



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
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www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Tenzin Chokden, Clerks Office
From: Chapin Spencer, Director
Date: December 13, 2018
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **December 19, 2018**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A 30-Minute Parking on North Winooski Ave.
 - B ST. Paul Street Construction Parking

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.

- 5 20 Min 2018 Construction Season Recap
A Presentation, C. Spencer & R. Goulding
B Commissioner Discussion
C Public Comment
D Action Requested –None
- 6 15 Min Roundabouts in Burlington
A Oral Presentation, N. Losch & L. Wheelock
B Commissioner Discussion
C Public Comment
D Action Requested –None
- 7 5 Min Approval of Draft Minutes of 11-28-18
- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 **Adjournment & Next Meeting Date – January 16, 2019**



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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 13, 2018

To: Public Works Commission

From: Phillip Peterson, Associate Engineer

CC: Susan Molzon P.E., Senior Public Works Engineer

Subject: 241 North Winooski Avenue Proposed 30-Minute Parking

Recommendations to the DPW Commission:

11-1 Thirty-minute parking.

No person shall park any vehicle at any time, longer than thirty (30) minutes at the following locations:

- On the west side of North Winooski Avenue in the second and third space south of the driveway at 241 North Winooski Avenue. The restriction is in effect Monday through Friday 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., holidays excepted.

Purpose & Need:

The purpose of the recommended traffic regulation amendment is to provide Burlington Children's Space time limited parking. The time limited parking will promote turnover and allow Burlington Children's Space to conduct drop off and pick up more efficiently. The need is to improve safety for children and families during drop off and pick up in the morning and afternoon by providing the time limited spaces adjacent to Burlington Children's Space.

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:

Staff received a request (see Attachment 1) in January 2018 from Sarah Adams-Kollitz, Director of Burlington Children's Space at 241 North Winooski Avenue, asking that two existing on-street parking spaces adjacent to the building be modified to 30-minute time limited parking. Ms. Adams-Kollitz says the daycare will only need these spaces from 7:30-9:30 am and 3:30-5:30 pm, Monday-Friday. The 30-minute space would provide the daycare a safe place for children and families to conduct morning drop off and afternoon pick up. Staff is recommending the DPW Commission approve the 30-minute parking spaces on the west side of North Winooski Avenue in the second and third space south of the driveway at 241 North Winooski Avenue (see Attachment 2). If approved, the restriction would be in effect Monday through Friday 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., holidays excepted.

Public Engagement:

In preparation for the 12/19/18 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to 241 North Winooski Avenue. Staff received ten (10) emails, and two (2) phone calls in regards to this matter (see Attachment 3). All of the emails and one of the phone calls support Staffs recommendation, and one phone call was seeking clarification and did not explicitly state an opinion on the proposal.

Attachments:

1. Initial request.
 2. Site map.
 3. Public correspondence.
-

SECLICKFIX ID
3993107

PRIORITY
Normal

REQUEST TYPE
Transportation and Parking
Improvement Request

ADDRESS
241 North Winooski Ave Burlington, Vermont

ASSIGNEE
DPW Engineering PP

SLA EXPIRES
06/11/2019 - 04:45AM
6 months left

REPORTED
01/02/2018 - 05:45AM

SECONDARY QUESTIONS

What type of infrastructure are you requesting?
parking request

Please enter a contact phone number or email address
so that we can follow-up and ask additional questions as
part of our Standard Operating Procedure for this
category.

sadamskollitz@burlingtonchildrensspace.org

LOCATION



SUMMARY & DESCRIPTION

Transportation and Parking Improvement Request

To improve safety for children and families of Burlington Children's Space, please add two 30 minute drop off only spots (we only need this from 7:30-9:30 and 3:30-5:30 M-F) directly in front of our building.

Reported by: DPW Engineering PP 01/02/2018 - 05:45AM

MEDIA

No images available.

