Draft Agenda
Ward 5 NPA
December 21, 2017
6:45pm to 9:00 pm
DPW Conference Room, 645 Pine Street

6:45 pm - Snacks and socializing! (15 min)
7:00 - Open Forum (15 min)
7:15 - Update re Pine Street Coalition Activity for the Champlain Parkway - Tony Redington and Ibnar Avilix, Members (20 min)
7:35 - Update re All Wards Activity for Memorial Auditorium - Jim Holway, Steering Committee Member, Wards 4 and 7 NPA (10 min)
7:45 - 2018 Legislative Preview - State Sen. Chris Pearson, Sen. Ginny Lyons, and Rep. Mary Sullivan (45 min)
8:30 - City Council Update - South District Councilor Joan Shannon (30 min)
9:00 - Meeting Adjourned

The Steering Committee Members for Ward 5 are:
Bill Keogh, bkeoghsr@yahoo.com
Alec Bauer, awbauer@gmail.com
Nate Orshan, natosongs@gmail.com
Elisa Nelson, nelsmith@burlingtontelecom.net
Ben Traverse, bentraverse@gmail.com
Joanna Grossman, joeyinvermont@gmail.com

Neighborhood Planning Assembly Minutes – Full Notes

Date of Assembly: 12/21/2017
Start Time: *(Commence):* 7:00 PM
Finish Time: *(Adjourn):* 9:00PM
Location: DPW Building, Pine St.
Notetaker: Nate Orshan

Steering Committee Members in Attendance:

Alec Bauer
Elisa Nelson
Nate Orshan
Ben Traverse

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(1) Open Forum

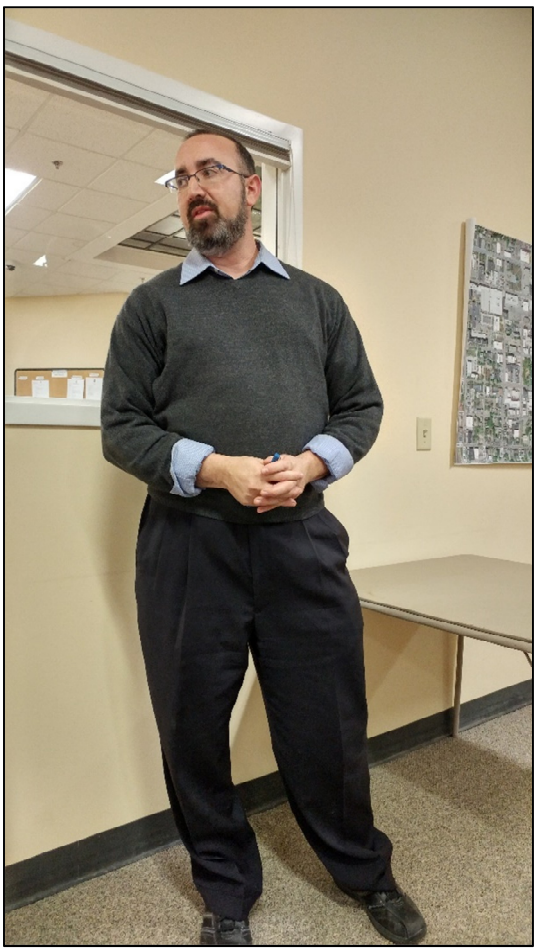
Summary:
Two residents announced petitions, and three candidates for office (elections being held on Town Meeting Day in March 2018) announced their candidacy: Carina Driscoll, running for Mayor; Mike Fisher, running for School Board in Ward 5; and Jesse Warren, running for City Council in Ward 5.

Elisa Nelson: Petition for Michael Healy for Inspector of Election.

Andy Simon: Petition for raising F-35 on March Ballot.

Carina Driscoll

Carina Driscoll: Running for Mayor. Here to hear about at least two of the issues tonight.



Mike Fisher

Mike Fisher: Running for School Board. Wants to treat teachers as partners, not adversaries, and also to view parents as partners. Wants to have board focus on strategy more.

Jesse Warren

Jesse Warren: Running for City Council, Ward 5. Wants to protect what's special about Burlington: People included, fining home, honoring genius in every child. Wants to unite many different communities of the South End, including Ward 5.

Alec: In Feb we'll have our candidate forum.
Ben Traverse: Steering committee is considering moving to City Market.

