob Goulding advised there were just a few over the last few storms.

Commissioner Barr thanks DPW for the speed-reader sign. Asked about temporary speed bumps. Rob Goulding informed hey just came in and will be put in place within the next few weeks. Commissioner Barr asked when the pylons were coming for the Chase Street bump out.

Commissioner O'Neill-Vivanco asked about the holes going up on College Street. Bicyclist prefer going up College Street. We need paint on the crosswalks on Prospect Street. Public engagement has come so far hope to strengthen what we have been doing.

Commissioner Damiani asked about meeting on alternative to meet, can it be e mail.

Commissioner Davis asked how to put stuff on the agenda. Pine Street and Lakeside Avenue stated traffic in this area is difficult. Entrance under the railway pass ice never goes away. Drainage being cleaned out.

ITEM 11 – ADJOURNMENT & NEXT MEETING DATE - SEPTEMBER 18, 2014

Commissioner Barr made a motion to adjourn

Commissioner O'Neill-Vivanco seconded

Unanimous approval



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

MEMO

Date: September 18th, 2024
To: Public Works Commission
From: Caleb Manna, Associate Public Works Engineer
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Subject: 179 South Winooski Avenue Bus Stop

DPW Staff recommend the DPW Commission approve the following additions:

Appendix C, 16-10; Bus Stops

The following places are hereby designated as bus stops:

On the west side of South Winooski Avenue, one hundred and fifty (150) feet north of King Street.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office, see Attachment-1.

Purpose & Need:

The purpose of this request is to relocate an existing bus stop in front of The Turning Point Center at 179 South Winooski Avenue, 150 feet to the north, on the west side of South Winooski Avenue, and add the new location to the Appendix C Regulations.

The existing bus stop is currently located at the four way stop intersection of South Winooski Ave and King Street. The bus stop is also located directly adjacent to an existing ADA space and 15 minute only space in front of Turning Point Center.

The relocation of the bus stop is an effort to:

- A. Provide increased distance for the bus stop to be further away from the four way stop intersection at South Winooski and King Street.
- B. Create separation and improve access to the existing ADA and 15 min only parking space.

- C. Relocate bus stop patron queuing in front of the entry way to Turning Point Center at 179 S. Winooski Ave, to maintain access for services and emergency responders into the building.
- D. Conform to current Federal Transit Authority requirements for ADA access in bus transit loading/unloading.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		- ADA Transportation Facility Guidance
Aligns with City plans?	X			
Followed Public Engagement Plan (PEP)?		X		- Correspondence with Green Mountain Transit, Turning Point Center representatives, Courthouse Plaza Parking Garage, and area stakeholders.

Background:

The bus stop location (see Attachment-2) on the West side of S. Winooski at the intersection of King Street is not currently in the Appendix C regulations, however appendix C does reference a bus stop location proximate to the existing locations that is currently not in use: On the west side of South Winooski Avenue, for fifty (50) feet south of Main Street. This will be removed from ordinance.

Representatives of the Turning Point Center have voiced their hopes to elected officials of the City Council of moving the current bus stop location away from the front door of the facility. Riders waiting for the bus are currently congregating in the covered entryway to the clinic, creating difficulty for folks seeking access to the establishment. Due to constraints in roadway layout and configuration, there is not room for a bus shelter to be installed without impacting the parking lane and sidewalks.

DPW staff met with representatives of Green Mountain Transit to discuss solutions that work for both parties. GMT indicating this particular location was a heavily served stop, and was critical to providing accessible transportation to the South End.

Staff is proposing to shift the current bus stop location 150' to the north, to remain on the west side of S. Winooski Ave, and to remain in close proximity to serve the riders leaving the downtown core and heading south.

In order to meet ADA standards for a transportation facility outlined by the Federal Transit Authority, three metered parking spaces are proposed to be removed to allow for pull up curb side access for the bus. Allowing the bus room to pull up to the sidewalk and curb on S. Winooski Ave meets all the clear space requirements for ADA access to bus transit.

The Project Checklist above summarizes the actions that support this change.

Public Engagement:

In regards to appropriate public engagement, representatives from the Turning Point Center initiated the request for the change. DPW Staff then consulted with the other affected parties, which was Green Mountain Transit. Area residents and businesses were notified via flyers on August 29th. These stakeholders included the Hood Plant, Courthouse Plaza, Champlain Farms, and Safe Harbor Health Center, see Attachment-3.

Attachments:

1. Regulation Change Form
2. Map Layout
3. Public Engagement

Attachment 1:

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
16; Bus stops

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

Sponsor(s): Public Works Commission

Action: Approval

Date: 9/18/2024

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Engineer, Technical
Services

Published: _____

Effective: _____

That Appendix C, Rule and Regulations of the Traffic Commission, 16 Bus Stops, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

.....
16 Bus Stops.
.....

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

(1)-(9) As written

(10) ~~On the west side of South Winooski Avenue, for fifty (50) feet south of Main Street.~~ On the west side of South Winooski Avenue, 150' north of King Street.

(11)-(25) As written.

(b) –(c) As written.

