

Department	Public Works Department
Type	Action (Consent)
Recommended Action	Approval of Consent Agenda

5. Home Avenue Bike Lanes & Parking Removal - 20 Minutes

Subject	5.1. Communication, J. Ursaki & P. Peterson
Meeting	December 18, 2024 - DPW Commission Agenda - Wednesday, December 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	5. Home Avenue Bike Lanes & Parking Removal - 20 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

6. Traffic Calming Program Update - 20 Minutes

Subject	6.1. Information, J. Ursaki & P. Peterson
Meeting	December 18, 2024 - DPW Commission Agenda - Wednesday, December 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	6. Traffic Calming Program Update - 20 Minutes
Department	Public Works Department
Type	Information
Recommended Action	None

7. 6 Month Introductory Garage Rate - 10 Minutes

Subject	7.1. Communication, J. Esperti
Meeting	December 18, 2024 - DPW Commission Agenda - Wednesday, December 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	7. 6 Month Introductory Garage Rate - 10 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion to Approve

8. Director's Report - 10 Minutes

Subject	8.1. Communication, C. Spencer
----------------	---------------------------------------

Meeting	December 18, 2024 - DPW Commission Agenda - Wednesday, December 18, 2024, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	8. Director's Report - 10 Minutes
Department	Public Works Department
Type	Communication

9. Commissioner Items

10. Adjournment & Next Meeting Date - January 15, 2025

Subject	10.1. Motion to adjourn
Meeting	December 18, 2024 - DPW Commission Agenda - Wednesday, December 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 - January 15, 2025
Department	Council and Board
Type	Action
Recommended Action	Motion to Adjourn

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING NOVEMBER 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, Vice Chair Fox, Chair Damiani, Commissioner Davis, Commissioner Munteanu, Commissioner O'Neill-Vivanco Commissioner Sears

ITEM 1 – CALL TO ORDER

Chair Damiani called the meeting to order at 6:30 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda as presented
Commissioner Munteanu seconded

Director Spencer requested that Item 5 come before Public Forum as Assistant Director Moir has another presentation of this item in a half hour
Commissioner Barr was friendly with that
Commissioner Munteanu was okay with this as well.
Unanimous approval

ITEM 2.5 - POTENTIAL WR RATE IMPACT/AFFORDABILITY ITEM

Assistant Director of Water Resources Megan Moir present the numbers that would affect the residents of the city. AD Moir stated that her office did a rate comparison in other Vermont Towns and other states and our bills are less than median a bill due to financing portion of debt rate restructuring. Part of the restructuring is to have the east plant consolidate with the main plant pump stations.

We want to offer credit to renters for water bills as the renters are not billed but the owners of the building are, renters are charged through the

Commissioner O'Neill-Vivanco asked about if there would be any changes in the EPA funds and if there were any changes anticipating in the rules. She also asked if we factor in the maintenance of the updates.

AD Moir stated that the EPA funds were clean water/clean air. AD Moir stated that the would raise 1.25 million dollars

Commissioner Munteanu asked about the rate increase if it was an equal change every year.

AD Moir explained that no that the rate increase would be 18% for 3 years and then down to 12%

Commissioner Damiani stated affordability is important and asked about the timeline. AD Moir stated that they are working with TEUC and with a financial planner – some people will pay more versus people who are more financially challenged.

ITEM 3 – PUBLIC FORUM

Sharon Bushor called in and stated that the speed bumps on Grove Street were almost dangerous, too high and asked if we could go to the regular speed bumps.

Mrs. Bushor also commented on the proposed rate change for the Wastewater increase reminding everyone that the citizens of Burlington are still facing the school tax increase.

Mrs. Bushor also stated on the Winooski Bridge project the city should hold meeting with the Wards this would affect.

Mrs. Bushor also stated the Main Street closure during the holiday time could have a bad impact on the businesses in the downtown area.

ITEM 4 – CONSENT AGENDDA

- 4.1 Approval of Draft Minutes 10-16-24
- 4.2 537 South Willard Street ADA Addition
- 4.3 South Union Street ADA Reallocation
- 4.4 Champlain Parkway Traffic Regulations

Commissioner Munteanu made a motion to adopt the consent agenda as presented.

Commissioner Barr seconded

Unanimous approval

ITEM 6 – WINOOSKI BRIDGE/INTERSECTION

Associate City Engineer Madeline Suender gave a presentation on the proposed work on the Winooski Bridge as well at the intersections of Riverside Avenue, Colchester Avenue and Barrett Street. She advised we do have a concept design and we hope to select a contraction in 2025 and the work to begin in 2027. The project would be a two-year construction project that will end in 2029. We are hoping to merge the projects if the intersection and bridge work for a better flow. She also did an overview of the funding for the project.

Commissioner Davis questioned the ownership structure and is the maintenance 50/50? City Engineer Laura Wheel (via zoom) stated that the City does a full snowplow of the

bridge during the winter but it is 50/50 on other improvements with the City of Winooski.

Commissioner O'Neill-Vivanco asked about the no left turn off from Mill Street and AE Suender advised that there is a privately owned parking lot that they are looking into to divert the traffic to exit onto Barrett Street.

Commissioner Munteanu asked for clarification on the alignment of the bridge and intersection and AE Suender stated that this was put in our preferred option and the contractor could recommending a curb line. Commissioner Munteanu asked about a roundabout is excluded from design and was informed that yes there is no roundabout at this intersection.

Commissioner Barr asked about the bike flow would it pan out as it moves forwarding coming down Colchester Avenue. City Engineer Wheelock advised they were reviewing traffic numbers and have found that bike traffic is heavier on the bridge – we will be providing bike lanes.

ITEM 7 - TACTICAL TRANSPORTATION INITIATIVE RECAP

Senior Transportation Planner Philip Peterson stated that the use of the rubber speed humps in the city is a cost effective method of traffic calming and are quickly installed We installed three speed bumps on three different streets in the city – Gosse Court which is a low volume street – Elmwood Avenue which has a higher volume of traffic – Grove Street which is a high traffic street. Some of the feedback is the noise levels of the vehicles going over the bumps, in particular contractors who have a trailer on the back of their vehicle which are loud when going over the speed bumps. ‘

Commissioner Sears stated the noise issued. SP Peterson stated a narrow street we can try bollards and paint.

Commissioner O'Neill-Vivanco stated she has traveled on Grove Street and the speed bumps are acute.

Commissioner Davis asked about a holistic approach is monitoring in place. SP Peterson stated that yes some drivers go around them.

Commissioner Munteanu stated the bumps have the desired effect in speed reduction. The next stage is how to plan how to deploy next year. SP Peterson stated that they are good for low volume streets and next year this will be less of pilot programs and more of implementation on streets.

Commissioner Barr stated he does understand the noise. This is a cut through street and he has liked seeing the traffic go slower.

SP Peterson stated that the Stanbury Road addressed the gap. In June, we removed parking and have cones 8' from the curb for pedestrians and bicyclist. The feedback has been mixed, walking and biking is safer. Narrow road is not as safe.

ITEM 8 – SIMPLIFYING THE TRAFFIC REGULATION PROCESS

SP Peterson stated this is more efficient delays actions accessibility issues.
All commissioners support this

ITEM 9 – DIRECTOR'S REPORT

Director Spencer stated it has been a busy month working on the FY 26 budget. Main Street is making progress the ravine sewer there is no restriction on time. The contractor will be working through the winter. There are impacts on the business community burdened during holiday season. We met with the contractors and we have an array of promotions for parking in the downtown area.

Commissioner Fox asked about driving into the Courthouse Garage and was informed they would have to get in through King Street. Commissioner Fox also asked about promotional options for businesses that might be put out in greenbelt, like sandwich board options. Rob stated we are working on different signage options.

ITEM 10 – COMMISSIONER ITEMS

Commissioner Davis traffic issues that do not need commissioner approval – Main Street – subsidizing parking rate, allowing cars to stay longer which makes it harder for others coming into downtown and the impact on the businesses.

Water pump relocation time and impact of rate increases.

Director Spencer stated that opposite each plant has its own limit, this will combine more flexibility and a smaller plant.

Commissioner Davis asked about the staffing implementation and was informed that there would be more staffing at the main plant.

Commissioner Davis asked if there were going to be speed limit signs put up on the Champlain Parkway. Director Spencer stated that we are getting them up 25 mph.

Commissioner Sears asked about the park redesign for Little Rosie to Roosevelt Park how that would affect Willow Street. Director Spencer stated work in progress, mostly a Parks project.

Commissioner O'Neill-Vivanco asked about the staffing for the winter and Director Spencer stated we are in decent shape. We have one person out on medical leave. Our Engineering Team is at full staff.

Commissioner O'Neill-Vivanco asked about the proposed traffic regulation no right turn on red at Union could that happen. Director Spencer was surprised that was not implemented and will be looking into it.

Commissioner from Grove Street recently. He advised that he likes the Chase/Colchester reduced traffic back. Could center line on Chase Street.

Commissioner Fox asked about the North Avenue and Plattsburg Avenue build. Director Spencer stated we asked for more time to collect data and make a review. There will be no barriers over the winter.

Commissioner Fox asked about the chiquannes near the school on North Street and was advised by Director Spencer that we have no update available as of yet.

Commissioner Fox stated the left turn lane on George Street is gone and a planter is there which is very exciting, dangerous intersection.