TIMESTAMP	INTERNAL	COMMENT	COMMENTER
01/02/2018 05:45AM	Yes	DPW Engineering PP assigned this issue to DPW Engineering PP	DPW Engineering PP
01/02/2018 05:46AM		Thank you for reporting this issue. The Department of Public Works will now begin its investigation into the matter.	DPW Engineering PP
01/02/2018 10:07AM		Another person wants this fixed!	OldVtr
01/02/2018 06:22PM		A watcher was added to this issue.	RJ Lalumiere
01/03/2018 10:26AM		Another person wants this fixed!	ChrisR
12/13/2018 05:44AM	Yes	Thank you for reporting this issue. Staff are investigating this issue and hope to present it to the December DPW Commission meeting for approval. The December DPW Commission meeting is scheduled for Wednesday, December 19, 2018 - 6:30 pm at 645 Pine Street, in the DPW Front Conference Room.	DPW Engineering PP

TIMESTAMP	INTERNAL	COMMENT	COMMENTER
12/13/2018 05:44AM		Thank you for reporting this issue. Staff are investigating this issue and hope to present it to the December DPW Commission meeting for approval. The December DPW Commission meeting is scheduled for Wednesday, December 19, 2018 - 6:30 pm at 645 Pine Street, in the DPW Front Conference Room.	DPW Engineering PP

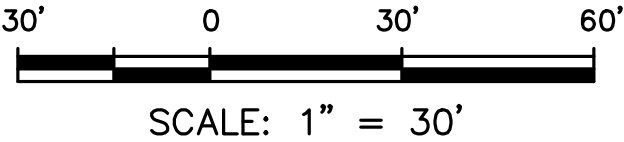


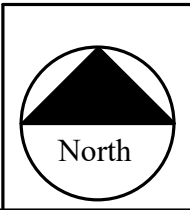
NOTES:

Staff recommends amendment of the following ordinance:

Appendix C: Rules and Regulations of the Traffic Commission

11-1 Thirty-minute parking. No person shall park any vehicle at any time, longer than thirty (30) minutes at the following locations: On the west side of North Winooski Avenue in the second and third space south of the driveway at 241 North Winooski Avenue. The restriction is in effect Monday through Friday 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., holidays excepted.



	241 NORTH WINOOSKI AVENUE PROPOSED 30-MINUTE PARKING SPACES		 BURLINGTON PUBLIC WORKS ENGINEERING DIV. 845 PINE STREET BURLINGTON, VT 05401 (802) 863-8084 (802) 863-0486 (Fax)	DESIGNED PMP	SCF NO. 3983107
				DRAWN PMP	SCALE 1"=30'
				CHECKED SM	DRAWING NO.
				DATE 12/13/18	SHEET 1 OF 1

Attachment 3

Public input correspondence emails

Thu 12/13/2018

Hi Phillip Peterson,

My name is Miranda Paquette Sweeney, I am a long time employee and newley a parent at the Burlington Children's Space. I'm writing to you in regards to making two parking spots on North Winooski available for pick up and drop off.

Parking for parents at drop off and pick up can often be a struggle to find. Not only would making two spots for drop off and pick up be greatly appreciated by parents. More importantly I think it would make it far safer for families with young children leaving pulling out onto North Winooski.

When large vehicles park on the edge of the driveway it can be extremely difficult to see around them making it impossible to pull out safely. Making these spots drop off/pick up only would stop large vehicles from parking there long term. Making it safer for those pulling in/out. As well as pedestrians and bikers.

Thank you for time and consideration on the matter,

Miranda

Thu 12/13/2018

Good afternoon

In reference to opening parking spots in front of Burlington Children's Space. I am in full support of this to improve safety and efficiency of traffic flow during the busy drop off and pick up times. The parking lot in the back is unwieldy. I have had two minor bumps into other vehicles and I am always concerned about the visibility of short children crossing behind reversing cars. Parking in front allows parents to unload children directly on to the sidewalk which is much safer and quicker. Having more spaces will also prevent parents parking in spaces where they aren't supposed to for lack of other options and restrictions on how far they can walk with young children or heavy car seats to carry. People also pull in quickly and sometimes erratically into and out of that driveway and the sidewalk is busy. Being able to pull up safely next to the building also decreases the risk of someone being hit in the building.

Thank you

Charlotte Blend

Thu 12/13/2018

Hello Phillip,

My name is Natasha Sky. We have had several children attend Burlington Children's Space over the past 5 years. We are at BCS twice every week day. Turning out of the parking lot driveway onto North Winooski Avenue is extremely difficult to do safely. It is actually better in the dark because the headlights from both right and left alert you to oncoming traffic. Otherwise, as a driver you have to inch

your car out into traffic because there is no way to see if there are cars coming. Additionally, to turn right you are forced to pull straight out into the far lane to make a right turn because cars (or often an industry-sized tow-truck) are parked right up to the edge of the driveway.

Short-term parking spots in front of BCS would add to the safety for all drivers at that intersection, and enhance the safety for pedestrians crossing the driveway as well.