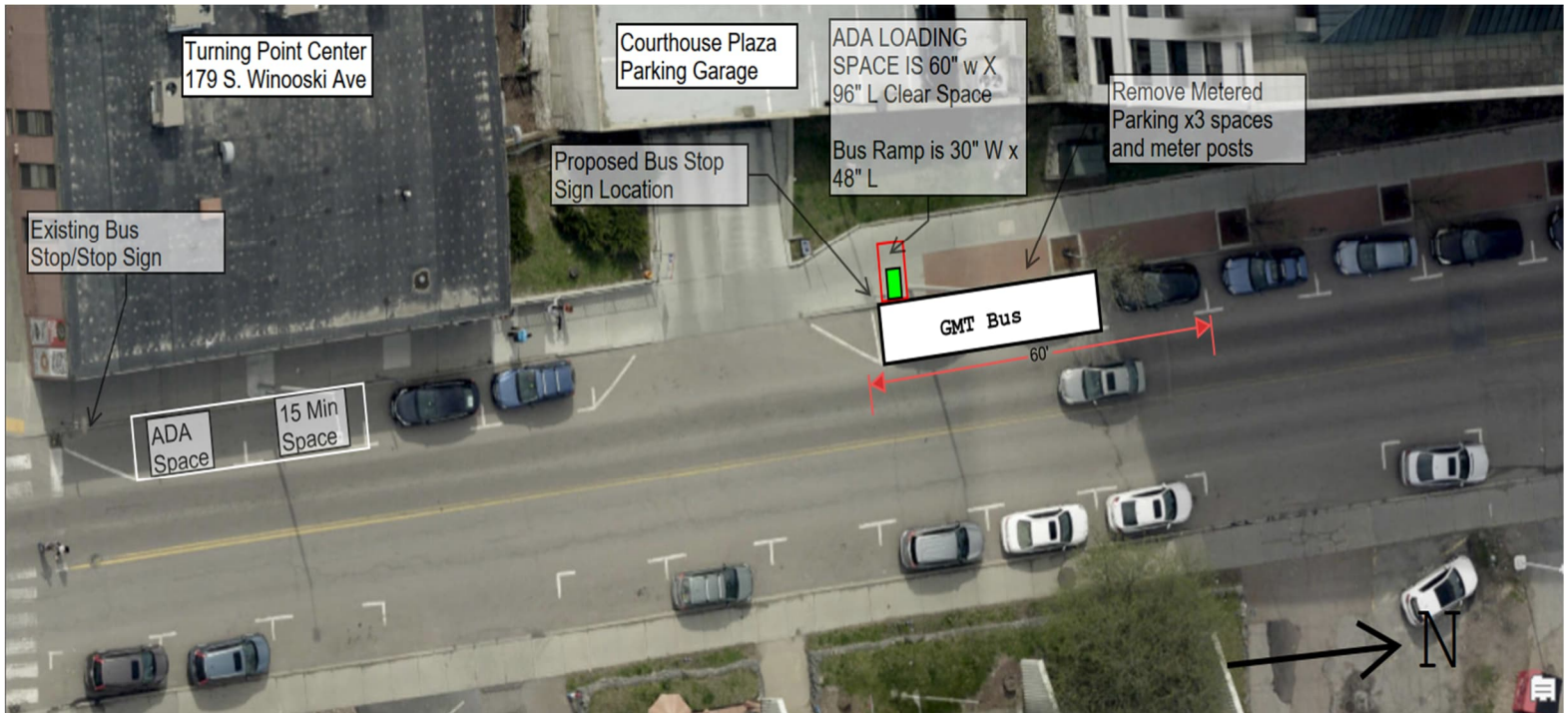
** Material stricken out deleted.

*** Material underlined added.

/ER: BCO Appx.C, Section 16
9/18/24

Attachment 2:

Map Layout



Attachment 3:

**South Winooski Avenue Bus Stop Relocation Public
Correspondence**

Email to Caleb Manna from Jeff Davis of Courtyard Plaza and Parking Garage

Dear Caleb and Public Works Commission,

We are the owner's of Courthouse Plaza at 100 Main Street in Burlington. We are in receipt of the request to relocate the bus stop from 175 South Winooski Avenue to the north 150 feet, immediately next to our parking garage entrance on South Winooski Avenue.

We have serious concerns about this proposal. First, we have worked hard to make the parking garage entrance visible to traffic arriving in Burlington on Main Street. The entrance to the garage is approximately 300 feet south on Winooski Ave and visibility is an issue. Bus activity blocking our entrance will only exacerbate our visibility issue. Although the buses only park there for a few minutes at a time, there are multiple stops throughout the day. It also will create confusion for our parking garage patrons to turn right into the garage immediately in front of a parked bus.

In addition, we are told that Turning Point made this request because of people loitering in front of their building at 179 South Winooski Avenue. We too have serious loitering problems at our parking garage. This is well documented with the police and we have had to hire additional private security to manage the loitering that happens in front of our parking garage entrance. A bus stop will only compound that situation.

On top of that we will lose 3 parking spaces immediately adjacent to our building.

We respectfully request that the bus stop remain where it is or be moved to a location which will not cause the above problems at Courthouse Plaza.

Thank you for your consideration.

*Very truly yours,
Jeff Davis -Building Owner
Tom Plunkett - Building Manager*

Email to Caleb Manna from Anne Rothwell of The Hood Plant on Friday 9/6

*Thank you. I did not see it.
We fully support this.*

www.thehoodplant.com

On Sep 6, 2024, at 11:18 AM, Caleb Manna <cmanna@burlingtonvt.gov> wrote:

Thanks Anne, I dropped a flyer off at the hood plant a few weeks ago, but wanted to make sure you were aware.

Best,



Memo

Date: September 18, 2024

To: Public Works Commission

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

CC: Chapin Spencer, Director of Public Works
Laura Wheelock, PE, City Engineer/Division Director – Technical Services

Subject: North Street Parking Chicane

For your consideration, a draft motion to amend Appendix C is below:

To adopt the following proposed amendments to Appendix C, Rules and Regulations of the Traffic Commission, Sections 7 (No-parking areas), 9 (Fifteen-Minute Parking), 10 (Two-hour parking) and 12-1 (No parking except vehicles loading or unloading), of the Code of Ordinances of the City of Burlington, in relation to installing the North Street parking chicane. The Traffic Regulation is included in Attachment 1.

- Section 7 No-parking areas.
(1-191) As written

(191) On the south side of North Street from North Avenue to South Winooski Avenue starting at Murray Street and continuing 120 feet to the west.

(192-587) As written

(588) On the south side of North Street from North Avenue to North Champlain Street.

(589) On the south side of North Street from Rose Street to South Winooski Avenue.