ITEM 11 – ADJOURNMENT AND NEXT MEETING DATE – DECEMBER 18, 2024

Commissioner Barr made a motion to adjourn
Commissioner O'Neill-Vivanco seconded
Unanimous approval

Meeting adjourned at 8:50 p.m.



Memo

Date: December 18th, 2024

To: Public Works Commission

From: Christina Cangiolosi, Associate Public Works Engineer

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

Subject: Franklin Square Accessibility (ADA) Parking Change

**Staff recommends the DPW Commission add (see Attachment-1):
7A Accessible spaces designated.**

No person shall park any vehicle at any time in the following location, except automobiles displaying special handicapped license plates issued pursuant to [18](#) V.S.A. § [1325](#), or any amendment or renumbering thereof:

- (137) On the northern leg of Franklin Square, in the first space west of the eastern leg.
- (139) On the southern leg of Franklin Square, in the first space west of the eastern leg.

Purpose & Need:

The purpose is to provide two accessible (ADA) parking spaces in Franklin Square to enhance overall accessibility for individuals with disabilities in the community. The original request came from a resident at 215 Franklin Square, located in the Northeast corner of the community. Upon further review from DPW Staff, it was decided that there is a need for two ADA spaces to be added in the community to address the accessibility requirements of residents in the area and ensure equitable access for individuals with disabilities in their daily activities. This space aligns with recommendations by the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Public Rights-of-Way Accessibility Guidelines (PROWAG)
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:

Following a resident's request for an accessible parking space at 215 Franklin Square, DPW Staff conducted a site visit to assess whether this was feasible and reasonable. The site visit confirmed the validity of the request. Upon further investigation, it was decided that there is a need for two ADA spaces to be added in the community. In light of the thorough evaluation by DPW Staff, it is recommended that the Commission approves the establishment of the two ADA parking spaces in the Northeast end of Franklin Square (see attachment-2). The attached traffic regulation amendment (see attachment-1) outlines the specifics of this proposal, ensuring a responsive and inclusive approach to meeting the accessibility needs of residents. The proactive measures taken by the DPW support the commitment to enhancing accessibility in the community, promoting a more equitable environment for all.

Additionally, the DPW Streets team plans to add ADA-compliant ramps adjacent to these spaces during the next construction season. This enhancement will further improve accessibility, ensuring seamless mobility for individuals using the new ADA spaces. The proactive measures taken by DPW Staff support the commitment to enhancing accessibility in the community, promoting a more equitable environment for all.

Public Engagement:

In preparation for the 12/18/24 DPW Commission Meeting, Staff distributed flyers to residents in Franklin Square. Staff received feedback from three (3) residents in favor of the proposal, stating that there are many residents who use mobility aids in their community.

Attachments:

1. Traffic Regulation Amendment
2. Site Map

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
7A Accessible spaces designated.

Sponsor(s): Public Works Commission

Action: Approved

Date: 12/18/2024

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, 7A Accessible spaces
designated of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7A Accessible spaces designated.

*No person shall park any vehicle at any time in the following location, except automobiles
displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any
amendment or renumbering thereof:*

(1)-(136) As written.

(137) ~~Reserved.~~ On the northern leg of Franklin Square, in the first space west of the eastern leg.

(138) As written.

(139) ~~Reserved.~~ On the northern leg of Franklin Square, in the first space west of the eastern leg.

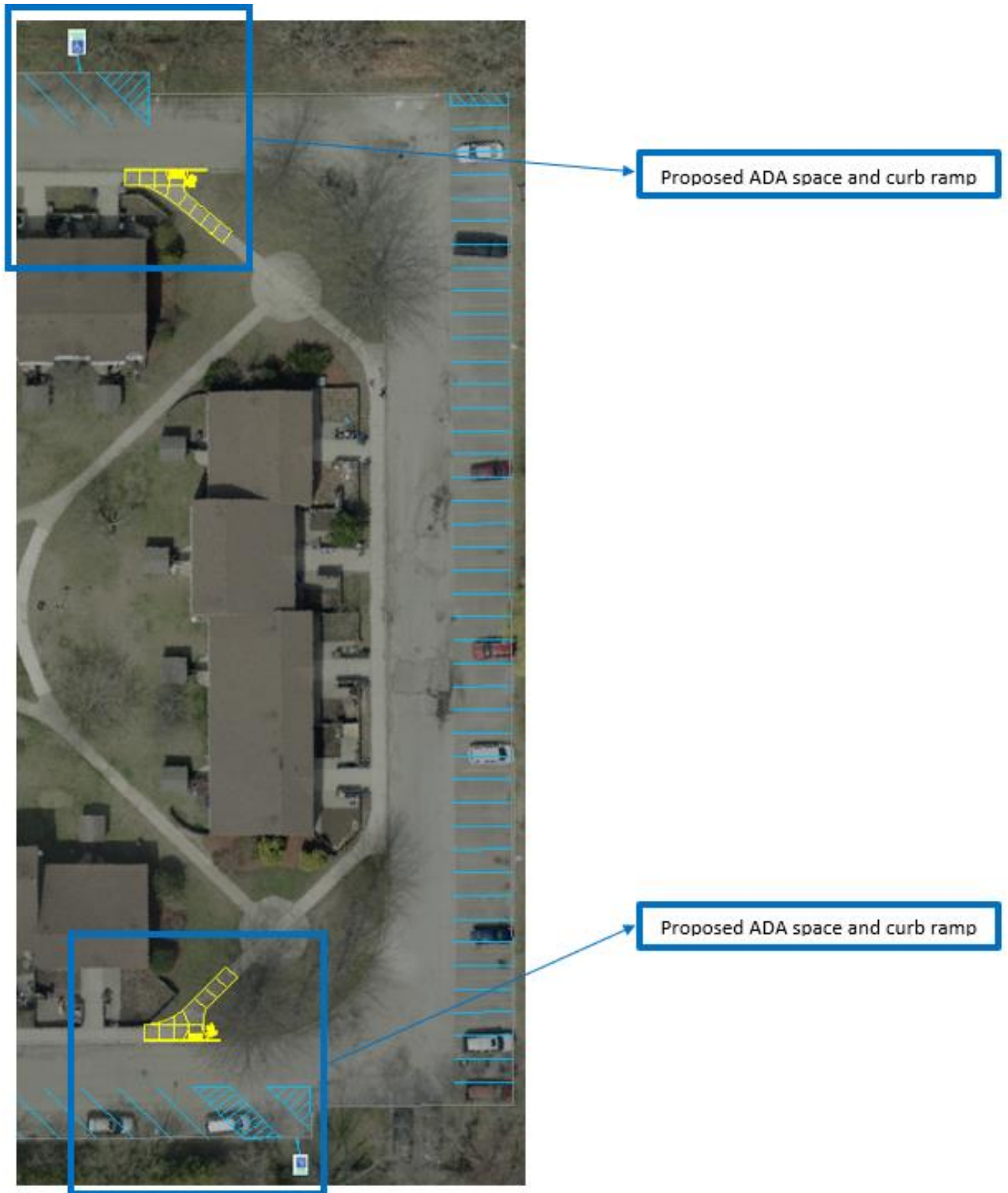
(140)-(173) As written.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 7A
12/18/2024

Site Map:





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: December 18th, 2024
To: Public Works Commission
From: Caleb Manna, Associate Public Works Engineer
CC: Phillip Peterson, P.E.; Senior Transportation Planner
Subject: Stop Signs at Residential Street Approaches to Locust Street

DPW Staff recommend the DPW Commission approve the following additions:

Appendix C, 3-184, 3-191, 3-201; Stop Sign Locations.

The following places are hereby designated as Stop sign locations:

- At the intersection of Locust Terrace and Locust Street, causing traffic on Locust Terrace to stop.
- At the intersection of Charlotte Street and Locust Street, causing traffic on Charlotte Street to stop.
- At the intersection of Caroline Street and Locust Street, causing traffic on Catherine Street to stop.

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 install stop signs on the west side of Locust Terrace, Charlotte Street, and Caroline Street at their intersections with Locust Street. The need for this installation is based on stop sign warrant conditions from the MUTCD, as Locust Terrace, Charlotte, and Caroline are low-volume streets where a stop sign will help manage traffic flow and improve safety at the intersection.

The subsequent stop bars shall be 12" wide x 15' long, placed south of the crosswalks on Locust Terrace, Charlotte, and Caroline Street. (See Attachment-2.)

Project Checklist:

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

Background:

There are currently no stop signs at this location in the Appendix C regulations of the Burlington City Ordinance.

The proposed stop signs are intended to increase traffic safety for vehicle access from the low volume residential side streets of Locust Terrace, Charlotte, and Caroline, to the minor collector street of Locust Street. Installation of stop signs at these locations will also increase pedestrian and bike safety by mandating vehicles come to a full stop before merging through the crosswalk(s) onto Locust Street. The intersection locations are close proximity to Calahan Park, and Christ the King School, making increased pedestrian and cyclist safety a high priority.

Per the MUTCD, stop signs are warranted at intersections where traffic control is necessary to assign the right-of-way and improve visibility and safety for all users, including those in the adjacent crosswalk, especially where a minor street intersects with a higher-volume or through street, such as Locust Street. Locust Terrace, Charlotte, and Caroline are low-volume streets intersecting with a minor collector street, creating potential safety risks for motorists, pedestrians, and bicyclists.