Sincerely,
Natasha Sky

Thu 12/13/2018

Hi Phillip,

As a parent to a child attending Burlington Children's Space, I would welcome the ability to use one of the two spaces up front for pickup and dropoff. Getting out of the back lot can be a bit scary, especially with little kids running around. And there are times when the lot is full and I have nowhere to park.

Please feel free to follow up if you have any questions or want more information from me!

Thanks so much for your consideration.

Rachel

Thank you for considering making two street parking spaces in front of the preschool designated for pick-ups and drop-offs on week days. This would greatly improve the safety of our young students. I have worked at BCS since 2012 and had my children enrolled there prior to that period; I'm well aware of the visibility hazards for parents pulling into the driveway. The driveway is also used by other organizations with mobility needs, such as SSTA drop offs at the side of the building. Designating those weekday drop off parking spots would greatly ensure the safety of our students.

Thank you,

Rebecca Mack

Thu 12/13/2018

Hi Philip,

We have 2 children attending BCS. We drive them and pick them up on cold days. We walk during summer days. However most of the times we see huge car with a trailer parked next to the driveway as we would like to leave the school. The trailer is too long and it's not safe as I can not see cars coming by and also it creates this huge angle for me to go around.

Please could we create a 15 min drop off parking space there. Please.

Thank you for listening.

Nikola

Thu 12/13/2018

Good morning,

I'm writing in support of the proposed short term parking spaces in front of the Maclure Multigenerational Center. My child attend BCS there, and pulling out of the driveway is a daily hazard. Large vehicles parked long term in front of the building significantly limit visibility. Creating short term spots there would relieve congestion in the parking lot and make pick up and drop off for all parents much safer.

Thank you for your consideration,

Sarah Costa

Thu 12/13/2018

Good morning,

I am writing on behalf of myself and my wife in favor of several dedicated short-term spots for drop-off and pick-up at the school. Not only would this improve efficiency of traffic flow, but it seems this option would provide a safer outlet for parents that are trying to exit the back lot, (which can be dangerous during these times of increased traffic).

It would be a wonderful improvement and I would welcome the ability to utilize the space.

Thank you

Cameron Barden

Thu 12/13/2018

Hello Peter,

My child has been attending Burlington Children's Space for two years and I think having short term parking spots available in front of the building would be very helpful. At times, it can be difficult to pull in and out of the drive way, especially if it is a busy traffic time or if there are large vehicles parked on the side of the driveway, making it hard to see the traffic on North Winooski. Parking in front of the building would make it easier and safer for parents and children who are doing a quick pick up or drop off.

Thanks for your time,

Molly Coffey

Molly Huddle Coffey

Thu 9/6/2018

Hi Phillip, I am just checking in again about the parking in front of the Burlington Children's space at 241 North Winooski avenue. We are still interested in advocating for some short term drop off spots (15 or 30 minutes) in front of the school. We have an open spot to the east of our driveway, but people park right up to the driveway on the west side. This is a visibility issue and many parents have expressed concerns about safety when exiting.

Is there anything we can do to move this along? I've noticed some very nice paint jobs on streets in the ONE lately and I'm hoping we are on the schedule for some upgrades that could also help with this situation.

Sarah

Sarah Adams-Kollitz, Director

Burlington Children's Space

Public input correspondence phone calls

Thu 12/6/2018

Associate Engineer Phillip Peterson received a phone call from Michael Pea, a North Winooski Avenue resident. Mr. Pea is in favor of the proposed 30-minute parking spaces.

Thu 12/13/2018

Associate Engineer Phillip Peterson received a phone call from Dana Kaplan, Director of Outright Vermont, North Winooski Avenue resident. Dana Kaplan is not sure about the proposal and will touch base with Burlington Children's Space for further clarification on the purpose and need.



December 13, 2018

TO: Public Works Commission
FROM: Laura Wheelock PE, Senior Public Works Engineer
Patrick Mulligan, Assistant Director of Traffic & Parking
CC: Chapin Spencer, Director of Public Works
SUBJECT: Consent Agenda Item: St. Paul Street Construction Parking

Recommendation

Staff recommends the Commission adopt: For the duration of the construction on St. Paul Street from Main Street to Maple Street that 3 hour time limited, unmetered parking, Monday through Saturday, 9am to 6pm; be allowed anytime the contractor is able to make on-street parking available to the public.