(590) On the north side of North Street from North Champlain Street to Rose Street

- Section 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:
 - (1-12) As written
 - (13) ~~On the north side of North Street in the first space east to the driveway for 134 North Street. Reserved~~
 - (14-124) As written
 - (125) ~~The spaces in front of number 114 North Street. Reserved~~
 - (126) As written
 - (b) No person shall park any vehicle, at any time, longer than fifteen (15) minutes at the following locations:
 - (1-6) As written
 - (7) ~~In the parking space in front of 117 North Street. On the south side of North Street, starting at the driveway for 117 North Street and continuing east for 140 feet.~~
 - (7-34) As written
 - (c) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following areas:
 - (1-2) As written
 - (3) ~~On the north side of North Street starting thirty (30) feet east of North Champlain Street extending twenty (20) feet. Reserved~~
 - (4) ~~On the north side of North Street starting fifty (50) feet east of North Champlain Street extending twenty (20) feet. Reserved~~
 - (5-10) As written
- Section 10 Two-hour parking.
 - (1-20) As written

(21) On the south side of North Street, starting at North Champlain Street for 40 feet to the east.

- Section 12-1 No parking except vehicles loading or unloading.

(1-31) As written

(32) On the south side of North Street, starting at the driveway for 117 North Street and continuing to the west for 60 feet ~~In the space in front of 128 North Street~~ between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, for a maximum time limit of thirty (30) minutes.

(33-54)As written

Purpose and Need

The purpose of this project is to dynamically manage curbside parking on North Street to address safety issues and reduce vehicle speeds near the Sustainability Academy, between North Champlain Street and Rose Street. Between 2019 and 2023, 31 crashes occurred on this section of North Street, three of which resulted in injuries. One of these was a pedestrian crash involving an elementary school student on North Street in 2023. In addition, traffic data shows that 85 percent of all vehicles on North Street drove 27 miles per hour or higher. Based on existing speeds and crash data, this section of North Street qualifies for traffic calming treatments per the criteria listed in the 2020 Traffic Calming Manual.

Project Checklist

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		2020 Traffic Calming Manual
Aligns with City Plans?		X		planBTV Walk Bike designates this section of North Street as a neighborhood slow zone
Followed Public Engagement Plan?		X		This Traffic Regulation change is defined as an INVOLVE project in the Public Engagement Plan (PEP).

Background

The Department of Public Works (DPW) received a request from Sustainability Academy parents and the Burlington Safe Routes to School Committee after an elementary school student was injured in a crash on North Street while crossing the street. After reviewing speed data, crash data, and City plans, DPW

developed traffic calming plans to reduce vehicle speeds and improve safety of all users on North Street.

This parking chicane is a tactical solution that will improve safety and can also be installed rapidly and within the capacity of the City's current staff and funding resources. Parking currently exists on the north side of the street, while the elementary school entrance is on the south side of the street. This leads to several young children having to cross North Street during school pick up and drop off. An injury crash involving an elementary school student crossing the street occurred in 2023. Moving the parking to the south side of the street for this block eliminates the need for students to cross the street when getting dropped off or picked up in a car. The parking flip also creates two lateral shifts or chicanes in the travel lanes, which has a traffic calming effect. DPW installed a parking chicane on Bright Street in 2022, and traffic data showed that it reduced the 85th percentile traffic speed from 24 to 18 miles per hour.

Because there are more driveways on the north side of the street, moving parking to the south side will increase the number of parking spaces available on this block by one space. In addition, there are several businesses on the mixed use/commercial corridor of North Street that would benefit from higher turnover parking.

Observations

North Street has two vehicle travel lanes with sharrows for bicycles, with on-street parking on the north side of the street. The North Street corridor is primarily mixed-use commercial and residential. This section of North Street is designated as a school zone.

This section of North Street currently has four 15 minute spaces, two 30 minute spaces (between 8am-5pm, Monday through Friday), and 5 unregulated parking spaces (11 total). The proposed parking would have seven 15 minute spaces, three 30 minute spaces (between 8am-5pm, Monday through Friday), and two 2 hour spaces with 12 spaces total.

Public Engagement

Flyers were delivered to nearby businesses and residents explaining the change. DPW staff talked with the business owners along the street who were supportive of this change. In addition, the flyers were mailed to all property owners.

DPW staff discussed this change with the principal of the Sustainability Academy, who was generally supportive of this change. The principle also agreed to share information about this change in the school newsletter.

DPW has also discussed the parking chicane with the Safe Routes to School Committee, which includes staff from the Chittenden County Regional Planning Commission (CCRPC), Local Motion, the Burlington School District (BSD), and DPW. This group is supportive of this low cost solution that can be rapidly implemented to improve safety near the Sustainability Academy.

Conclusion

Based on current speed data and crash data, there is a need for traffic calming on North Street to reduce vehicle speeds and improve safety for all users. We recommend the moving parking to the south side of North Street for the block between North Champlain Street and Rose Street, creating a parking chicane to reduce vehicle speeds while also bringing pick up and drop off to the same side of the street as the school. This parking chicane is a tactical solution that will improve safety and can be installed rapidly and within the capacity of the City's current staff and funding resources.

Implementation Approach and Timeline

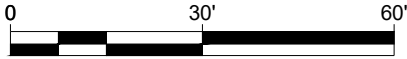
If the parking chicane is approved by the Public Works Commission, our traffic team would install the change in the coming weeks once the regulation is posted for the requisite period.

Attachments

1. Traffic Regulation
2. Parking Chicane Layout



Existing
4 15min spaces
2 30min (8am-5pm) spaces
5 standard spaces
11 spaces total
Proposed
7 15min spaces
3 30min (8am-5pm) spaces
2 2hr spaces
12 spaces total



SCALE: 1" = 30'

North St Parking Chicane
[N Champlain St - Murray St]



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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

DESIGNED CW	
DRAWN CW	SCALE 1"=30'
CHECKED JU	DRAWING NO.
DATE 08/13/2024	SHEET 1 OF 1

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. 9 Fifteen-Minute parking. 10 Two-hour parking. 12-1 No parking except vehicles loading or unloading.