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

Public Engagement:

In regards to appropriate public engagement, DPW Staff consulted with residents and businesses on Locust Terrace, Charlotte Street, Caroline Street, and Locust Street. Area residents and businesses were notified via flyers on December 6th. (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—
3; Stop sign locations

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

Sponsor(s): Public Works Commission

Action: Approval

Date: 12/18/2024

Attestation of Adoption:

Phillip Peterson, PE

Senior Transportation Planner, Technical Services

Published: _____

Effective: _____

That Appendix C, Rule and Regulations of the Traffic Commission, 3 Stop sign locations, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

.....
3 Stop signs locations.
.....

(a) The following locations are hereby designated as stop sign locations: **Cross reference**—Traffic-control devices generally, § [20-120](#) et seq.

(1)-(183) As written

(184) ~~Reserved.~~ At the intersection of Locust Terrace and Locust Street, causing traffic on Locust Terrace to stop.

(185-190) As written.

(191) ~~Reserved.~~ At the intersection of Charlotte Street and Locust Street, causing traffic on Charlotte Street to stop.

(192)-(200) As written.

(201)) ~~Reserved.~~ At the intersection of Caroline Street and Locust Street, causing traffic on Caroline Street to stop.

(202-319) As written.

** Material stricken out deleted.

*** Material underlined added.

/ER: BCO Appx.C, Section 3
12/18/24

Attachment 2:

Map Layout



Attachment 3:

**Locust Terrace Proposed Stop Sign Locations Public
Correspondence**

Wondering why is there not a stop sign from locust terrace leading onto locust street? I was biking down locust terrace today and a driver did not stop, almost ran me over, then gave me a shrug to imply, "well there's no stop sign" and i was surprised to see that indeed there was not a stop sign here. Seems dangerous. (8/21/2023)



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: December 18th, 2024

To: Public Works Commission

From: Christina Cangioli, Associate Public Works Engineer

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

Subject: Stop signs on Cherry Lane, Bittersweet Lane, Alder Lane, and Linden Terrace

**Staff recommends the DPW Commission add (see Attachment-1):
3 Stop sign locations.**

(a) The following locations are hereby designated as stop sign locations:

- At the intersection of Cherry Lane and Birchcliff Parkway, causing southbound traffic on Cherry Lane to stop.
- At the intersection of Bittersweet Lane and Birchcliff Parkway, causing southbound traffic on Bittersweet Lane to stop.
- At the intersection of Alder Lane and Birchcliff Parkway, causing southbound traffic on Alder Lane to stop.
- At the intersection of Linden Terrace and Birchcliff Parkway, causing southbound traffic on Linden Terrace to stop.

Purpose & Need:

The purpose is to provide one (1) stop sign at each of the following intersections: Cherry Ln and Birchcliff Pkwy, Bittersweet Ln and Birchcliff Pkwy, Alder Ln and Birchcliff Pkwy, Linden Terrace and Birchcliff Pkwy. These stop signs align with the recommendations set by the Manual on Uniform Traffic Control Devices (MUTCD).

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		x		Manual on Uniform Traffic Control Devices (MUTCD)
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:

DPW Staff recommends adding one (1) stop sign at each of the following intersections: Cherry Ln and Birchcliff Pkwy, Bittersweet Ln and Birchcliff Pkwy, Alder Ln and Birchcliff Pkwy, and Linden Terrace and Birchcliff Pkwy (see Attachment 2). This recommendation fulfills MUTCD conditions for stop sign applications where there is an intersection of a less important road with a main road and where there is a street entering a through street. The attached traffic regulation amendment (see Attachment-1) outlines the specifics of this proposal.

The MUTCD provides clear guidance on the use of stop signs to promote safety and efficiency at intersections. According to MUTCD Section 2B.05, stop signs are warranted at intersections where conditions such as sight distance limitations, significant vehicular or pedestrian conflicts, or unusual intersection configurations make it essential to assign right-of-way. In this case, the recommendation to install stop signs at the intersections of Cherry Lane, Bittersweet Lane, Alder Lane, and Linden Terrace with Birchcliff Parkway aligns with MUTCD criteria. These intersections exhibit characteristics of a lower-volume road meeting a more prominent or through roadway, necessitating the assignment of right-of-way to maintain orderly traffic flow and minimize the potential for collisions. The proposed stop signs will provide clear and consistent guidance to drivers, thereby enhancing compliance with traffic laws and improving overall intersection safety.

Public Engagement:

In preparation for the 12/18/24 DPW Commission Meeting, Staff distributed flyers to residents on Cherry Lane, Bittersweet Lane, Alder Lane, Linden Terrace, and Birchcliff Parkway, all near the intersections of the proposed stop sign. Staff received public input from two (2) residents via email (See Attachment 3); both emails question why it is necessary to place STOP signs.

Attachments:

1. Traffic Regulation Amendment
2. Site Map
3. Public Engagement Correspondence

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
3 Stop sign locations.

Sponsor(s): Public Works Commission

Action: Approved

Date: 12/18/2024

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, 3 Stop sign locations of the
Code of Ordinances of the City of Burlington is hereby amended as follows:

3 Stop sign locations.

(a) The following locations are hereby designated as stop sign locations:

(1)-(166) As written.

(167) ~~Reserved.~~ At the intersection of Cherry Lane and Birchcliff Parkway, causing southbound
traffic on Cherry Lane to stop.

(168)-(209) As written.

(210) ~~Reserved.~~ At the intersection of Bittersweet Lane and Birchcliff Parkway, causing
southbound traffic on Bittersweet Lane to stop.

(211)-(222) As written.

(223) ~~Reserved.~~ At the intersection of Alder Lane and Birchcliff Parkway, causing southbound
traffic on Alder Lane to stop.

(224) ~~Reserved.~~ At the intersection of Linden Terrace and Birchcliff Parkway, causing
southbound traffic on Linden Terrace to stop.

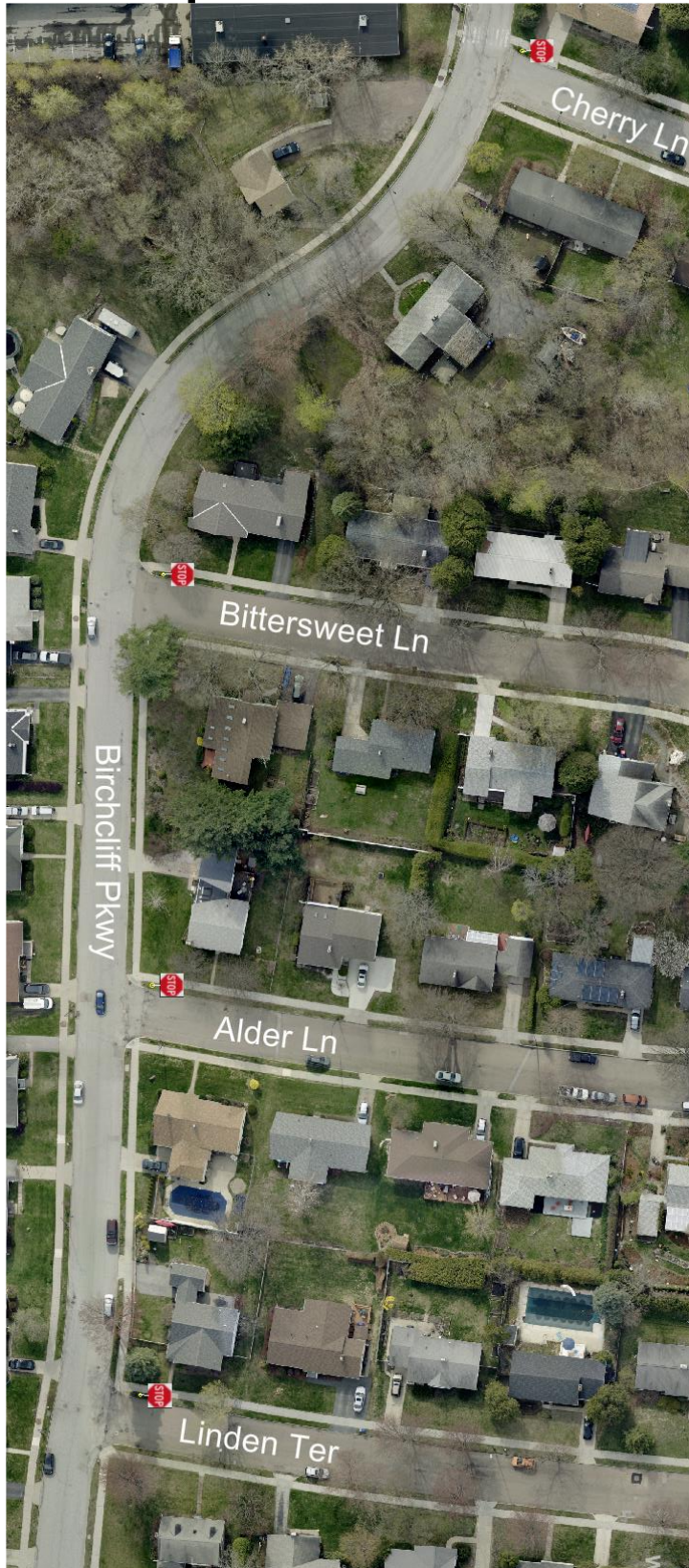
(225)-(319) As written.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 3
12/18/2024

Site Map:



Public Engagement Correspondence:

Email #1:

Hi Ms. Cangioli,

Thank you for leaving the notice and photo for the proposed stop signs at the intersections on Birchcliff Parkway. My wife, daughter and I live at 1 Bittersweet Ln. Just sharing my two cents: I don't really think stop signs are necessary at those locations. I've never seen a car not stop at those intersections before entering Birchcliff. They're low-traffic, residential streets, and it seems everyone already knows to stop before entering, so adding four signs just seems unnecessary.