Purpose & Need

As you know, St Paul Street between Main and Maple is under reconstruction as our first Great Streets project. There is a winter shutdown period for our contractor SD Ireland between mid-January and April. During this period, the street will be reopened to traffic for approximately 2.5 months. Construction will then close the street from April through part of the summer until the project is completed. We anticipate there will be other times during the summer where the contractor will have the opportunity open some of the on-street spaces as the work completes.

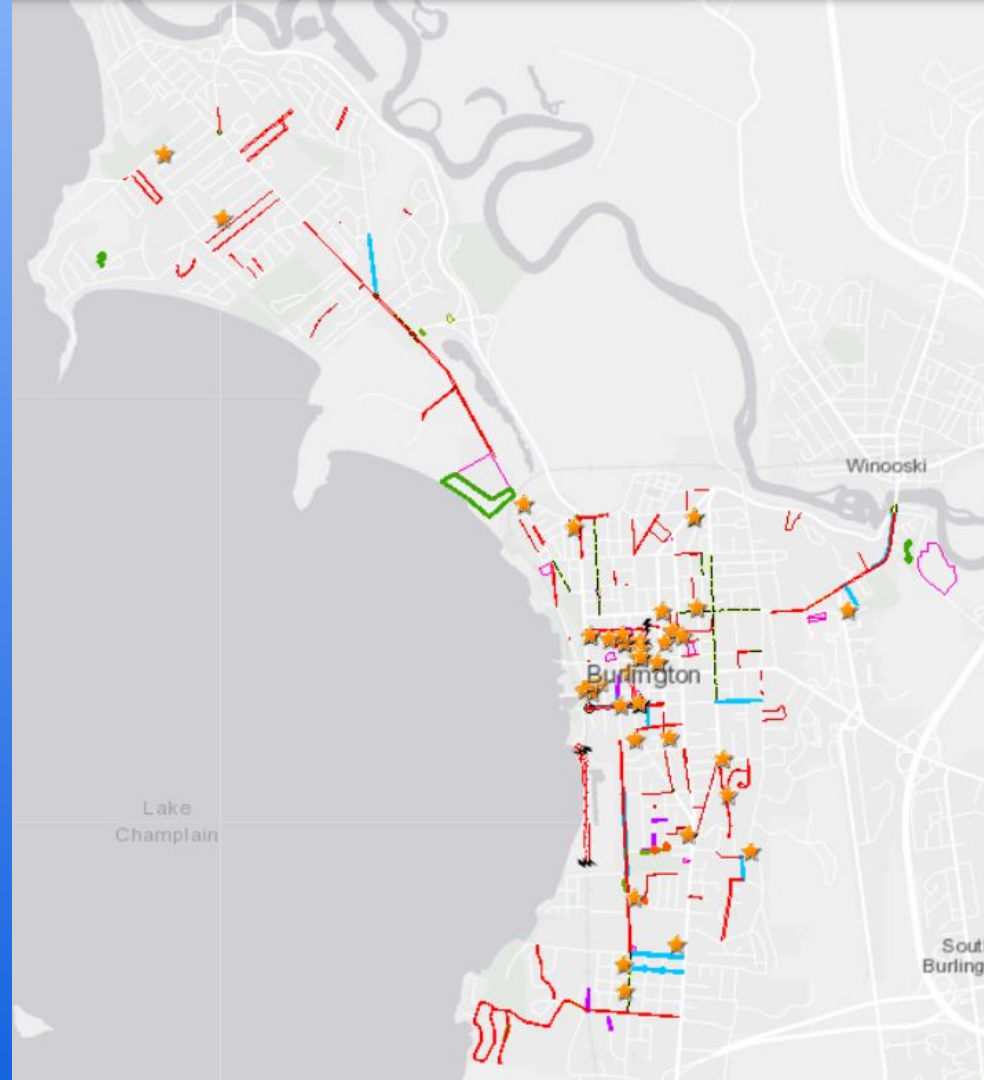
During the 2.5 month winter shut down, we need to manage the on-street parking. It would be a significant lift to install meters or kiosks for such a short period as well the installation of meters or kiosks would further hinder the ability to construct the street. As a result, we are proposing a 3-hour parking time limit, unmetered parking during the interim periods. Enforcement days and hours would be consistent with the regulations on the street before construction started of Monday through Saturday, 9am to 6pm enforcement. Providing the parking back to the public at no charge will offer adjacent businesses, non-profits, and residents a beneficial accommodation while they are being inconvenienced during this construction project. To regulate the street in this way during the winter shut down period, we need the Commission to approve this interim regulation.