Sponsor(s): Public Works Commission

Action: Approved

Date: 9/18/2024

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, Section 7, No-parking areas; Section 9, Fifteen-Minute Parking; Section 10, Two-hour parking; and Section 12-1, No parking except vehicles loading or unloading of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 7 No-parking areas.

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

(1-191) As written

(191) On the south side of North Street from North Avenue to South Winooski Avenue starting at Murray Street and continuing 120 feet to the west.

(192-587) As written

(588) On the south side of North Street from North Avenue to North Champlain Street.

(589) On the south side of North Street from Rose Street to South Winooski Avenue.

(590) On the north side of North Street from North Champlain Street to Rose Street

Section 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:

(1-12) As written

(13) ~~On the north side of North Street in the first space east to the driveway for 134 North Street. Reserved~~

(14-124) As written

(125) ~~The spaces in front of number 114 North Street. Reserved~~

(126) As written

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

(1-6) As written

(7) ~~In the parking space in front of 117 North Street. On the south side of North Street, starting at the driveway for 117 North Street and continuing east for 140 feet.~~

(7-34) As written

(c) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following areas:

(1-2) As written

(3) ~~On the north side of North Street starting thirty (30) feet east of North Champlain Street extending twenty (20) feet. Reserved~~

(4) ~~On the north side of North Street starting fifty (50) feet east of North Champlain Street extending twenty (20) feet. Reserved~~

(5-10) As written

Section 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:~~

(1-20) As written

(21) On the south side of North Street, starting at North Champlain Street for 40 feet to the east.

Section 12-1 No parking except vehicles loading or unloading.

~~.....
No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:~~

(1-31) As written

91
92 (32) On the south side of North Street, starting at the driveway for 117 North Street
93 and continuing to the west for 60 feet ~~In the space in front of 128 North Street~~ between
94 the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, for a maximum time limit
95 of thirty (30) minutes.
96

97 (33-54) As written
98
99

100 ** Material stricken out deleted.

101 *** Material underlined added.

102
103 BCO Appx.C, Section 12-1
104 9/11/24



MEMO

Date: September 18th, 2024
To: Public Works Commission
From: Calvin Wuthrich, Engineering Intern
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Subject: Establishing School Zones on North Ave

DPW Staff,
Commission approve the following additions:

recommend the DPW

Appendix C, 15 Designated school zones. The following areas are hereby designated as school zones:

- **North Avenue:** Between North Street and Sherman Street (in front of Sara Holbrook Community Center)
- **North Avenue:** Between Dodds Court and Shore Road (in front of St. Marks School)
- **Shore Road:** Between North Avenue and Dodds Court.
- **Dodds Court:** Between North Avenue and Shore Road.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office, see Attachment-1.

Purpose & Need: The purpose of this request is to establish school zones in front of Sara Holbrook Community Center and St. Marks School on North Avenue. These zones will implement speed limits, pedestrian crossings, and other traffic signage to enhance safety for children and pedestrians during school hours.

Project Checklist:

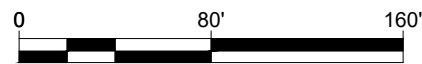
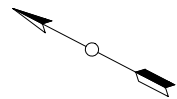
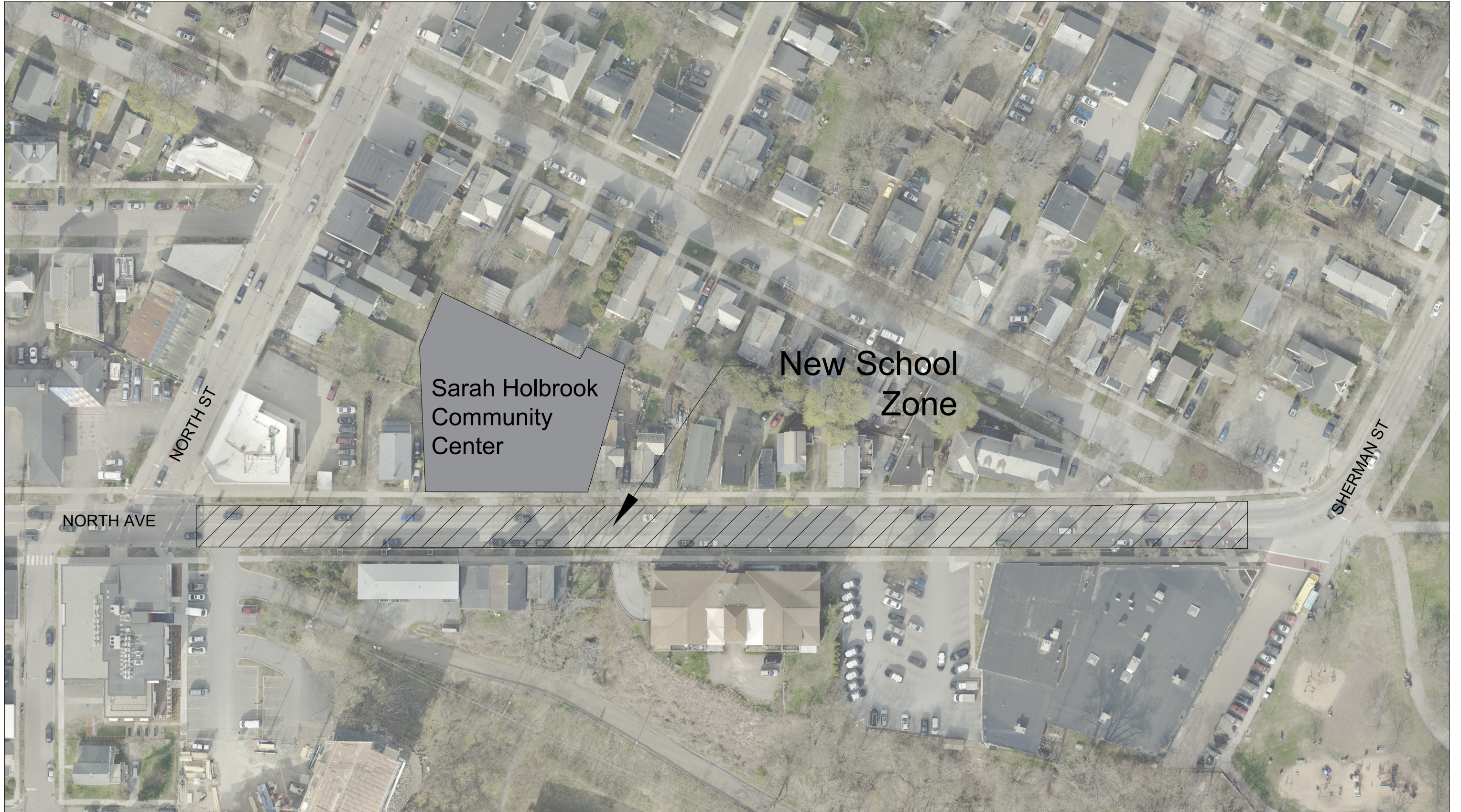
	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Part 7 of the MUTCD: Traffic Control for School Areas
Aligns with City plans?	X			
Followed Public Engagement Plan (PEP)?		X		- Correspondence with Green Mountain Transit, Turning Point Center representatives, Courthouse Plaza Parking Garage, and area stakeholders.