Anyway, that's all. Just wanted to share my feedback. Thank you for the work you do, and hope you enjoy the holidays!

-Michael Neumayer

Email #2:

Hi Christina,

I'm reaching out about the proposal to put up stop signs within the Birchcliff neighborhood intersections.

From what I have observed while living at the intersection of Birchcliff and Bittersweet, cars already stop before merging onto Birchcliff Pkwy, and drivers are mindful to look both ways before pulling out onto Birchcliff.

I question whether adding a stop sign here is really necessary, how much additional precaution it will achieve in an already-safe intersection, and if resources could be put to better use elsewhere.

Kind regards,

Melissa Allison



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: December 18th, 2024

To: Public Works Commission

From: Christina Cangioli, Associate Public Works Engineer

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

Subject: 60 Lake Street Loading Zone Change

Staff recommends the DPW Commission add (see Attachment-1):
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) On the east side of Lake Street beginning three hundred seventy (370) feet north of College Street and extending north for a distance of forty (40) feet, effective 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. On the east side of Lake Street beginning two hundred and ten (210) feet north of College Street and extending north for a distance of forty (40) feet, effective 24 hours per day, for a maximum time limit of thirty (30) minutes.~~

Purpose & Need:

The purpose of this project is to relocate the vehicle loading zone at Main Street Landing, 60 Lake Street. The current location of the loading zone is too far from the main entrance, which creates inconvenience for users. By moving it closer to the entrance, we aim to improve accessibility and functionality for individuals loading and unloading at this location.

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:

Following a request from Owiso Makuku, the CEO of Main Street Landing, DPW Staff conducted a site visit with Owiso to discuss what the accessibility needs are for Main Street Landing. Main Street Landing hosts several events, on all days of the week and during all times of day. While there are a few ADA parking spaces located near the corner of College St and Lake Street, they do not meet the demand for the number of people with accessibility needs that attend these events. Main Street Landing Staff have observed that often times attendees will double park in front of 60 Lake Street to let out their passengers with accessibility needs, before going to park in a regular unrestricted parking space. Not only does this impact the traffic flow through the area, it creates an unsafe and undesignated loading area for people getting in and out of their car. In light of the thorough evaluation by DPW Staff, it is recommended that the Commission approves the existing loading zone on Lake Street, near 86 Lake Street, be moved in front of 60 Lake Street (see Attachment-2). The attached traffic regulation amendment (see Attachment-1) outlines the specifics of this proposal, ensuring a responsive and inclusive approach to meeting the accessibility needs of residents and businesses. The proactive measures taken by the DPW support the commitment to enhancing accessibility in the community, promoting a more equitable environment for all, and making loading and unloading more convenient and safe.

Public Engagement:

In preparation for the 12/18/24 DPW Commission Meeting, Staff distributed flyers to residents and businesses near 60 Lake Street. DPW Staff received no public input in regards to this project.

Attachments:

1. Traffic Regulation Amendment
2. Site Map

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
12-1 No parking except vehicles loading or
unloading.

Sponsor(s): Public Works Commission

Action: Approved

Date: 12/18/2024

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, 12-1 No parking except
vehicles loading or unloading of the Code of Ordinances of the City of Burlington is hereby
amended as follows:

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) ~~On the east side of Lake Street beginning three hundred seventy (370) feet north of College
Street and extending north for a distance of forty (40) feet, effective 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.~~ On the east side of Lake Street beginning two hundred and ten (210) feet north of
College Street and extending north for a distance of forty (40) feet, effective 24 hours per
day, for a maximum time limit of thirty (30) minutes.

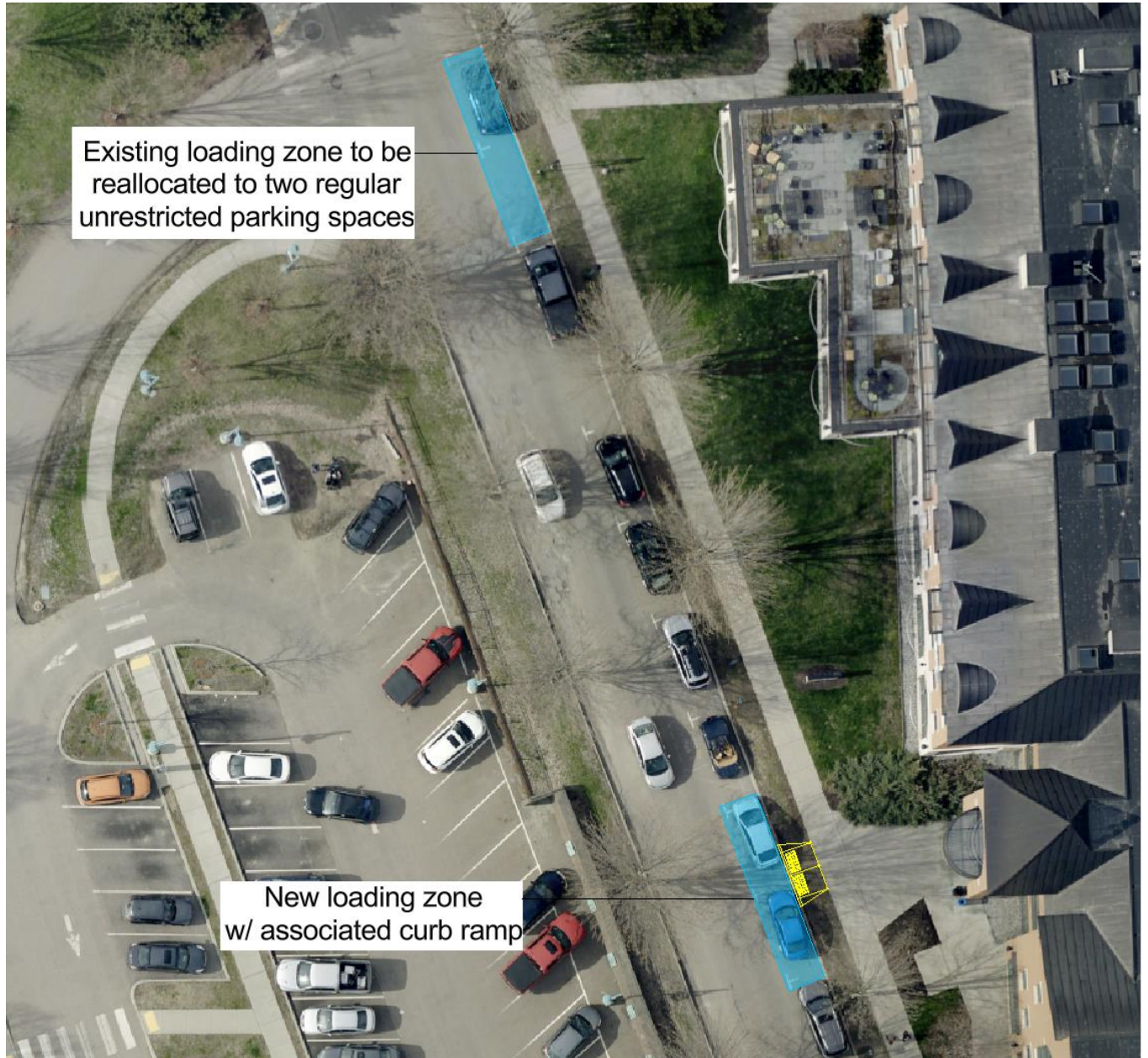
- (2)– (54) As written.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 12-1
12/18/2024

Site Map:





City of Burlington
Department of Public Work

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: December 18, 2024
To: Public Works Commission
From: Julia Ursaki, PE, Public Works Engineer
CC: Chapin Spencer, Director of Public Works
Laura Wheelock, PE, City Engineer/Division Director of Technical Services
Phillip Peterson, PE, Public Works Engineer
Subject: Union St No Turn on Red at Main/Union

Staff Recommendation:

After reviewing crash history, traffic data and public input, the Department of Public Works (DPW) recommends implementing no turn on red at all times for South Union Street at Main Street.

Staff recommend the DPW Commission pass the below motion amending Appendix C as follows:

"To adopt the below proposed amendments to Appendix C, Rules and Regulations of the Traffic Commission, Section 20 (Prohibition of turns on red signal), of the Code of Ordinances of the City of Burlington, in relation to implementing a no turn on red on South Union Street at Main Street.

- Section 20 Prohibition of turns on red signal.

Notwithstanding any general authorization otherwise contained in the statutes of the State of Vermont, the ordinances of the City of Burlington or the regulations of the board of traffic commissioners, it shall be unlawful at the following intersections within the City of Burlington for an operator of a motor vehicle to make a right-hand turn against a traffic signal which is indicating red:

(a) At all times at the following locations:

(10)-Reserved: Union Street at Main Street, northbound.