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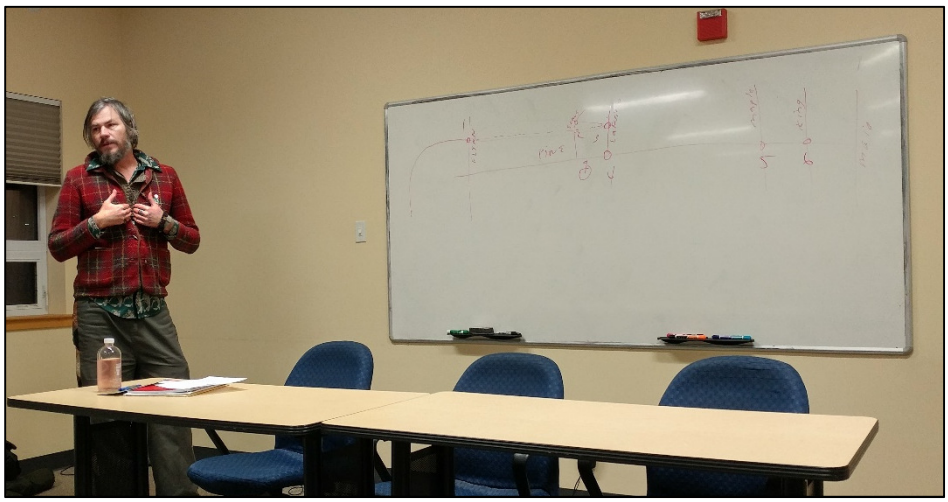
(2) Update re Pine Street Coalition Activity for the Champlain Parkway - Tony Redington and Ibnar Avilix, Members

Summary:
Showed how the Champlain Parkway's current design necessitates additional traffic lights within the Parkway and on Pine St. Advocated for roundabouts in the place of traffic lights. Shared the contents of a forthcoming letter to the Vermont Agency of Transportation and the Federal Highway Administration that makes the case that the Parkway is no longer needed. Shared that, above and beyond that letter, the Coalition is prepared to file a suit against those parties if they don't get a satisfactory result.

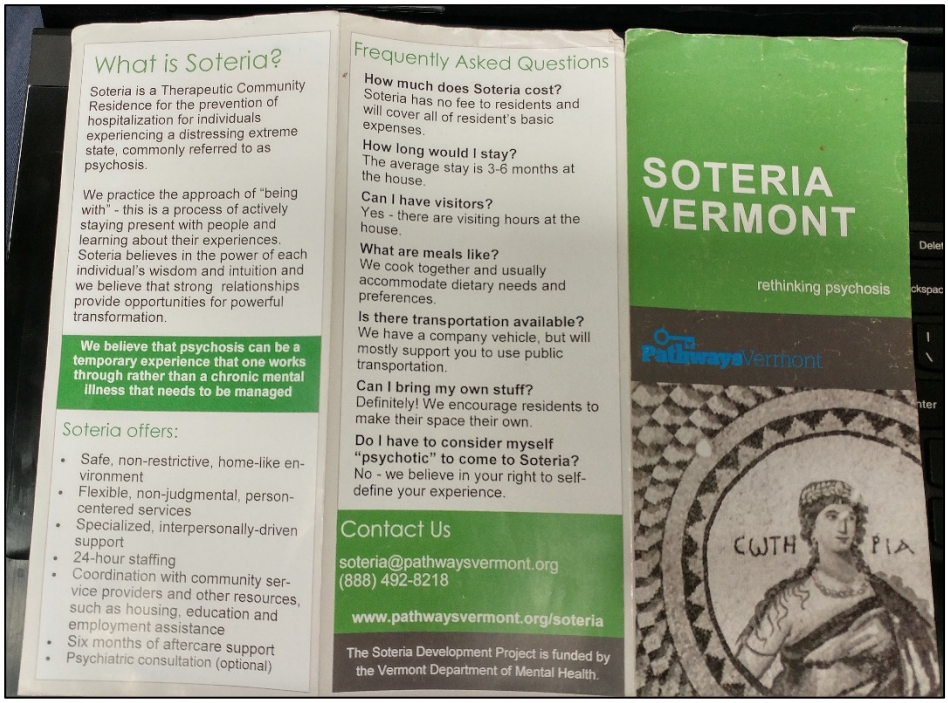


Ibnar Avilix

Ibnar Avilix: I use public transportation, bike ride, walk (to/from the Old North End). I asked Department of Public Works (DPW) director Chapin Spencer about the number of traffic lights along the Champlain Parkway. There would be traffic lights at Flynn, Sears Ln, and the Lakeside Ave terminus. Then more lights at Lakeside Ave & Pine St, Maple St & Pine St, and King & Pine St.

Traffic lights increase risk of accidents tremendously. I advocate for roundabouts. Gov. Scott has supported roundabout safety.

(Also, Ibnar shared an unrelated plug for Pathways Vermont, a Soteria community where Ibnar works. People come who are experiencing psychosis. It's a safe house and community. People there have their own lived experiences.)



Pamphlet re Pathways Vermont's Soteria Services (Side 1)

Pamphlet re Pathways Vermont's Soteria Services (Side 2)

Tony Redington: I'm on the steering committee of NPA 2/3. We meet on 2nd Thursday of each month in the old St. Joseph's school.

We are preparing a letter to the Vermont Agency of Transportation (AoT) and the Federal Highway Administration, which will essentially say, "This design's public comment closed in 2006, but a lot has changed since then, including the new City Market South co-op location on Flynn Ave. Why are we all driving into that "railroad

track" entrance rather than Briggs St? Traffic's gone down on Pine & Shelburne Sts. The fear of growth of traffic's disappeared. Seven Days says there's been 0% increase in sales tax in Burlington and losses in South Burlington and Williston. The anticipated increase in traffic's not there."