Background: Due to the temporary closing of Independent Arts Academy, Sara Holbrook Community Center (which will now accommodate PreK-K students) and St. Marks School (which will host first-fifth graders). To ensure the safety of children and pedestrians, school zones should be established to accommodate the increased traffic and foot traffic near these schools.

Public Engagement: To ensure transparency and community involvement, BSD staff conducted public engagement efforts to inform the school community and local residents about the changes in their neighborhoods due to the temporary closure of Independent Arts Academy. BSD utilized various communication channels, including flyers distributed to local residents, posts on the Front Porch Forum, and flyers and emails sent directly to the IAA school community. These efforts aimed to keep everyone informed and address any questions or concerns related to the increased student populations at Sara Holbrook Community Center and St. Marks School.

Attachments:

1. Regulation Change Form
2. Map Layout



SCALE: 1" = 80'

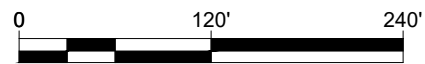
Sarah Holbrook Community
Center
Proposed School Zone



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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

DESIGNED CW	
DRAWN CW	SCALE 1"=80'
CHECKED PP	DRAWING NO.
DATE 09/12/2024	SHEET 1 OF 1



SCALE: 1" = 120'

St. Mark's School Zone



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
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DESIGNED CW	
DRAWN CW	SCALE 1"=120'
CHECKED PP	DRAWING NO.
DATE 09/12/2024	SHEET 1 OF 1



City of Burlington
Department of Public Works

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

MEMO

Date: September 18th, 2024
To: Public Works Commission
From: Phillip Peterson, P.E.; Senior Transportation Planner
CC: Chapin Spencer, Director Public Works
Laura Wheelock, P.E.; City Engineer
Subject: Establishing 20 MPH Zones in the Designated Downtown Core

DPW Staff recommend the DPW Commission approve the following additions:

Appendix C, 30 Speed limits. No motor vehicle shall be operated at a rate of speed greater than twenty (20) miles per hour, and suitable signs stating this speed limit shall be conspicuously placed on such streets:

- The City of Burlington's designated downtown district, as defined by the state of Vermont Department of Housing and Community Development.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office, see Attachment-1.

Purpose & Need:

The purpose of this initiative aims to enhance transportation safety for all road users. Reducing the speed limit will address a need for more livable urban environment by decreasing the likelihood of severe traffic accidents. Additionally, this adjustment supporting Burlington's efforts to encourage walking and biking, will contribute to the city's sustainability goals.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		2011 Transportation Plan and the 2018 Great Streets Standards
Aligns with City plans?		X		planBTV Walk Bike
Followed Public Engagement Plan (PEP)?		X		Public presentations/meetings with the Commission and the TEUC.

Background and Summary:

In alignment with Burlington's 2011 Transportation Plan, 2018 Great Streets Standards and 2017 planBTV Walk Bike, the proposal to lower speed limits in the downtown district has been a key part of the City's ongoing strategy to create safer, more pedestrian-friendly streets. The Burlington Transportation Plan and Great Street Standards envision a system where all modes of transportation—pedestrian, cycling, public transit, and motor vehicles—are integrated safely and efficiently. The proposal to establish a 20 MPH speed limit directly supports this vision by addressing speed as a critical factor in urban street safety. Current state law, under **23 V.S.A. § 1007**, allows for speed limits below 25 MPH in designated downtown development districts, enabling Burlington to pursue this initiative.

Key Benefits of the Proposed 20 MPH Zone:

1. **Improved Safety:** Studies show that reducing vehicle speeds to 20 MPH significantly lowers the risk of serious injuries or fatalities in the event of a collision. The fatality risk for pedestrians struck by a vehicle at 20 MPH is approximately 10%, compared to nearly 50% at 30 MPH (source NJ DOT). Additionally, field of vision greatly increases at lower speeds while stopping distance needed to avoid a crash decrease.
2. **Pedestrian and Cyclist Comfort:** The reduced speed will make walking and biking more comfortable and attractive, thereby encouraging residents and visitors to choose active transportation modes, supporting Burlington's sustainability efforts. **planBTV Walk Bike Action Plan** prioritizes streets where design features such as traffic calming measures can help achieve target speeds of 20 MPH.
3. **Improved Traffic Flow:** Contrary to common perception, lower speed limits can actually improve overall traffic flow by reducing stop-and-go driving, which leads to smoother, more consistent travel speeds. With a 20 MPH zone, drivers are less likely to make abrupt stops or accelerate rapidly, reducing congestion caused by erratic driving behavior. This can help create a more predictable and efficient transportation network in the downtown area, benefiting all road users.