Purpose & Need:

The purpose of this request is to prohibit right turns on red for northbound vehicles on Union Street turning right onto Main Street. The need for this change is to reduce the number of conflicts between right-turning vehicles and pedestrians (especially school children) during the leading pedestrian interval for pedestrians crossing Main Street.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		MUTCD Section 2B.60
Aligns with City Plans?		X		planBTV Walk Bike recommends restricting right turns on red to improve pedestrian safety in certain areas.
Followed Public Engagement Plan?		X		This change is defined as an INFORM project in the Public Engagement Plan (PEP).

Background:

The intersection of Main Street and Union Street is adjacent to Edmunds Elementary/Middle School and at a gateway into Burlington's downtown where there is high pedestrian activity. South Union Street is one way, northbound at this intersection and has a through/left and right turn lane on its approach. This intersection is currently signalized with a seven second leading pedestrian interval.

Given the intersection's proximity to the school, there is a high volume of school-aged children crossing the street at this intersection. DPW currently staffs a crossing guard at this location for students crossing Main Street on the east approach. Based on feedback from community members and the crossing guard at this location, many people witness cars turning right onto Main Street from Union Street during the leading pedestrian interval and while students and the crossing guard are in the intersection. This puts children in conflict with right turning vehicles at unexpected times. Prohibiting right turns on red on Union Street would help reduce these conflicts.

Crash history from the past five years (2019-2023) shows that there have been 11 crashes at this intersection, one of which involved a pedestrian and resulted in an injury. This pedestrian injury crash occurred in July 2020.

A traffic analysis based on DPW's traffic model from the Main Street Great Streets indicates that this traffic impact of prohibiting rights turns on red for Union Street is very minor, increasing average delay by about two seconds in the morning and afternoon peaks. This minor traffic impact will not lead to undue congestion.

Based on the community concerns, staff observations, crash history, and the minor traffic impact of this change, DPW recommends implementing no turn on red for northbound vehicles on Union Street at this intersection.

Next Steps:

If approved by the Public Works Commission, DPW Traffic will install the no turn on red sign as soon as the traffic regulation posting period is complete.

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—

20 Prohibition of turns on red signal.

Sponsor(s): Public Works Commission

Action: _____

Date: _____

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, 20 Prohibition of turns on
red signal of the Code of Ordinances of the City of Burlington is hereby amended as follows:

20 Prohibition of turns on red signal.

.....
*Notwithstanding any general authorization otherwise contained in the statutes of the State of
Vermont, the ordinances of the City of Burlington or the regulations of the board of traffic
commissioners, it shall be unlawful at the following intersections within the City of Burlington
for an operator of a motor vehicle to make a right-hand turn against a traffic signal which is
indicating red:*

(a) *At all times at the following locations:*

(1)-(9) As written.

(10) ~~Reserved.~~ Union Street at Main Street, northbound.

(11)-(47) As written.

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Section 20
12/18/2024



City of Burlington
Department of Public Work

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: December 18, 2024

To: Public Works Commission

From: Nicole Walsh, Engineering Intern
Julia Ursaki, PE, Public Works Engineer

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

Subject: Home Ave Parking Removal and Bike Lanes

Staff Recommendation:

After reviewing traffic data, public input and City plans, the Department of Public Works (DPW) recommends removing the on-street parking and installing a bike lane on Home Avenue, between Pine Street and Shelburne Street.

Staff recommend the DPW Commission pass the below motion amending Appendix C as follows:

“To adopt the below proposed amendments to Appendix C, Rules and Regulations of the Traffic Commission, Sections 7 (No-parking areas), of the Code of Ordinances of the City of Burlington, in relation to removing parking on Home Avenue for the purpose of adding a bike lane.

- Section 7 No-parking areas.

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

o (551) ~~Reserved~~ On the North and South side of Home Avenue, from Pine Street to Shelburne Street

Purpose & Need:

The purpose of this request is to remove parking on the both sides of Home Avenue to add bike lanes. The need for this change is to connect the regional bike network, from the South Burlington recreation path on Farrell Street to bike lanes on Pine Street.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		MUTCD Chapter 9
Aligns with City Plans?		X		planBTV Walk Bike includes bike lanes on the short term bicycling network (Page 137)
Followed Public Engagement Plan?		X		This Traffic Regulation change is defined as an INVOLVE project in the Public Engagement Plan (PEP).

Background:

Home Avenue is a valuable connector of east-west streets towards Burlington's south end. A redesign of the street is included as part of a long-term bike network plan in planBTV Walk Bike (<https://www.burlingtonvt.gov/planbtvwalkbike>), to create safe travelling conditions for pedestrians and bikers. Bike lanes on Home Avenue would connect the bike lanes on Pine Street to the South Burlington bike path on Farrell Street, and both of these facilities connect to the broader bicycling networks in Burlington and South Burlington.

As shown in Figure 1, Home Ave has two 13 foot vehicle travel lanes separated by a 4 foot flush median. While parking is currently unregulated along Home Avenue, it is seldom used since there is not space for parking with the flush median in the middle of the street. Homes on the street typically feature driveways and garages for resident parking. If on-street parking is needed for these residences, the side streets (Wells St, Richardson St, and Raymond Pl) have unrestricted parking and can accommodate these parking needs.

As part of this bike lane project, the bike lane on the south side of Home Ave will merge into the main road heading east just before the turning lanes begin with a green cross bike marking meant for high volume intersections. Driving lanes will widen at the intersection, the northern lane will be 12 feet with a 5 foot bike lane beginning at the intersection. The south eastbound lane will have two 11 foot turning lanes, and a 5 foot bike lane that ends before the intersection. A concrete ramp that connects the eastbound bike lane to the south sidewalk and Market 32 Plaza will be included in these changes.

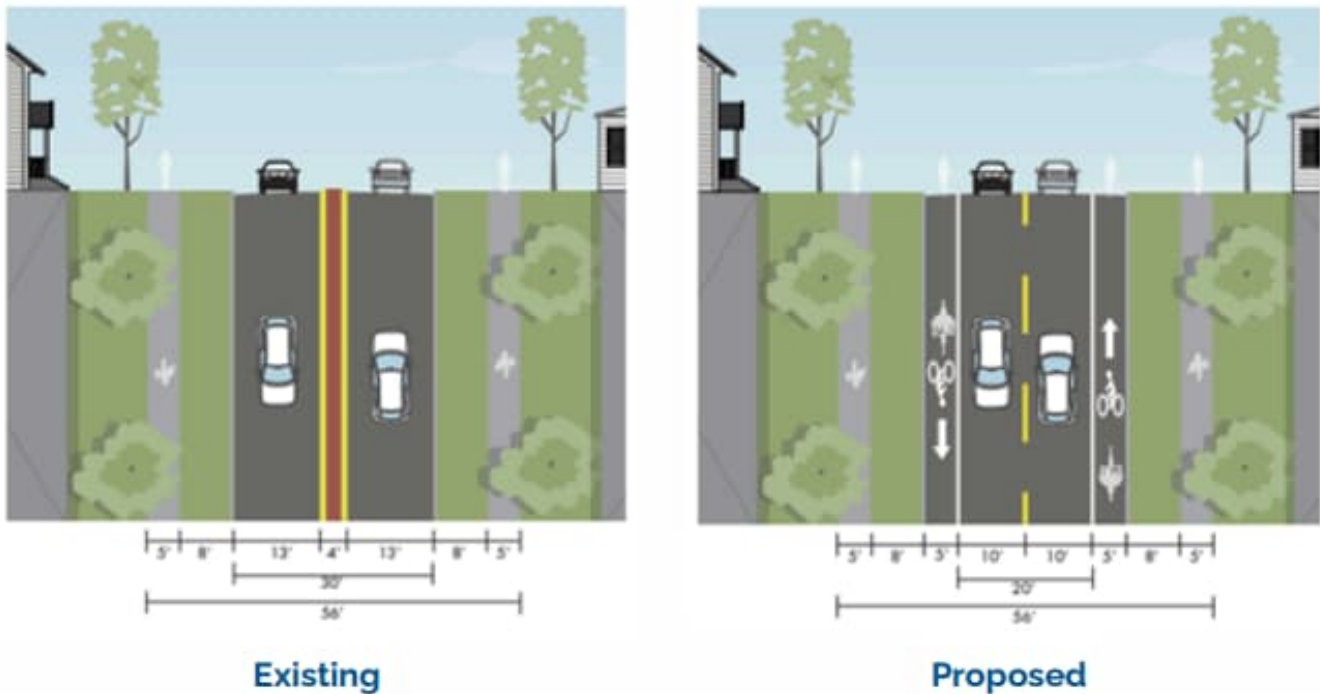


Figure 1. Existing and proposed cross section for Home Avenue

DPW has an existing traffic calming request on Home Avenue. Data from 2021 shows that the 85th percentile speed is 36 miles per hour. In addition, in the past five years, there was a crash resulting in an injury at the intersection of Richardson St and Home Ave. The crash report indicates that the crash involved a conflict between one vehicle turning right onto Home Ave and another going straight through the intersection on Home Ave. DPW anticipates that reducing the travel lane width from 13 feet to 10 feet will also have a traffic calming effect to address this request. DPW will monitor the impact of the lane narrowing by collecting new speed data on Home Ave after the bike lanes are installed.