Also, there's a crisis in highway safety. The US is now 17th in highway safety, in great part due to street design. We were #1 in 1990.

Another issue: There's going to be a single-lane, multi-use (walk + bike) path on Pine from Lakeside to (Howard?).

Our thought's been that, in order to get the Feds & AoT to respond, we'd have to threaten a suit.

Emphasizes the relative lack of safety for traffic light intersections vs. stop signs or (preferably) roundabouts.

Andy Simon: Councilors have told us it's impossible to make any changes; we'd lose Federal funding.
Tony: I'd hope they'd fight for the community. And the Coalition for a Livable City (CLC) can't find any instances where the state's taken money *back* from a community. And: Changing anything would raise additional permitting issues, per Chapin Spencer.

Q: Chapin wasn't confident that there's enough space for roundabouts.
Tony: At a recent workshop with Ed Byrne, he recommended roundabouts for every intersection. Also, we're working with Eric Farrell to get a roundabout at Cambrian Rise. A British expert thinks we can have a mini-roundabout there, and that can work here.

Elisa: Does a mini-roundabout fit a full-size tractor trailer?
Tony: There's one in Manchester Ctr in front of Northshire books. With a mini-roundabout, the rear wheels go over a "mountable island". You can go online and look them up.

Alec: How best to contact you?
Tony: Facebook page.

Carina: Is a roundabout pilot even feasible without sidewalk modifications?
Tony: Absolutely. When we did one in Montpelier, we brought out fire trucks, etc. It worked fine.

Q: Why's it safer?
Tony: Our roundabouts in VT have had only one injury in 50 years.

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(3) Update re All Wards Activity for Memorial Auditorium - Jim Holway, Steering Committee Member, Wards four and seven NPA

Summary:
Described the process by which the September All Wards meeting re the future of Memorial Auditorium came about. The output of that meeting was a pair of resolutions that the people assembled at the All Wards meeting voted to forward to all the NPAs for consideration of endorsing a resolution from the NPAs to the city council. The Ward 5 NPA has yet to take up these resolutions but will at the next steering committee meeting.

Jim Holway

Over last spring, a couple of different groups traveled through each NPA to talk about status of Memorial Auditorium. Questions asked included, "What are we doing with it? Is it safe? What's the plan?"

One group was in advocacy of revitalizing it (per its unique nature in the city, its functionality). The other, with James Lockridge, was talking about 242 Main St. There were also other organization that had Memorial Auditorium as its home; Jim's point was that there wasn't a plan for where they'd go next.

These groups asked for NPAs to endorse the advocacy for their positions. Some NPAs voted in favor of the advocacy, "Yep, we want to save it", others said, "Let's sponsor a conversation."

There's an umbrella group of all the NPAs, the All Wards, which meet to say, "What's working in your part of town?" It's meant as a collective, check-in thing…but it's not codified the way NPAs were 35 years ago.

NPAs have power to write advisory resolutions to the city council. So in the Spring, these two groups got together with the All Wards to work to get a city-wide forum. The bulk of forum was meant to give people an opportunity to come up and say whatever they wanted about it.

We had two moderators and two other people who came to talk about the history and the state of the building. Then the rest of the meeting was just people coming up to talk. About 150 people attended the meeting.

At end, it was proposed that All Wards do an advisory resolution to the city council. But: Because All Wards isn't codified and this wasn't something planned for, we had to think on our feet. So we put out two resolutions: Separating the role of NPAs in the overall process and the recommendation re what to do with Memorial Auditorium. We recognized that we didn't have authority to write resolution to the city council. We said, if you're an advocate, you can't wear your "NPA" hat.

Ward 5 is the last NPA that hasn't taken those resolutions and decided what to do with them. The resolutions passed with near unanimity. There were only one or two people who said they weren't interested out of the whole room.

Re costs: It's about $50 per NPA, if Ward 5 wants to pay.

Alec: We'll talk about it in steering committee meeting.

Carina: I think it was an excellent use of the All Wards NPA, and it's a governance question. "Do NPAs exist for public engagement purposes?" I'd hope that we could get it on for January.

Jim: I hope there'll be some reform around the All Wards and governance. We don't use the advisory capacity all the time, but from time to time, it IS the voice of the people, i.e., "In OUR part of town, we've done this process…"

Ibnar: CCTV filmed it, so you can see.

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(4) 2018 Legislative Preview
- State Sen. Chris Pearson, Sen. Ginny Lyons, and Rep. Mary Sullivan

Summary:
Shared information re legislation they each have been working on, including Lake Champlain cleanup, ensuring net neutrality, prescription drug cost reduction, raising Howard Center wages.