Project Overview and Design Strategy

The 20 MPH zone will be implemented primarily through engineering, education & signage. Additionally, as we undertake new street reconstruction projects downtown, these streets will be designed with the 20 MPH limit in mind. This approach is already being incorporated into projects utilizing the Great Streets design standards, with the completed St. Paul Street section and the ongoing Main Street and Reconnecting Bank & Cherry projects serving as examples of streets built to support safer, slower speeds.

It should be noted that Lake St and Lower Church Street are already designated as 20 MPH zones, and this creates further cohesion throughout the downtown core.

Public Engagement

To ensure transparency and foster community involvement, DPW staff conducted public engagement efforts to inform Burlington residents about the proposed downtown speed limit change. Information sharing sessions were held at key public meetings, beginning with the July 10, 2024, Burlington Walk Bike Council, followed by the July 17, 2024, Public Works Commission meeting, the August 27, 2024, Transportation, Energy, and Utilities Committee (TEUC) meeting and as of this writing most of the Neighborhood Planning Assemblies. In addition, we informed the Church Street Marketplace, the Burlington Business Association and leadership of the Burlington Police Department.

We reached out to key media personnel to have this story covered and used social media to share details about tonight's meeting. We also have a project website set up at <https://www.burlingtonvt.gov/dpw/transportation/20isplenty>

Attachments:

1. Regulation Change Form
2. Map Layout

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
30 Speed limits

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 30 Speed limits of
the Code of Ordinances of the City of Burlington is hereby amended as follows:

30 Speed Limits.

- (a) As Written.
- (b) Speed limit on listed streets.
 - 1. No motor vehicle shall be operated at a rate of speed greater than twenty (20) miles per hour, and suitable signs stating this speed limit shall be conspicuously placed on such streets:
 - a.-b. As Written
 - c. The City of Burlington’s designated downtown district, as defined by the state of Vermont Department of Housing and Community Development.
 - 2. – 8. As Written.
- (c) – (e) As Written.

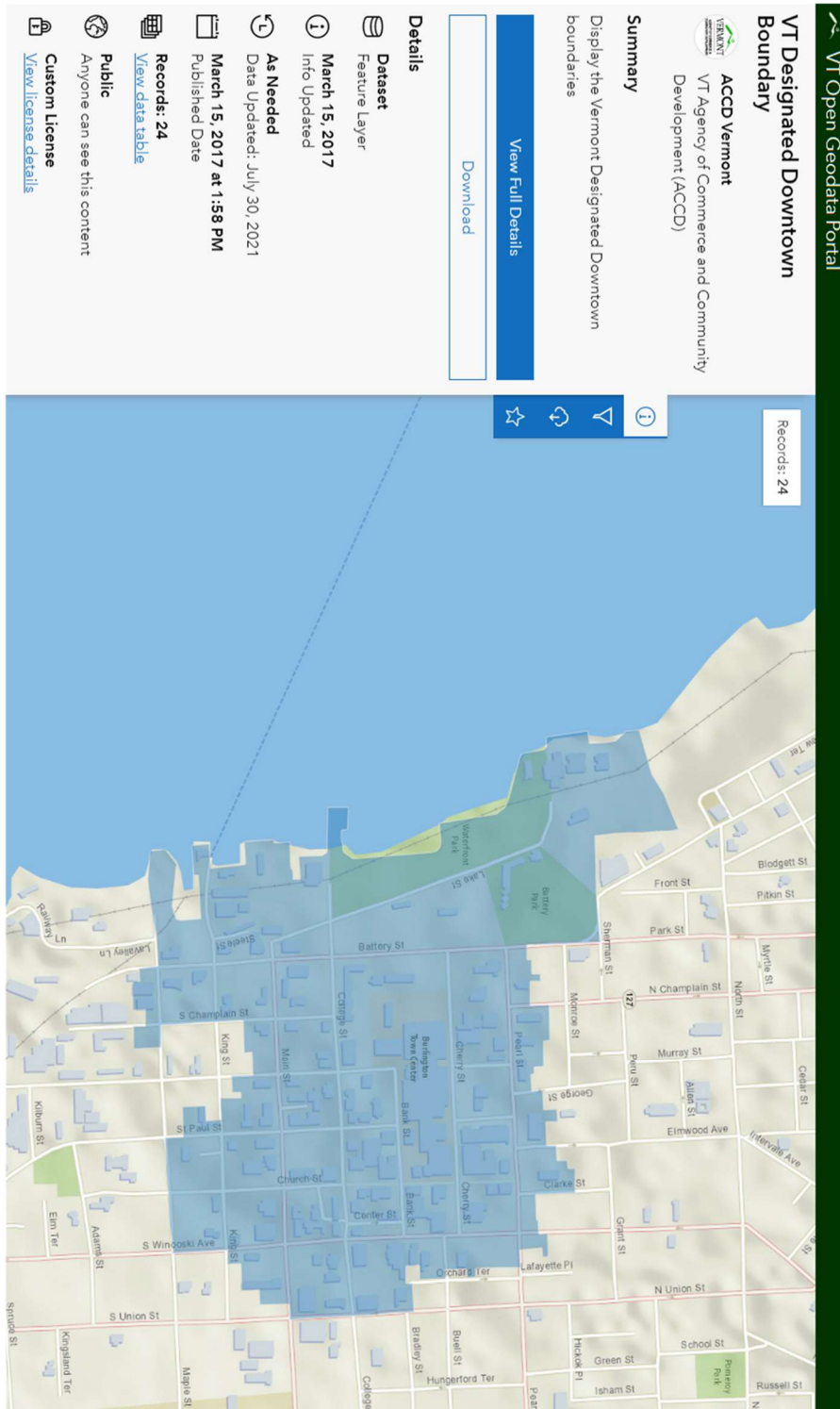
** Material stricken out deleted.
*** Material underlined added.