DPW COMMISSION
DECEMBER 19, 2018



Sustainable Infrastructure Plan *2018 End of Season Update*



CAPITAL REINVESTMENT	Past Annual Investment	2017 Final	2018 Final
Paving	~ 3 miles	5.13 miles	7.37 miles (includes extensive patching)
Sidewalk Reconstruction	~ 1 mile	2.91 miles total	2.78 miles
Water Main Relining	As needed	1.78 miles	1.93 miles
Water Main Replacement	As needed	0.44 miles	1.5 miles
Curb	As needed	0.62 mile	0.53 miles
Sewer/Stormwater Pipe Rehab	As needed	\$165k	\$272K
PREVENTATIVE MAINTENANCE	Past Annual Investment	2017 Final	2018 Final
Crack Sealing	0	5.46 miles	10.16 miles
Sidewalk Cutting	0	\$50k	\$50K

2018 CAPITAL CONSTRUCTION

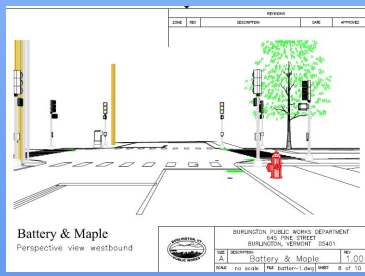
**APRIL 27 -- Plattsburg Ave
(51°)**



**DECEMBER 6 -- St. Paul St.
(34°)**



STARTED EARLY & ENDING LATE



ENHANCED PEDESTRIAN AND BIKE SAFETY

- ~3 additional miles of rebuilt sidewalks (tripling pre-2017 production)
- 3 new crosswalks, 2 with flashing beacon lights
- 3.1 miles of new bike lanes, a 23% increase
- >4 miles of new bikeways; 18% of BTV roadways now have marked bikeways
- 24 curb extensions at 9 intersections for pedestrian safety, using Quick-Build
- Pedestrian actuated signals at Maple and Battery installed; installations underway at Colchester/Riverside/Barrett
- \$50K investment in preventative maintenance program to extend the life of sidewalks.





ADJUSTING TO CHALLENGES OF OLD INFRASTRUCTURE

What's going on?



St. Paul Street is getting an upgrade

New bumpouts and crosswalks

Safer, shorter, and more visible street crossing

Wider sidewalks

More comfortable for strolling and accommodating outdoor seating and amenities

More trees

More shade and greenery

Rain gardens

Protects water quality, reduces stormwater pollution

Permeable paving

Captures and filters stormwater, limits runoff

Bike racks

Convenient on-street storage

Street lights

Brighter, safer nighttime with energy-efficient LEDs

New benches

Places to sit and relax

Granite curbs

Elegant, durable street edge

Burying overhead utilities

Hiding unsightly power lines

Great Streets BTV



St. Paul Street from Main to Maple
Fall 2018–Summer 2019

Project Sponsors

City of Burlington
Mayor Mike Whelan
Burlington Public Works
CEDO

Project Partners

S.D. Ireland Companies
Construction Contractor
EIV Technical Services
Construction Observation