In addition, a scoping study of the intersection of Home Avenue, Shelburne Street, and Farrell Street was recently approved by the City Council. The implementation of bike lanes on Home Ave supports and is consistent with the recommendations from this study. This study's recommendations also include implementing an exclusive pedestrian phase at Shelburne St/Home Ave, which DPW plans to install in the coming months. In addition, South Burlington DPW plans to make bike improvements on Farrell Street in South Burlington along with a paving project in 2026. These changes will make it easier for bikes to cross Shelburne Street. More information about the study is here:

<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/shelburne-street-and-home-avenue-intersection-scoping-study/>

Public Engagement:

DPW staff attended the Ward 5 Neighborhood Planning Assembly on September 19, 2024 to give an update on transportation initiatives in the south end. Staff described this project and received positive input about this change from residents who were at this meeting.

DPW delivered flyers to residents on DATE to describe the proposed changes and notify them that this item would be at the December 18, 2024 Public Works Commission meeting. As of December 11, 2024, DPW has received 8 emails or phone calls in support of this project and one phone call and one email that did not support the project. These communications are included in Attachment 4.

Next Steps:

If approved by the Public Works Commission, DPW will finalize the bike lane design and then procure a contractor to remove the flush medians and stripe bike lanes on Home Avenue, tentatively in spring or summer 2025.

Attachments:

1. Traffic Regulation
2. Conceptual Plans for Home Ave
3. Neighborhood Flyer
4. Public Input

CITY OF BURLINGTON

In the Year Two Thousand Twenty
Four

A Regulation in Relation to

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

Sponsor(s): Department of Public Works

Action: _____

Date: _____

Attestation of Adoption:

Phillip Peterson, EI
Public Works Engineer, Technical Services

Published: _____

Effective: _____

It
is

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

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

3 **Section 7: No parking areas**

4 (1)-(551) As written.

5 (551) ~~Reserved.~~ On the north and south side of Home Avenue, from Shelburne St to Pine St.

6 (552)-(580) As written.

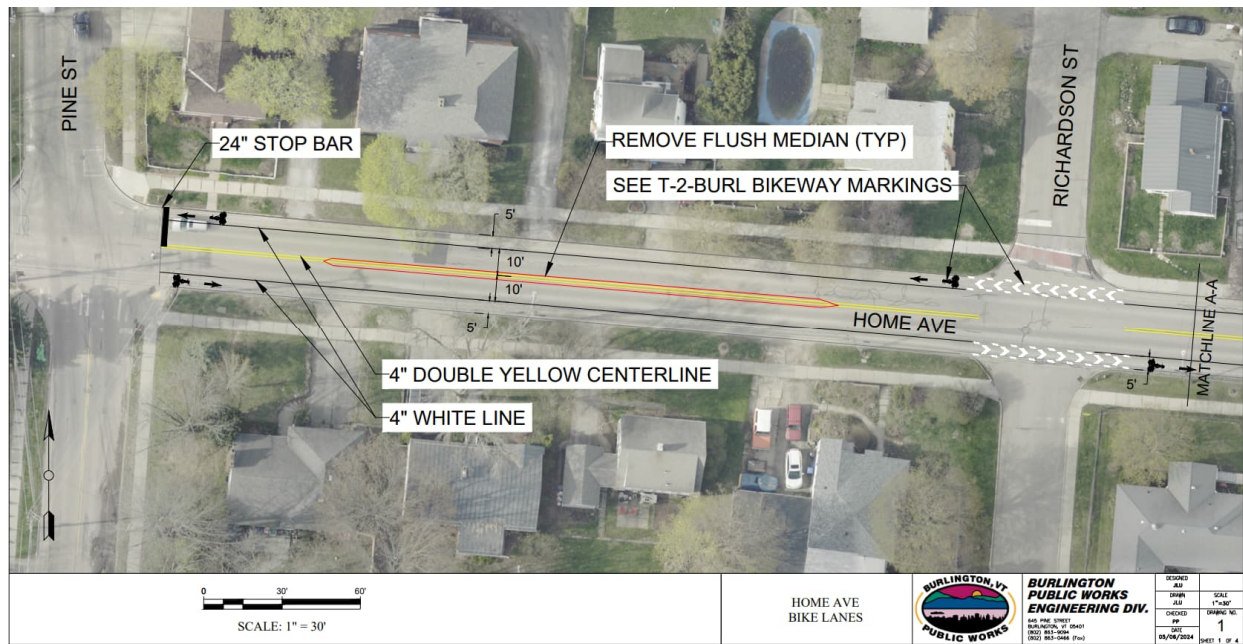
7 ** Material stricken out deleted.

8 *** Material underlined added.

9 JP/hm: BCO Appx C, Ch 7

10 11/16/2022

Attachment 2: Conceptual Plans for Home Ave







Home Ave Residents & Property Owners,

The Department of Public Works is proposing to install bike lanes along three blocks of Home Ave, from Shelburne Street to Pine Street. Home Ave is an important east-west connector, providing access between South Burlington's recreation path and Burlington's bike network. This aligns with recommendations from planBTV Walk Bike, the City's comprehensive plan for walking and bicycling infrastructure.

Adding bike lanes will require removing the red flush medians that exist on the street, and formally creating "No Parking" zones on both sides of the street.

DPW is asking for your feedback regarding this change. To provide input, please:

- Submit via email (dpwplanning@burlingtonvt.gov) or phone (802-863-9094).

Once feedback has been evaluated, DPW staff will bring their final recommendation to the Public Works Commission at their December 18th, 2024 meeting at 645 Pine Street for a vote. Meeting details can be found at: burlingtonvt.gov/DPW/Commission/Agendas.



Existing



Proposed

Attachment 4: Public Input

Emails

This week I received a flyer in my door with regard to the proposed bike lanes on Home Ave.

I think this is a great idea. There is a need for a bike path on Home Ave as many people use that as a direct route to get to the waterfront. I have used it for several years prior to moving to the area. I also think removing the parking spaces on Home Ave is also a good idea as it is sometimes difficult to see when turning out of Raymond Ave with parked cars blocking full view. Sometimes it is difficult to navigate with weather and oncoming traffic driving on Home Ave. I realize this will make an impact on parking and am curious as to what options will be available for houses and occupants to park cars in a way that is accessible and feasible economically for the people living on Home Ave.

Thanks for asking for input

Mary Ellen

Mary Ellen L Simmons, she/her

maryellenlsimmons@gmail.com

Hi,

We bike across Shelburne St. occasionally and we often cross Home Ave on foot. The idea for bike lanes seems fine to us. I especially like the addition of the ramp to access Market 32 plaza. It might be worth considering signage to ensure that cyclists only proceed straight across to Farrell St. or the sidewalk and don't try to turn left or right onto Shelburne St. Something like: "Cyclists: proceed straight or you will die." would get the point across nicely.

If possible, we would love for DPW to consider a crosswalk at the intersection of Home, Richardson, and Raymond as part of the project. Many people, including lots of kids, walk north or south to and from South Meadow and Baird Park, but the crosswalk at Pine and Home is scary because drivers at the four-way stop are in a hurry and are not looking for pedestrians. We have had enough close calls over the years that we now feel safer crossing Home at the Richardson/Raymond intersection (without a crosswalk) than at the Pine/Home intersection crosswalk because we don't have to contend with turning traffic at the four-way stop. We notice a lot of kids do the same thing when walking to school from South Meadow.

A crosswalk at Wells could help too, but the poor visibility due to the hill makes it dangerous, and it's not as direct a route to and from South Meadow and Baird Park.

Thanks for the opportunity to provide feedback.

Tom McCarran

Scarff Ave.

Hello,

I received a flyer about the proposed bike lanes along Home Ave and I wanted to write with my ENTHUSIASTIC SUPPORT! This change seems to me that it would significantly improve bike and pedestrian safety on this stretch of Home Ave and add some helpful East-West connection in a city that is difficult to navigate that direction on bike.

Additionally, I think this project could help continue to improve bicycle connectivity in the city by continuing from Pine St to the Champlain Parkway where there is additional bike infrastructure. While I would prioritize the blocks from Shelburne Rd to Pine St and there is some good bicycle infrastructure on Pine St there is additional infrastructure on the Champlain Parkway that could also benefit from this addition. It is very possible that vehicular traffic on the blocks between Pine St and Champlain Parkway will increase when the Champlain Parkway is completed as people use that as a connector onto 189 from downtown and providing bike lanes will help with bicycle safety. Additionally there is a significant hill between South Crest Ave/Foster and Pine St that increases the speed disparity between bicycles and motor vehicles in the uphill direction (which makes this less safe for bicycles in particular but also cars navigating slow-moving bikes). Adding a bicycle lane, even in just the uphill direction, would improve bike safety and bicycle infrastructure connectivity.

Thanks for your work on developing this proposal and again I am in strong support of added bike lanes to Home Ave. I also appreciate your consideration of extending at least the East bound lane from Champlain Parkway (and even better if it can be extended in both directions).

Cheers,

Liza Boyle

Pine St resident and daily bike commuter

Hi DPW staff,

I wanted to add my voice in support for the Home Ave Bike Lane, and the ramp to the Market 32 parking lot. It's a hassle to get in and out of that shortcut without riding on the sidewalk, so this is an exciting improvement. I currently live on Austin Dr, so not in the affected area, but I go through it frequently, since my mother lives at 204 Home Ave, so I bike to her house frequently.