Mary Sullivan, Ginny Lyons, Chris Pearson (L-R)

Mary: Governor Scott ran on a pledge of no-new-taxes. That really tied our hands. We have some water quality issues. In early 90s, the Lake Champlain Conference put together a plan, but then…there was no funding for it!

A few of us have been working on carbon pricing. I've been a big fan. All our fossil fuels are imported in.

One bill I'm excited about: I served in 90s when our energy efficiency utility was created (Efficiency Vermont). Our bill would have your power utility calculate the BENEFIT you get from these charges. Efficiency Vermont has helped keep the rates down.

One of main reasons that women's salaries are lower is that employers are able to ask salary history. This bill would prevent that. It's been proven to help equalize wage disparity.

Chris Pearson: I'm in middle of my first term in the Senate representing Chittenden County. We've been deferring a lot of big, hard issues, and they're coming to a head: water quality, mental health. It's a two-year step to bring up mental healthcare wages.

Re water quality: We were sued by the Environmental Protection Agency (EPA) and have settled and agreed to pay, maybe $20 billion over 20 years to keep the EPA satisfied. Part of the settlement was that we have to come up with a personalized strategy for the state.

I'm on the Natural Resources Commission, and my upcoming op-ed will say, "People have to have faith that we're spending the money wisely. I've been asking questions

about dairy farmers. Comparing now to 1940, we have half the cows, but they're producing four times the milk…and it's beyond the carrying capacity of our land (i.e., due to fertilizers). I've been asking questions."

I support $15 minimum wage!

Net neutrality. It's difficult for states to find footholds, but, for example, we regulate poles and wires…and Internet service goes along poles and wires. But please keep sending us creative ideas!

Teachers and schools are going to be in the crosshairs. We have to invest in them. I'm not a fan of the property tax.

Ginny: I've been engaged with Lake Champlain issues. Lake Champlain Basin program's been effective in giving us what we need to go forward with the Lake cleanup. This year's a pinnacle for us, an opportunity to identify the projects that need to be funded. The only impediment is political: The will for each one of us to pay into a fund to support the cleanup. The bill I've introduced with another Senator will raise only $12.5 billion, but we need much more. We're all responsible, we all need to be in!

In healthcare, re prescription drug cost reduction, the question is whether to allow wholesale reimportation or have the state establish itself as its own Pharmacy Benefit Management organization (PBM), a drug-purchasing organization. Also, how do we take unused pills and make them available in some way?

Mental health crisis: Agency of Human Services has a January 15 report upcoming re facilities for people who are committed or involuntarily committed.

I spent a lot of time this summer on the justice oversight committee re how to improve our corrections program and help people in the system with mental health issues.

Raising the Howard Center wages took five years to do, starting with a program in Contois Auditorium with people talking about raising their pay. The state's responsible, because it pays Medicaid rates, which are pretty low. Green Mountain Care Board took the issue up and started responding once the data was available.

We're going to help stabilize the mental healthcare workforce via raising their salaries.

Re this week's new federal tax bill, there are some creative things we can do. That'll all "flow" in to the Finance committee.

Alec: Do we have much in the way of conversation with New York state re Lake cleanup?
Ginny: Lake Champlain Basin program is international, but the lawsuit Chris was talking about was aimed at Vermont. And we lost. Because we have the highest level of development along the lake, we have a commensurate level of responsibility.

Chris: If we were in competition with NY state, we lost it. We pollute more. We have more non-point sources of pollution (basically, agriculture runoff). We have a lot of urban/rural cultural divides, so I've been tiptoeing into this.

We were in Franklin County, and we had a big meeting re Lake Carmi. Surprisingly people gave us grief that we were going too easy on farmers. The joke in Montpelier is that we have THIS many laws, but we have THIS much of them as exemptions for farmers. So maybe people are ready for this conversation!

Ginny: The farmers I've been working with are just as committed.

Mary: We make a lot of money off the Vermont seal/brand.

Elisa: What are you seeing as people upstream from the Lake don't feel the issue as much?
Mary: In Montpelier, we say, "cleaning up the WATER", not "cleaning up the Lake"!

Chris: Most of our waterways are impaired. Lake Champlain's a major economic driver. Franklin County's politically different from Chittenden, but THEY'RE also concerned with property value.

Carina: What about Burlington's stormwater?
Chris: The cruel joke is, in 70s & 80s, Burlington invested in tech for water cleanup, and now…it's not the right choice. The EPA & feds are saying, no no.

Q: Re consolidating teacher healthcare? A commission this week recommended consolidating education healthcare negotiations?
Ginny: I've been an advocate of taking healthcare out of school budgets; this would be one way to do it. That would have many implications for local unions and contract negotiations, but you also have teachers who've negotiated their contracts for years at the local level. It's not different from what Governor Scott said earlier this year. It's a laudable goal, but…I haven't read the report yet, but it seems to me that we're intruding into local union negotiations.