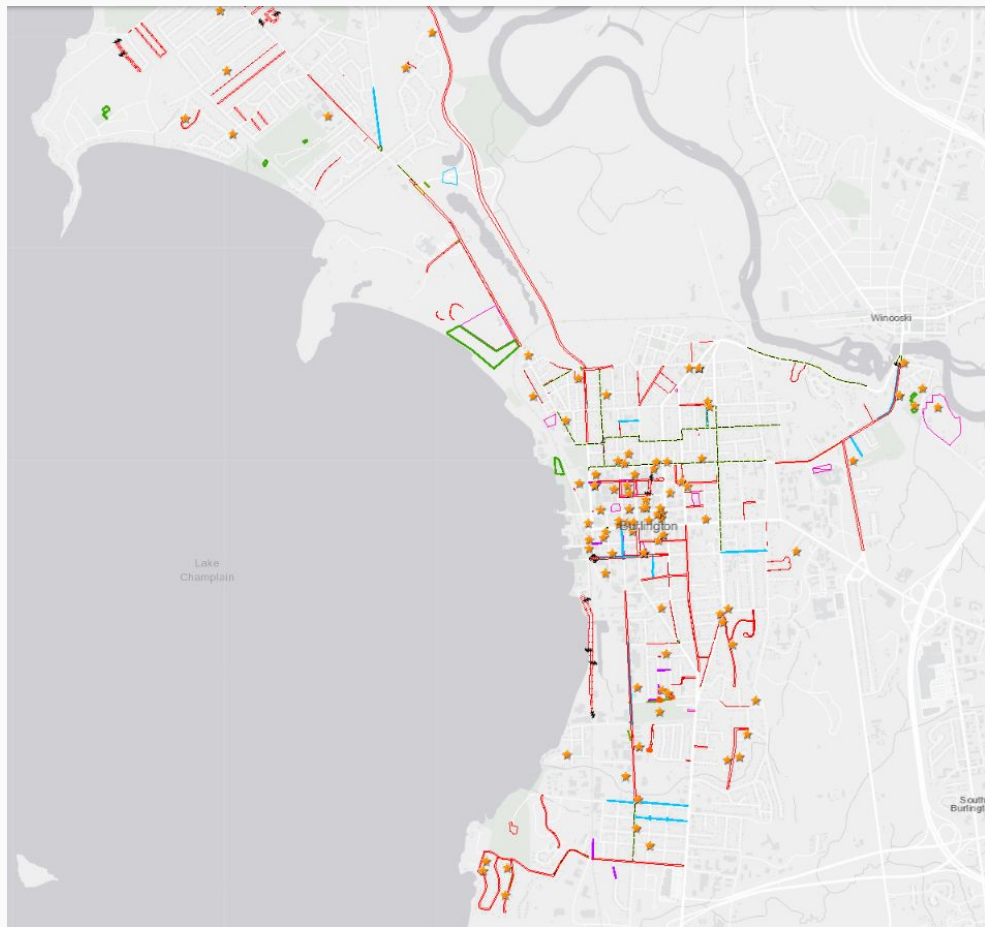
Suisman Urban Design
Master Planner
DuBois & King
Engineer of Record

Learn More

Visit <http://www.burlingtonvt.gov/dpw/GreatStreetsSP>
Call Burlington Public Works at 802. 863. 9094

GREAT STREETS CONTINUES

- **BTV Construction Portal:**
burlingtonvt.gov/construction
- **Non-emergency maintenance requests:**
SeeClickFix.com
- **DPW Customer Service:** 802-863-9094
- **Water Resources, including 24/7 urgent support:** 802-863-4501/
water-resources@burlingtonvt.gov
- **Sustainable Infrastructure Plan & Construction Season Info:**
burlingtonvt.gov/DPW/Reinvestment
- **Robert Goulding, Public Information Manager,** RGoulding@burlingtonvt.gov,
802-881-2278



Burlington Department of Public Works Commission Meeting
Draft Minutes November 28, 2018
645 Pine Street – Main Conference Room

Commissioners Present: Bob Alberry, Tiki Archambeau, Jim Barr, Chris Gillman, Brendan Hogan, Solveig Overby

Commissioner Absent: Justine Sears

Item 1 – Call to Order – Welcome – Chair Comments

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

Item 2 – Agenda

Commissioner Barr made a motion to accept the agenda

Commissioner Alberry seconded

Unanimous approval

Item 3 – Public Forum (3 minute per person time limit)

Sandy Wynn a Mansfield Avenue resident had some concerns

- Bags of leaves on lawns
- Policy for cars to move for street snow removal
- Loomis Street and Mansfield Avenue has a three way stop intersection but with the new planters there it has become a dangerous intersection as people don't see cars stopped on Loomis Street
- Grant Street and North Union Street intersection with planter there you cannot get right up to the end of Grant Street, as it is narrow when cars are turning off North Union.
- Planters have all kinds of gravel and leaves coming out all over street, who will pick this up?

Item 4 – Consent Agenda

- A. Pearl Street Parking Adjustment
- B. Asure Software Parking Agreement
- C. 2018 Holiday Parking Promotion

Commissioner Hogan made a motion to accept Consent Agenda

Commissioner Barr seconded.

Unanimous approval

Item 5 – Narrow Street Recommendation – Philip Peterson and Nicole Losch

Mr. Peterson stated that they had gone to several meetings with residents of narrow streets are. We are looking for a balance of community needs, Fire Department

emergency response as well as snow removal maintenance of the streets. Fire Department stated they need 14 feet for a minimum width for their engines to go down and set up for an emergency. Maintenance vehicles also need fourteen feet. Germaine Street and Latham Court we recommend parking on only one side of the street during the winter.