/hm: BCO Appx.C, Section 30
9/18/2024

Sponsor(s): <u>Public Works Commission</u>
Action: <u>Approved</u>
Date: <u>9/18/2024</u>
Attestation of Adoption:
 <u>Phillip Peterson, PE</u> <i>Senior Transportation Planner, Technical Services</i>
Published: _____
Effective: _____

Attachment 2:

Map Layout





Memo

Date: September 18, 2024

To: Public Works Commission

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

CC: Chapin Spencer, Director of Public Works
Laura Wheelock, PE, City Engineer/Division Director – Technical Services

Subject: North Ave and Plattsburg Ave Bike Lane Pilot

This is an informational item about the North Ave and Plattsburg Ave right turn lane removal and bike lane pilot.

Background

In 2023, DPW added striped bike lanes on Plattsburg Avenue as part of a paving project in accordance with planBTV Walk Bike. There are existing bike lanes with a painted buffer on North Avenue connecting to the facility on Plattsburg Avenue. However, the northbound bike lane on North Avenue is terminated and replaced with sharrows south of Franklin Square to accommodate a right turn lane at the intersection of North Ave and Plattsburg Ave.

DPW is repaving North Ave as part of the calendar year 2024 street reconstruction program. DPW Transportation staff seek to implement elements of planBTV Walk Bike as part of paving each year to coordinate construction efforts and save funds and resources. Staff therefore evaluated removing the right turn lane on North Ave to add a buffered bike lane to close this small gap in the bicycling network.

DPW used the traffic modelling software Synchro to understand the impacts to the traffic signal operations this change would have. Using traffic volumes projected to the year 2043, the traffic model showed that queues would increase modestly on North Ave, by approximately three cars during the peak hour. It also showed a 10 second increase in the average vehicle delay at the intersection, from 18.3 seconds to 28.3 seconds. This is an acceptable level of service.

Because of the opportunity to coordinate with paving, DPW decided to remove the turn lane as a pilot and use the period between September 16 – October 16, 2024 as an evaluation period for this change.

During this time, we will be collecting public input and performing traffic counts (queue counts, and speed/volume data).

Benefits of the Proposed Changes

While the primary focus of this project is to improve safety for cyclists, the changes will also provide benefits for all road users. By creating a more dedicated space for cyclists, we can reduce the potential for conflicts with motor vehicles. This can lead to:

- Reduced risk of accidents: By providing a clear, separated path for cyclists, we can reduce the risk of accidents involving cyclists, pedestrians, and/or motorists.
- Enhanced pedestrian safety: The proposed changes may also improve pedestrian safety by creating a more predictable traffic environment and reducing the number of vehicles crossing the intersection.
- Reduced vehicle speeds: The narrowed lanes can help reduce vehicle speeds, especially around the curve leading to Plattsburgh Ave. This can help prevent the risk of accidents and improve the overall safety of the intersection.

Alignment with City Plans and Initiatives:

This project aligns with several City plans and initiatives, including:

- planBTV Walk Bike: This initiative aims to create a more walkable and bikeable City for residents and visitors. In the short term, there is a bike lane with no gap on North Ave and Plattsburg Ave.
- City Transportation Plan: This plan outlines the City's goals for transportation, including improving safety for all road users.
- NACTO Guidelines: The proposed changes are consistent with the National Association of City Transportation Officials (NACTO) guidelines for urban street design, which prioritize safety and accessibility for all modes of transportation.

Public Engagement

Prior to the pilot starting, DPW distributed several materials and communications with information about the pilot including:

- Flyers to neighbors in the surrounding area
- Yard signs in the vicinity of the intersection
- Email to the City Council and Public Works Commission
- A post to New North End Facebook page along with replies to many comments
- Front Porch Forum post to the entire New North End neighborhoods.

As of the time of this writing (prior to the pilot being installed), DPW has received three phone calls and two emails about the pilot. Only one phone call was in support of this change, while the other residents who reached out were generally concerned about increased traffic congestion for vehicles and have the perception that very few bikes, if any, use this route. In addition, two city councilors in the New North End reached out to DPW saying that are not supportive of this change due to

potential traffic impacts. Engagement in the New North End Facebook group was also generally unsupportive of this change.

Pilot Program Adjustments & Possible Permanent Installation

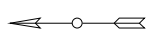
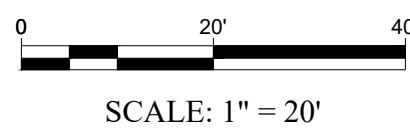
We understand that real-world situations can sometimes differ from models. Therefore, we'll be implementing this as a pilot project. We'll be installing vertical delineators to create a temporary separation between the travel lane and bike lane. This allows for a quick and easy removal if needed. We'll be closely monitoring traffic flow and feedback throughout the pilot. If unforeseen congestion arises, we can adjust or remove the changes quickly. We're confident in the pilot program approach and believe it minimizes disruption while allowing us to assess the actual impact of this change.

If the pilot is successful, as the traffic data suggests it will be, we plan to implement permanent line striping as part of the upcoming paving work. It would be a very minor adjustment to the existing contract and an easy way to solidify the improvements. This will have a minimal cost and effort involved in making the change.

Attachments

1. North Ave and Plattsburg Ave Bike lane layout

Proposed Bike Lanes



NORTH AVE AND
PLATTSBURG AVE
PROPOSED BIKE LANES

**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
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(802) 863-5448 (Fax)

DESIGNED	AAJ	SCALE	1"=20'
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CHECKED	PP	DATE	09/22/24
			SHEET 1 OF 1



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director (cspencer@burlingtonvt.gov)
Re: **DPW Director's Report**
Date: September 18, 2024

FY'25 GOALS & OBJECTIVES

Each fiscal year I provide the DPW Commission a list of Goals and Objectives for the department that I aim to achieve. My proposed FY'25 Goals and Objectives document is attached. The Commission can use this document, and our subsequent progress on these objectives, to review my performance at the end of the year. Given the September 2024 meeting agenda is full, I have included this document in my Director's Report – instead of having a deliberative agenda item. I am happy to answer any questions or take any feedback during the Director's Report portion of the meeting. More info: Chapin Spencer cspencer@burlingtonvt.gov.