Thanks,

Evan

Public Works Commissioners,

I fully support the removal of parking on Home Ave to allow for active transportation infrastructure. That would be bike lanes in the near future but will allow for additional reconfiguration of the Right of Way in the future to potentially allow for a multi-use path to be built. Active Transportation on Home Ave will help close a gap in the active transportation network by connecting the South Burlington Rec Path to the Pine Street Bike Lanes and eventually be able to connect to the Champlain Parkway multi-use path. Removing gaps in the active transportation infrastructure encourages more users which helps reduce pollution and congestion while improving safety, which are all city goals. This is in the Home Ave right of way which should be configured for public benefit and not for the storage of personal vehicles.

Jason Stuffle

Burlington Walk Bike Council

IT'S ABOUT TIME! Considering the increase in pedestrian and bike accidents, and the increased height of SUVs and trucks which has resulted to an increase of deaths in crashes between vehicles and people who walk and bike, this project should be a no brainer. The sooner this project is implemented the better.

Cordially,
Phil Hammerslough

I am writing in support of the proposal to remove on-street parking and install bike lanes on Home Ave between Shelburne St and Pine St. This is a critical connection between the South Burlington mixed use path and the Pine St. bike lanes, and sets us up for connecting to the Champlain Parkway mixed use path and the Waterfront Greenway. I am also excited by the addition of a curb cut on Home Ave connecting to the path into the Price Chopper parking lot, which has long been needed. The on-street parking on this section of Home Ave is rarely used in my experience, and I believe the nearby side streets can easily accommodate any demand that may exist. Closing this gap in the active transportation network will encourage biking and improve safety for all users.

Thank you for your attention to this issue.

Erik Brown Brotz

Catherine St, Burlington

Hi,

Thank you for the recent flyer about the proposed bike lane between Shelburne Road and Pine Street. I found it tucked into our door at 147 Home Ave on Monday, December 9th. I'm writing to offer feedback on the proposed changes.

I had not seen the change advertised on VT Alerts or Front Porch Forum so would not have known about the proposed changes without the physical flyer. A QR code for the meeting agenda, a QR code for giving feedback would be helpful on the form. An option to sign up for updates on the flyer would also be nice.

I live at 147 Home Ave and am a frequent bike commuter and bike rider in Burlington and South Burlington.

As proposed the changes would not make Home Ave safer for biking and fail to connect the bike infrastructure. Removing the current road median to put in non protected bike lanes would likely encourage higher speed vehicle travel which already occurs.

Widening the road without traffic calming measures or protected bike lanes would make the road more dangerous for cyclists as vehicular traffic would likely increase speeds. Marked only bike lanes do not prevent cars from crossing lanes, especially at busy intersections such as at Home Ave and Shelburne Road or when accelerating up Home Ave. A better solution would be to add speed bumps and marked bike lanes to slow traffic.

Since marking is part of the proposed solution the bike lanes should be marked from Shelburne Road to the Champlain parkway and fully onto Austin Dr where the Burlington Greenway exists. Marking only from Pine Street to Shelburne Road and ignoring the new Champlain parkway and nearby existing bike paths seems limiting.

Eben

Phone Calls

- Received one phone call from a resident on Richardson Street who is generally very concerned with the loss of parking throughout the City, and specifically worried about cars that would have parked on Home Ave parking on Richardson Street. She says Richardson Street is already narrow is more parked cars makes it worse.
- Received one phone call from homeowner at 204 Home Ave who was supportive. Her son bikes to her house with her grandson and she thinks this will be a great improvement to the street.



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

Memorandum

Date: December 18th, 2024

To: Public Works Commission

From: Phillip Peterson P.E., Senior Transportation Planner
Julia Ursaki, P.E., Public Works Engineer

CC: Laura Wheelock, P.E., City Engineer/Division Director of Tech Services
Chapin Spencer, Director of Public Works

Subject: Traffic Calming Program Update

Purpose & Need:

This memorandum updates the Public Works Commission on the status of Burlington's Traffic Calming Program. It highlights the launch of the new Traffic Calming Map, project prioritization methods, key project updates, and recent data collected on completed traffic calming efforts.

Background:

As of November 25, 2024, the Department of Public Works (DPW) is managing 62 unresolved traffic calming requests, with 26 of these requests meeting the qualifications for a traffic calming project as outlined in the **2020 Traffic Calming Manual**.

Project Prioritization:

Project prioritization for traffic calming in Burlington follows a structured process based on the **Traffic Calming Evaluation Flowchart**:

- **Initial Assessment:** When a traffic calming request is received, the issue is evaluated to determine if it relates to:
 - Speed
 - Crashes
 - Traffic volume
 - Heavy truck traffic

- **Data Collection:** DPW conducts a field review and collects relevant data, including:
 - Speed measurements
 - Crash history
 - Traffic Volume
 - Vehicle classifications
- **Evaluation Against Criteria:** The data collected is compared to established **criteria warrants**, which include:
 - 85th percentile speed
 - Crash data
 - Heavy vehicle percentages
 - Pedestrian and bicycle activity levels (e.g., proximity to schools, transit stops, or parks)
 - Engineering Judgement
- **Warrant Met:** If the criteria warrants are met, the project progresses to:
 - Selection of appropriate traffic calming treatments
 - Neighborhood meetings for feedback
 - Implementation of solutions
- **Warrant Not Met:** If the criteria are not met:
 - The request is closed
 - New requests for that location will not be considered for **five years**, unless there are substantial changes in traffic conditions
 - In some cases, neighborhood enhancement projects are considered in coordination with nearby construction work

This approach ensures that traffic calming projects are prioritized based on safety data, effectiveness, and available resources.

Approach to Addressing Traffic Calming Needs:

Due to the limited funding available, DPW has implemented a dual approach to address traffic calming needs. This strategy includes:

- Implementing **quick-build solutions** for more rapid response to requests, as detailed in our **Strategic Traffic Calming Initiatives memos** from the November meeting.
- Continuing to utilize **traditional construction methods** for more permanent traffic calming projects.

This combined strategy aims to balance the need for immediate interventions with long-term solutions to enhance safety and livability on Burlington's streets.

Program Updates:

Online Traffic Calming Map & Inventory:

The new ArcGIS-based online map is now live, providing a comprehensive overview of Burlington's traffic calming inventory. This interactive tool displays the status of each traffic calming request, categorizing them as **completed**, **qualified**, **not qualified**, or requiring **data collection**.

The map is linked to the Traffic Calming webpage on the city's website, offering residents and stakeholders a transparent and accessible way to track progress and stay informed about traffic calming efforts throughout the city. The map is available here:

<https://burlingtonvt.maps.arcgis.com/apps/webappviewer/index.html?id=6f3a2a37a16341fd82bb7de752c4a3ba>

Key Projects:

Upcoming Projects:

- **Ethan Allen Parkway Traffic Calming**
 - Traffic calming features targeting areas with pedestrian crossings using speed humps, curb extensions, RRFB's and raised crosswalks. The City secured a \$75,000 VTrans grant to help construct this project.
- **Hungerford Terrace Parking Chicane**
 - Parking will flip from one side of the street to the other at strategic locations to reduce vehicle speeds.
- **Rose Street Parking Chicane**
 - Parking will flip from one side of the street to the other at strategic locations to reduce vehicle speeds.

Recently Constructed Projects:

- **Bright Street and Chase Street Parking Chicanes**
 - These projects utilize low-cost parking chicanes as an effective traffic-calming measure. The design relies on strategically placed on-street parking to create slight curves in the travel lane, encouraging lower speeds while maintaining neighborhood accessibility.
- **Birchcliff Parkway Traffic Calming**
 - This project constructed raised crosswalks, curb extensions, drainage upgrades, and improved lighting.
- **East Avenue Traffic Calming**
 - This project constructed raised crosswalks, curb extensions, concrete chicanes, and drainage upgrades.

Traffic Data:

Table 1. Traffic Data Collection

Street	85 th Percentile Speed (MPH)		Annual Average Daily Traffic (vehicles/day)	
	Before Installation	After Installation	Before Installation	After Installation
Birchcliff Pkwy	28	24	771	821
Bright St	23	19	457	386
Chase St	33	27	1270	1341
East Ave	33	28	6912	8115

Conclusions:

The City has made solid progress on traffic calming projects, improving safety and reducing vehicle speeds across multiple locations. The **Ethan Allen Parkway Traffic Calming** project has secured funding through a VTrans grant, with construction slated for the next season. Efforts are underway to integrate this work into the CY25 paving project, streamlining contractor selection and reducing costs. Similarly, the **Hungerford Terrace Parking Chicane** offers a cost-effective solution using a simple parking shift to address both speeding and crash concerns.

Key successes include the **Bright Street and Chase Street Parking Chicanes**, where low-cost parking chicanes effectively reduced speeds while maintaining neighborhood accessibility. Data shows a reduction in speeds on Bright Street from 23 mph to 19 mph, Chase Street saw speeds drop from 33 mph to 27 mph. On **Birchcliff Parkway**, traffic calming measures reduced speeds from 28 mph to 24 mph, and **East Avenue** also saw a reduction in speeds, from 33 mph to 28 mph. Overall, traffic volumes across all locations remained generally consistent, reflecting that the implemented measures effectively reduced speeds without discouraging use of these roadways.

These projects collectively demonstrate the effectiveness of tailored traffic-calming strategies in enhancing neighborhood safety, improving mobility, and addressing both speed and accessibility concerns. If a vote is successful on Town Meeting Day for the City's proposed \$20 million Capital Bond, it would provide funding to the Transportation Program which would allow our team to continue implementing both permanent and quick build traffic calming features throughout Burlington.