Jan Salzman of Archibald Street supports permitted parking. People are unable to park on Germaine Street as the residents all do. There is no safe parking or sidewalk on Archibald Street. No safe access for pedestrians on Archibald Street or Pomeroy Street.

Sharon Bush or, Ward 1 City Councilor stated that with permitted parking on Germaine Street we are asking people to park a ways away and they are at risk of being hurt. We need to identify some safe places for residents to park.

Devin Gaskell lives on Hoover Street and states - all residents are happy about parking on one side of street as it is a dead end street and it is hard to get up the hill with parking on both sides.

Director Spencer stated that there is some concern about narrow street changes, this will be monitored, and changes will be made if needed for next winter.

Commissioner Overby made a motion to accept the parking on one side of the street with the understanding that adjustments will be made if needed for next year.
Commissioner Hogan seconded.
Unanimous approval

Item 6 – Modification to Residential Parking Ordinance – Philip Peterson

There was discussion about charging \$10.00 a year for a residential parking tag in Burlington with an increase to each person within the household looking for a tag. There are some streets if they allow public parking on during the daytime there will be no charge for the residential parking permit tag.
Sharon Bush or supports this program

Commissioner Alberry made a motion to accept staff's recommendations
Commissioner Overby seconded.
Unanimous approval

Item 7– Permit Reform Update – Norm Baldwin

Mr. Baldwin stated this process was moving forward in which Trades, Minimum Housing and Code Enforcement offices would all merge. The Zoning Department will be relocated down to 645 Pine Street to make the process of obtaining permits easier on our

customers as all the departments will be in the same building so there will be no traveling from one building to the next.

There will be some job description changes.

City Council in supportive of the Reform process and there will be a meeting on December 17th to continue the discussions on the process.

We have selected architects to re-design the office layouts.

Item 8 – Approval of Draft Minutes of 9/18/18 and 10/17/18

Commissioner Barr made a motion to accept the minutes.

Commissioner Alberry seconded

Commissioner Archambeau stated he was all set except to add on his comment about there being no sidewalk-closed signs during construction on North Winooski Avenue.

Unanimous approval

Item 9 –Director's Report

There are currently 55 traffic request outstanding

We appreciate the bond vote for Water/Wastewater

New curbs are going in on Howard Street

Great Streets is underway

Item 10 – Commissioner's Communications

Commissioner Hogan congratulates the water team on their repairs. He stated he would like to see door hangers if possible for when water will be turned off in case people are not home when they go knocking to let the residents know water will be turned off.

Would like to see updates from the Director about BTV walk/bike

Union Street update

GPS in snowplows

Commissioner Barr stated that he liked the climbing lane on Colchester Avenue.

Was wondering if that was the final coat of paving on Colchester Avenue or just a base coat.

Commissioner Archambeau stated he had complaints about the ballards and planters.

Item 11 – Adjournment and Next Meeting Date – December 19, 2019

Commissioner Barr made a motion to adjourn

Commissioner Alberry seconded

Unanimous approval. Adjournment at 8:45 p.m.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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Burlington, VT 05401
802.863.9094 VOICE
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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: December 12, 2018

TRAFFIC REQUESTS:

To save administrative effort and paper, staff is including the number of outstanding traffic requests in my Director's Report each month. As of 11/21/18, we had **46** requests in queue. We will do a thorough biannual report on outstanding traffic requests.

CHAMPLAIN PARKWAY COMPENSATION HEARING:

The next step in the ROW process after the Necessity Hearing and the Council's Necessity Order is the Compensation Hearing – where any parcel owners who dispute the established compensation for the acquisition of their property rights for the project can address the City. As you may recall, the takings are mostly temporary construction easements, and are for small pieces of property that do not impact any structures. The City Council will hold the hearing on December 17th. The materials will be on BoardDocs this week.

PERMIT REFORM UPDATE:

Permit Reform continues to be deliberated at the City Council and the Charter Change Committee during the week of December 10. The City Council has indicated they are supportive overall of the one-stop shop concept at 645 Pine Street, which would be known as the Permitting & Inspections Department. They are expected to formally vote on a Resolution allowing the Mayor to merge DPW's Inspection Services Division, Zoning, and Code under his Charter authority on December 17, 2018.

CONSTRUCTION SEASON UPDATE

As promised last month, we will have an end of season report at the December Commission meeting. Information on this season's capital reinvestments can be found on our Construction Portal here: <https://www.burlingtonvt.gov/construction>.