Mary: This never went through the education committee or means committee. It's just not the proper way to do it.
Mike Fisher: So is this a ploy?
Ginny: Of course it is!
Chris: It's worth looking at, but you can't do it in 2 weeks. The Governor's found it profitable to pick on teachers. The report also admitted, "It probably wouldn't save us money." So then…why's he asking it? For political reasons.

We'll look but: Is this going to save us money? Make things more predictable?

Q: Re mental health in state prisons. Plans to address addiction?
Chris: There is some treatment if you've BEEN in treatment when you go in (Ginny: for 120 days), but it's dangerous when you get out of prison.

Ginny: Once someone becomes incarcerated, they lose their Medicaid coverage. So problems arising in prison are covered by the contractor. Severely Functionally Impaired (SFI) prisoners are all lumped together and don't have the same level of mental healthcare access that they might have out in the community. When you go into prison, you shouldn't have a double sentence due to bad healthcare.

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(5) City Council Update
- South District Councilor Joan Shannon

Summary:
Shared updates re Memorial Auditorium, upcoming ballot items, (including moving regional dispatch services to a to-be-created organization, advising the state to enact policies to effect Paris Climate Agreement policies), Burlington Telecom, and issues around establishing penalties for public urination.

Joan Shannon

Re Memorial Auditorium: Maintaining it would cost a lot of money, and we'd need the public support to do that. The Weinberger Administration has hired a consultant and is developing a plan so that hopefully it would be on ballot in 2018. In meantime, the building's "mothballed" with the room repaired so that it doesn't continue to deteriorate.

We put a number of things on the ballot recently.

(1) Regional Dispatch Services. A lot of dispatchers are unhappy about that, because they'll have to re-apply for their jobs, because they'll be employed, not by city, but by an entity that doesn't exist. It creates a lot of uncertainty for them, making them nervous.

(2) Climate action. We worked with Mary Sullivan to put something on ballot that people are highlighting, essentially telling the Governor, "It's nice to say you support

the Paris Climate Agreement, but it's different to have policies that get us there with meaningful benchmarks."

(3) Raising tobacco age to 21. A constituent brought it forward. There's evidence that, by raising the age, fewer people will get addicted, improving public health.

We're also looking at measures to combat homelessness. We're continuing to work on that.

Re Burlington Telecom: We've seen a draft of the purchase and sale agreement. I'm pleased with some of the improvement. This was not the direction I wanted to go in, but in the end we have to play the hand that's dealt us.

We're going to have to have a special council meeting before the end of the year to avoid losing millions of dollars. The meeting's on 12/28. The expectation is that we'll be adopting the agreement. But there's still the need for Public Utility Commission (PUC) approval…and not every element is worked out.

Net neutrality's been important: Another Burlington resident contacted the city council and alerted us that we need better language; he sent us recommendations for Boston law firms, and we hired one. We're optimistic about what we have.

Also, the purchase and sale agreement has $250 thousand annually for economic development. There will need to be more work done after year-end to determine how that money will be spent.

Jesse Warren: (Question unclear)
Joan: One of our options is to roll over our share back into the company. If we took cash, we'd be receiving 20% of the deal, that's the net. They're allowing us to invest up to 33%, but we can't by law invest taxpayer money, so we don't know if we'll be allowed to reinvest any money.

The Council hasn't yet discussed whether and how much we want to reinvest. We have to do that before we go before PUC, but we don't have to do that before the end-of-year.

Jesse: If PUC says they don't approve, does it have to come back to the council?
Joan: We don't have any reason to believe they'd do that. We've had some evaluation by our attorneys, and there aren't any red flags. They might put some restrictions on it, but not probably reject it.

Ben: I want to thank you for your principled stand! Re smoking, is that an advisory to the State?
Joan: Yes.

Ibnar: Re public bathrooms: Can you explain the tickets for public urination?
Joan: We have a lot of problems downtown, and police are frustrated. People aren't responding to our current system. But we haven't adopted anything yet.

Carina: Re criminalization of homelessness, it sounds like there was a pause on increasing enforcement. Giving people tickets for public urination is a human rights issue. I'm hoping we move away from penalizing people for being homeless. I'm hoping the council will shift from giving the police more authority.

Joan: It did come from the ordinance committee. I anticipate we'll move it forward. But I think the city's moving forward on two fronts: people have also been disrespecting the police more than they used to, tearing up tickets in their faces. People are concerned about behaviors on Church St. Sometimes homeless people are concerned themselves about these behaviors!

We recognize we need more public bathrooms; that's another piece of this.

Jim: (I went to Committee on Temporary Shelter's (COT's) Daystation and asked, how many beds short are we? I was told we could use another 70 beds.) My question: You said there'd be a ballot item on November on Memorial Auditorium. What's shifted?
Joan: Consultants have been hired for some time now. What would we vote on in November? I think, we'll have a better idea of what could be done to Memorial Auditorium, but it'd require a vote of funds. A vote in 1996 failed.
Andy: Could some of Schurz money be used?
Joan: I don't know of a reason.
Jesse: When's that report going to be available from the consultants?
Joan: I don't remember off the top of my head.