City of Burlington
Department of Public Works
Division of Parking and Traffic
645 Pine Street, Suite A
Burlington, VT 05402
802.863.9094 P
802.863.0466 F
802.863.0450 TTY
www.burlingtonvt.gov

Jackie Esperti
DPW DIVISION DIRECTOR

Date: December 18, 2024

To: Public Works Commission

From: Chapin Spencer, Director of Public Works
Jackie Esperti, DPW Division Director

C.C. Kara Alnasrawi, Director, Business and Workforce Development
Phillip Peterson P.E., Senior Transportation Manager

Subject: Half-Price New Business Garage Parking Program

Staff recommends the DPW Commission add (see attachment 1 – to be posted later):

19 Parking Rates.

(b)

(1)-(7) As Written.

(8) College Street/Lakeview/Westlake Parking Garage Facility.

a. - c. As Written.

d. Introductory Permit Rates: Fifty dollars (\$50.00) for a six (6) day per week monthly permit and forty-two dollars (\$42.00) for a five (5) day per week monthly permit, valid for a period of six (6) months. The six-month introductory permit is managed by setting an expiration date at the time of sale, with renewal communication provided at the initiation of the permit period to transition to standard rates. The permits are accessible for purchase without limit on the number per permittee.

(9) Marketplace Parking Garage.

a. - c. As Written.

d. Introductory Permit Rates: Fifty dollars (\$50.00) for a six (6) day per week monthly permit and forty-two dollars (\$42.00) for a five (5) day per week monthly permit, valid for a period of six (6) months. The six-month introductory permit is managed by setting an expiration date at the time of sale, with renewal communication provided at the initiation of the permit period to transition to standard rates. The permits are accessible for purchase without limit on the number per permittee.

BACKGROUND:

An Equal Opportunity Employer

This material is available in alternative formats for persons with disabilities. To request an accommodation, please call 802.863.9094 (voice) or 802.863.0450 (TTY).

The City seeks to attract new businesses to downtown to, among other policy goals, better utilize our municipal garages. Parking Facilities is in a unique position to help with this goal by providing introductory reduced-rate parking in the Downtown Garage (DTG). There are currently two monthly permits that are available for the DTG. One is a 6-Day Permit that has a monthly rate of \$100 per month. The second is a Monday through Friday Permit, or 5-Day, that has a rate of \$84 per month. The proposal involves the win-win scenario of providing a reduced parking rate for new businesses, encouraging regular downtown parkers to park off-street in DTG, and building more long-term utilization of our municipal garages.

PROPOSED CHANGES

As a means of attracting business to downtown, and helping sustain them through the early months of operations, Parking Facilities is proposing six-month introductory rates on Downtown Garage parking. The proposal is for rates to be discounted 50% on both the 6-Day and the 5-Day monthly permits. This would be available to purchase for an unlimited number of permits per business.

Special monthly permits will be created that will be valid for 6 months and available for \$50 per month for a 6-Day permit, and \$42 per month for a Monday through Friday permit. The six-month limit will be managed by setting the expiration date upon sale, and communicating the need for renewal of a full priced permit to the client at the time of initiation. Both those permits are available for sale electronically and do not require a visit to the Parking Services office at 645 Pine Street.

The current Generic Monthly Permit Application would be used which allows for the new business to simply make the request for the New Business 6-Day, or New Business 5-Day permit and have the account created and access to the Customer Service Portal set up to be able to add vehicle information and automatic payments completed if desired. The permit application can be requested by emailing Parkingservices@burlingtonvt.gov.

BUDGET IMPACTS

This initiative has minimal budget impacts for DPW. Each introductory rate permit purchased will cost the Parking Facilities Fund (265) \$252 for a 5-day permit and \$300 for a 6-day permit over the six-month period. That said, if this policy and other policy efforts downtown increase activity downtown and utilization in the DTG long-term, it will generate additional revenues and increase the sustainability of the Parking Facilities Fund.

PUBLIC OUTREACH

Since this is a new lower-cost product, we expect this to be well-received overall. We have shared this proposal with the Department of Business and Workforce Development, the Community and Economic Development Office and the Burlington Business Association. We discussed this at the Mayor's Town Hall with downtown businesses on October 9 and discussed at the Church Street Marketplace Commission on October 16 as well.

Feel free to email Jackie Esperti jesperti@burlingtonvt.gov with any questions.

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—
Section 19 Parking Rates.

Sponsor(s): Department of Public Works

Action: Approved

Date: 12/18/2024

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 19, Parking Rates, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 19 Parking rates.

(a) As Written

(b)

(1)-(7) As Written.

(8) College Street/Lakeview/Westlake Parking Garage Facility.

a. - c. As Written.

d. Introductory Permit Rates: Fifty dollars (\$50.00) for a six (6) day per week monthly permit and forty-two dollars (\$42.00) for a five (5) day per week monthly permit, valid for a period of six (6) months. The six-month introductory permit is managed by setting an expiration date at the time of sale, with renewal communication provided at the initiation of the permit period to transition to standard rates. The permits are accessible for purchase without limit on the number per permittee.

(9) Marketplace Parking Garage.

a. - c. As Written.

d. Introductory Permit Rates: Fifty dollars (\$50.00) for a six (6) day per week monthly permit and forty-two dollars (\$42.00) for a five (5) day per week monthly permit, valid for a period of six (6) months. The six-month introductory permit is managed by setting an expiration date at the time of sale, with renewal communication provided at the initiation of the permit period to transition to standard rates. The permits are accessible for purchase without limit on the number per permittee.

(e)-(f) As Written

** Material stricken out deleted.

*** Material underlined added.

BCO Appx.C, Sec 19,
12/18/24



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: December 18, 2024

CAPITAL BOND REQUESTS

DPW maintains a broad array of the City's infrastructure. As we've discussed at recent Commission meetings, DPW staff members are working with the Administration to advance three proposed ballot items for Town Meeting Day on March 4, 2025 so that we can better steward the City's aging infrastructure.

- Water Bond – Approximately \$20M focusing on repairs and improvements to our drinking water infrastructure – mainly upgrades to the reservoir and its related pump station. Our webpage on this work is [here](#).
- Lake Bond – Approximately \$200M focusing on a generational overhaul of our wastewater treatment plants as well as critical repairs to our wastewater and stormwater collection systems. Our webpage on this work is [here](#).
- General Obligation Bond – Approximately \$20M focusing on repairing and upgrading our streets, sidewalks, parks, fleet and other core municipal assets. Last night's presentation to the City Council on this bond can be reviewed [here](#).

We are working to refine these proposals based on public feedback, our ability to secure other funding, and completion of further design work. There will be a Town Hall public meeting on these funding requests on the evening of January 6 in City Hall. We welcome Commissioner participation. Stay tuned for more details. More info: Rob Goulding, rgoulding@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. 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 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. A Purchase and Sale was signed in late September 2024 after Board of Finance and City Council approval. We are going to the CSWD Commission meeting on December 18 (the same night as the DPW Commission) to seek a 30 day extension on the current Purchase and Sale to give us time to finalize the financing. As a result, I (Chapin) may be late, or need to depart early, from the DPW Commission meeting depending on where this item falls on the CSWD schedule. No Commission action is needed. More info: Lee Perry, lperry@burlingtonvt.gov.

GMT FUNDING & BURLINGTON FY'26 ASSESSMENT

GMT has been attending many of the recent Transportation, Energy & Utilities Committee meetings to discuss current financial challenges and the proposed FY'26 assessment for the City of Burlington. For the Commission's awareness, GMT is currently projecting a \$1.2M budget gap for FY'26 after factoring in the service reductions already implemented and after proposing an 18.2% overall

assessment increase for Burlington. I expect the TEUC to be discussing this at their December 17 meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

WINOOSKI BRIDGE & COLCHESTER/BARRETT/RIVERSIDE INTERSECTION

DPW Technical Services is working with the City of Winooski and VTrans to advance an \$80M+ collaborative rebuild of the Winooski Bridge and the adjacent Colchester/Barrett/Riverside intersection. The goal is to improve the safety, functionality and condition of these critical regional assets. Staff will be seeking City Council support on December 16 for the 'base technical concept' for the bridge and intersection. The DPW Commission's past review and feedback on the project was incorporated into the Council memo that will be posted on the City Council agenda soon. The previous November 18 Council presentation can be viewed [here](#). The December 11 public meeting at 60 Lake Street in the Lake Lobby was well attended. A conceptual rendering of the intersection and bridge is below. More info: Laura Wheelock, lwheelock@burlingtonvt.gov.



HOLIDAY PARKING PROMOTIONS!

Thanks to recent Commission approvals, please spread the word for have folks take advantage of some great opportunities to park downtown during the holidays: \$0.99 cents/hour parking in the downtown core (any meters in ParkMobile Zone 5803) through January 4th; 2 hour free parking at the Downtown Garage; free parking at all City parking on Sundays and City-rate parking at Courthouse Plaza on S Winooski Ave (just off of Main). More info: www.parkburlington.com, Jackie Esperti, jesperti@burlingtonvt.gov.

DPW HOLIDAY SCHEDULE:

- December 24: DPW will be closing at 1pm the day before Christmas.
- December 25: DPW will be closed and there will be no recycling service.
- December 31: DPW will be closing at 3pm the day before New Year's Day.
- January 1: DPW will be closed and there will be no recycling service.

See you all next Wednesday!