201 FLYNN AVENUE ACQUISITION NEARS

For over two decades, the City of Burlington's DPW and CSWD have been attempting to resolve a protracted effort to construct a modern, safe, full-service drop off center (DOC) in the City. CSWD has operated a space-constrained and service-constrained DOC at 339 Pine Street for many years as a stop gap measure. In 2001, CSWD purchased 195-201 Flynn Avenue (two adjoining parcels) for the purpose of developing a modern, full-service DOC at that location. Due to uncertainty with the Champlain Parkway and the cost to develop a DOC at this location, the DOC development did not advance. After a number of MOUs and extensions since 2016, the City is prepared to purchase 201 Flynn Avenue – one of the two parcels for \$375,000. Purchasing 201 Flynn Avenue will allow the City to relocate soil storage and soil recycling operations from its current locations at 339 Pine Street and the Intervale, allow CSWD to potentially add additional services offered at their 339 Pine Street DOC location by expanding their footprint in the former soil storage area, as well as provide needed space to accommodate the future Railyard Enterprise Project that in its current preferred design will follow a path through a portion of the 339 Pine Street storage area. As this is a real estate transaction, the draft purchase and sale agreement will go to the Board of Finance and the City Council on September 23. No Commission action is needed. More info: Lee Perry, lperry@burlingtonvt.gov.

RESIDENTS ASK DPW TO EXPLORE NEW PARKING CONCEPT

Over the last year or two, Commissioners have periodically heard from staff and Lakeside residents that there are neighborhood parking concerns stemming from growing neighborhood activities and destinations including the Hula complex. DPW has participated in a couple neighborhood meetings, and most recently, with a just-established parking advisory committee. Many neighbors have been reluctant to embrace Residential Permit Parking (RPP) given it would likely reduce public accessibility to cherished neighborhood destinations such as pick-up soccer games in the park, the St John's Club and Lake Champlain. As such, there has been an interest to explore options. One proposed option hasn't been tried yet, but is something staff will be evaluating – basically merging components of residential permit parking with metered parking for the public. The concept is that on-street parking during peak times, maybe 9am-5pm Monday-Friday in the Lakeside Neighborhood, would be metered and would require payment through ParkMobile or a kiosk installed at the entrance to the neighborhood. For residents, they would register their license plates for resident parking and would be exempt from paying the hourly meter fee. There would still likely be some annual permit fee, like is standard for residential parking permits, for this residential permit. I am

mentioning this to the Commission to get any early Commissioner feedback on this concept as staff begins our review. It is similar to a concept suggested on page 69 of the 2016 Residential Parking Management Plan

(https://www.burlingtonvt.gov/sites/default/files/DPW/Publications/ResidentialParkingPlan_final.pdf):

TACTICAL APPROACHES TO IMPROVE PARKING MANAGEMENT

The suite of management tools described below can be used in both RPP and non-RPP areas where parking is degrading quality of life. They can be employed now or in the future should parking changes create burdensome neighborhood impacts, and they can be implemented more quickly than changes to the RPP or creating an RPP designation.

Parking meters or pay stations may be useful in specific areas of the City, including within some RPP areas, to allow visitors to pay to use excess on-street parking spaces. This will be most effective if within convenient walking distance of shops, offices, and major waterfront parks. This includes neighborhood mixed-use areas and neighborhoods at the periphery of the downtown and in areas adjacent to Burlington's major waterfront parks. Use of meters or pay stations outside these areas or near major institutions is not recommended. This strategy may be attractive to residents who currently live in non-RPP areas because they can avoid the costs and restrictions associated with the RPP. It balances the needs of residents to have a place to park at the end of the day while also allowing those streets to be used by the broader public when shops and offices are open. To ensure that the goals of the City are met, all metered or pay station parking would require payment during enforcement hours. Outside of enforcement hours, on-street parking would be restricted to residential parking permit holders if located within an RPP zone, or open for unrestricted parking if not within the RPP. Prior to deciding to install meters or pay stations in new areas, residents would be invited to participate in discussions with DPW prior to a decision by the Public Works Commission and would be invited to the public forum at the Public Works Commission.

ITEMS IN QUEUE

Given a heavy agenda at the September 2024 meeting, we are planning to bring these items that have been in queue to subsequent meetings this fall:

ON-STREET PARKING RATE REVIEW

Staff is continuing to evaluate potential changes to on-street parking rates. The last comprehensive rate adjustment was nearly 10 years ago in November 2014. We are taking time for public engagement and to complete some long-term financial projections. We're seeking to evaluate rate changes that balance multiple interests including supporting downtown's recovery, improve the financial position of the Traffic Fund and the Parking Facilities Fund, and achieve various policy goals of the City. We look forward to discussing this requested change at a meeting this fall. More information: Jackie Esperti, jesperti@burlingtonvt.gov.

DPW PUBLIC ENGAGEMENT PLAN REVIEW

Staff appreciated the recent conversations at the DPW Commission regarding a desire to revisit DPW's Public Engagement Plan (<https://www.burlingtonvt.gov/DPW/Public-Engagement>). There have been some timely discussions within the City Administration about cross-departmental public engagement coordination. Before we bring the DPW-specific plan to the Commission for review and potential updates, we want to understand from the still relatively new Administration whether a cross departmental plan will be developed. We will be back to the DPW Commission in October with an agenda item or at least an update. More info: Rob Goulding, rgoulding@burlingtonvt.gov.

See you all next Wednesday!