Motion to adjourn adopted at 9:00 PM.

<END>

Neighborhood Planning Assembly Minutes

NPA: *(choose one)*

Wards 1 & 8	Wards 2 & 3	Wards 4 & 7	Ward **5**	Ward 6

Date of Assembly **: 12 / 21 / 2017** Start Time: *(Commence):* **7:00 PM**

Location: **DPW Building, Pine St**. Finish Time: *(Adjourn):* **9:00 PM**

Notetaker: **Nate Orshan**

Steering Committee Members in Attendance:

Alec Bauer
Elisa Nelson
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Ben Traverse

Discussion Topics and Action Items:

(1) Open Forum
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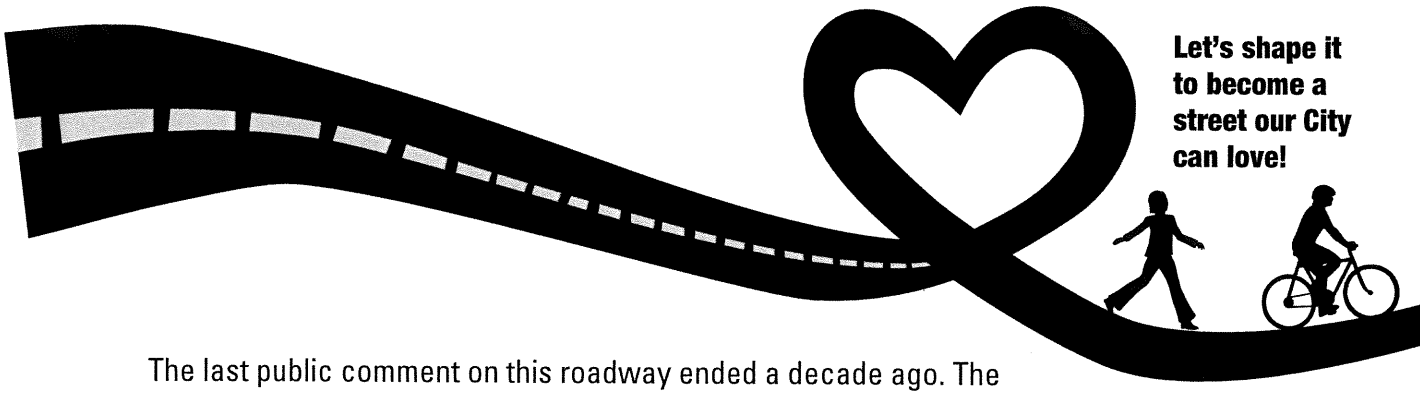
Motion to adjourn adopted at 9:00 PM.

The Champlain Parkway—Let's Get to a Livable Design!



The last public comment on this roadway ended a decade ago. The South End has changed. More people live here. There's more manufacturing in our Industrial Park, more stores along Pine Street. More children walk to Champlain School from Lakeside. More people bike between the City Center and South Burlington. And the new South End City Market will bring more traffic. The time has arrived for our generation to shape the Champlain Parkway roadway into a street our South End neighborhood—and our City—can love!

Let's do it right (the first time!)

With an up-to-date plan, we can have:

- Safe, separate bike, walk, and motoring routes, not dangerous shared facilities
- Six acres of open space for parkland along Englesby Brook and additional taxpaying industrial space, not a buried stream bed and an erosion-prone drainage.
- Up-to-date intersection technology based on safe roundabouts, which decrease crashes 76% overall and 60% when replacing a traffic signal. (Roundabouts are promoted by AAA, AARP, Geico and other organizations)
- $8 million taxpayers dollars saved for use on other civic projects
- Pine Avenue section as a complete street with separate bike, walk, and driving lanes between Lakeside and Kilburn
- No dead ending Pine Street, no severing of one of our only two north-south corridors

Join the fight for a new parkway design, or live with the dangerous alternative.

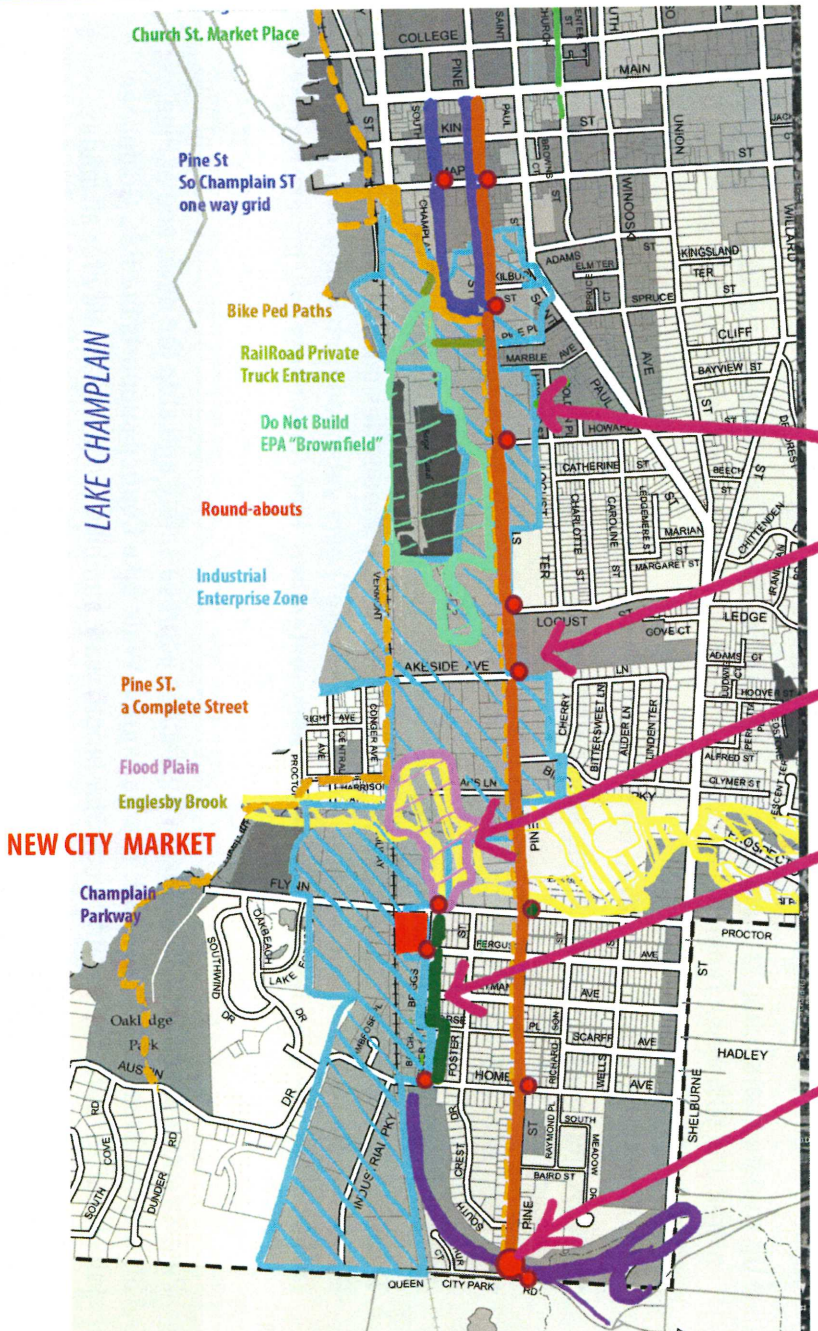
The existing design carries a $35 million price tag for a very shoddy design. The built section of the Parkway from I-189 to Home Avenue ("road to nowhere") gets extended from Home Avenue to Lakeside Avenue, through the delicate Englesby watershed. Pine Street gets only minor changes and continues north to Main Street. Six new traffic lights (which will lead to more accidents).

Times have changed but the Parkway design has not. Let's advocate for 21st century design! The Pine Street Coalition (PSC) Re-Design Guidelines improve safety and stop the dead end at Pine Street and Queen City Park Road. The Burlington Walk Bike Council supports the PSC Guidelines which call for safe and separate corridor length walk and bike facilities, equality for all modes.

The Champlain Parkway: Give the people a say now! Join the Pine Street Coalition.

Visit: www.facebook.com/SSBPineStreetNOW • www.SafeStreetsBurlington.com

CHAMPLAIN PARKWAY Give the People a say NOW



It is time for this generation to weigh in on the Champlain Parkway design.

"LET'S DO IT RIGHT"

Yes we can...Get a safe, separate walk and bike facility corridor! Gain six acres of scarce land for economic development, open space and stream preservation! Reduce--not increase--injuries and crashes! Cut roadway by 1.5 lane miles! Use best practices, not obsolete technologies! Cut by about 30% intersection gasoline use, global warming gases and pollutants! Reduce project cost by about $8 million!

Align with Pine St (C-6)

Do not build Flynn to Lakeside (C-2) segment

Convert Home to Flynn (C-2) to a quality street

Convert Pine dead-end to reconnect to Queen City Park Road and points south using a Roundabout.

https://www.facebook.com/SSBPineStreetNOW

Also see: SafeStreetsBurlington.com

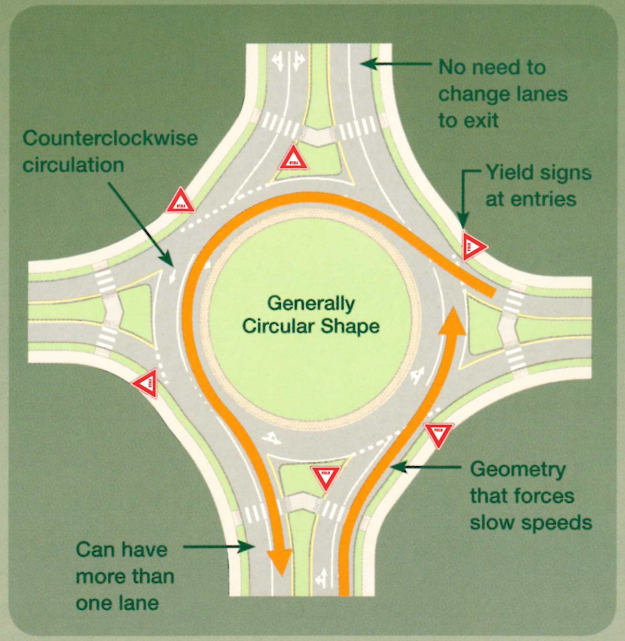
courtesy of © Pine Street Coalition

What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:



Source: *Roundabouts: An Informational Guide*, Federal Highway Administration.

Why consider a roundabout?

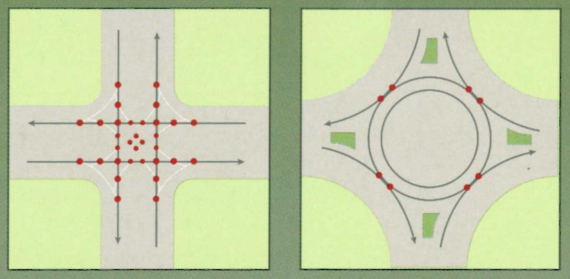
Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

Roundabouts:

> Improve safety

- More than 90% reduction in fatalities*
- 76% reduction in injuries**
- 35% reduction in all crashes**
- Slower speeds are generally safer for pedestrians

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



[Traditional intersection] [Roundabout]

● Potential vehicle conflict point

* "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study." Transportation Research Record 1751, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2001.

** NCHRP Report 572: Roundabouts in the United States, National Cooperative Highway

> Reduce congestion

- Efficient during both peak hours and oth
- Typically less delay

> Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

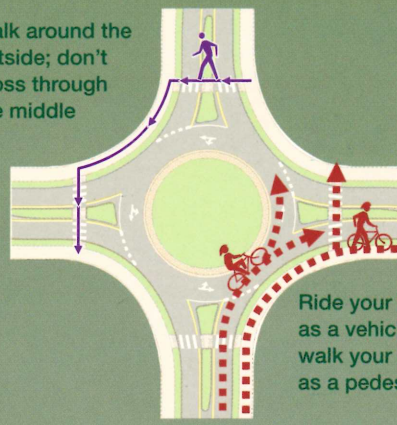
> Save money

- Often no signal equipment to install, pow and maintain
- Smaller roundabouts may require less ri way than traditional intersections
- Often less pavement needed

> Complement other common commun values

- Quieter operation
- Functional and aesthetically pleasing

Tips for safely walking and bik through a roundabout



Research is ongoing on additional treatments and design considerations to address the needs o visually impaired pedestrians

"Personally, I love them, and I'll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can't go much faster than 20 mph through the roundabout so the crossing aspect is great."

Denise Haltom
School Crossing Guard, Suamico, Wisconsin
Green Bay Press-Gazette
February 6, 2001

"We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away."

Brian Walsh
Washington State Department of Transportation
Seattle Times
June 5, 2002

"We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities."

James Brainard
Mayor, City of Carmel, Indiana
www.nbc17.com
November 8, 2007

Safe Roads for a Safer Future
Investment in roadway safety saves lives

FHWA-SA-08-006

Education is key.

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it's important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down.
2. If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians and bicyclists.
4. Yield at the entry to circulating traffic.
5. Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
6. Always assume trucks need all available space — don't pass them!
7. Clear the roundabout to allow emergency vehicles to pass.

Visit **safety.fhwa.dot.gov** to learn more about roundabouts

U.S. Department of Transportation
Federal Highway Administration

Design standards for roundabouts continue to evolve, and not all features of existing roundabouts meet current recommended practice. Please refer to FHWA's web site for recommendations on current design practice.

Original source photo by Lee Rodegerdts. Photo has been altered to illustrate

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U.S. Department of T
Federal Highwa

Roundabout

A Safer Choice

Neighborhood Planning Assembly Attendees

NPA (choose one)		Wards 1 & 8		Wards 2 & 3		Wards 4 & 7		Ward 5		War 6

Date of Assembly : 12/21/17 Location: DPW

Please return to your convenor, Phet keomanyvanh
or email to ***cedofd@burlingtonvt.gov***

1	Steve Carlson	21	
2	Alec Bauer	22	
3	Nate Orshan	23	
4	Mike Fisher	24	
5	Gordon Ogayon	25	
6	Ashley Dembinski	26	
7	Carina Driscoll	27	
8	Tony Redington	28	
9	Elisa Nelson	29	
10	Ibnar	30	
11	Marcia Gustafson	31	
12	Andy Simon	32	
13	Ben Traverse	33	
14	Chris Pearson	34	
15	CHRIS COSTELLO	35	
16	Jesse Warren	36	
17		37	
18		38	
19		39	
20		40	