UPCOMING AGENDA ITEM ON ROUNDABOUTS:

In consultation with Chair Archambeau, staff is preparing an overview of the City's planning for modern roundabouts. We will present this at the December or January meeting.

STORMWATER APPEAL:

We have an appeal of a property's Impervious Surface Union (ISU) calculation that will be coming to the Commission. We had it scheduled for December but the appellant request it be heard in January.

HAPPY HOLIDAYS!

I wish each and every one of you a warm and wonderful holiday season. I will be out of the office from Christmas through New Years. Assistant Directors Rob Green and Patrick Mulligan will be splitting the Acting Director duties in my absence.

Feel free to reach out with any questions prior to Wednesday's Commission meeting. Thank you.

Additional Attachment

Public input correspondence emails

Thu 12/13/2018

Hi Phillip,

I don't believe we've met yet. I'm a new City employee (I started less than 2 months ago as the new BTVStat Analyst in the I&T Department). I'm also a parent at Burlington Children's Space (BCS) on North Winooski Ave. The Director, Sarah Adams-Kollitz, informed parents today that DPW is considering updating the parking in front of the childcare facility and shared your contact information for us to send comments.

I just wanted to voice my support for improving the parking regulations in front of the building – I'm unsure of the spots directly surrounding the center are residential permits or open parking, but from the perspective of someone who uses the center on a daily basis, I can attest to how dangerous it is pulling out of the parking lot. When a cars are parked in the spots adjacent to the driveway into the parking lot it's nearly impossible to see on-coming traffic in either direction. With so many families transporting little ones to and from school at this location, it's definitely a major cause for concern. Any improvements the City can make to ensure parking in front of the building is safe and more convenient for families at BCS would be much appreciated.

Many thanks for your consideration and hope to meet you soon in a more official capacity.

Kind Regards,

Carolyn Felix

Thu 12/13/2018

Hi Phillip,

My partner and I are parents of a child at Burlington Children's Space (BCS), we own the home in which we reside on Hyde street, we own a store and apartment building on N. Willard, and I work for the State. Needless to say, we are active citizens who love the Old North End, and are excited about many of the City's improvements over the past few years.

In considering the possibility of two short term parking spaces in front of BCS for morning and afternoon drop offs, it is important to note that the lack of convenient parking in front of the BCS building forces families to either park on the other side and cross a busy street, or use a parking lot entrance/exit that is tight, and often overlooked by oncoming traffic.

Often there is a large truck and trailer parked close to the entrance/exit driveway. In fact, this morning (12/13) my car and another parent's came close to clipping the trailer's bed, as it was encroaching on the driveway. I imagine the truck belongs to Dolan's (who we love to use for auto repair!) but it is not a good place for the vehicle in the morning or evening.

Add to the mix street-narrowing snow banks, morning rush-hour traffic in messy weather, the queues and unpredictable activity around the Food Shelf, a new restaurant (Taco Gordo), and whatever developments happen in the future in the empty auto parts building, and you can see how a couple of short-term spots, on the BCS side would be helpful in alleviating the danger at busy times by providing a simpler, more visible option for accessing the building.

Lastly, I appreciate my proximity to BCS, and I often walk my child to school. But for most families this isn't an option, and on many occasions, I have chosen to don a rain coat than drive to drop off or pick up.

Thanks for being available to accept comments, and we support your thoughtful consideration of this improvement.

Best,

Brian Guy

Thu 12/13/2018

Hello,

I have a child that goes to Burlington Children's Space and would greatly appreciate the short-term parking in front of the building.

Thank you,

Michael Felix

Thu 12/13/2018

Dear Mr. Peterson-

Thanks for your consideration of the addition of two short term parking spots in front of 241 N Winooski Ave. This is the location of the Burlington Children's Space (BCS) school and I am one of the Co-Chairs of the Board of Directors at BCS and a parent of a child who attended the school.

The addition of two short term parking space in front of this building would make the drop off and pick up of children at this school much safer and easier. There are often large vehicles parked in these spots for days at a time and it makes pulling out of the school driveway dangerous as one often has to blindly pull out of the drive into the road. In addition, there are a range of times for drop off in the morning and pick up in the afternoon, and having some short term parking would make it easier for parents and caregivers who spend a brief amount of time at the school to find street parking.

Let me know if you would like more information.

Julie Dumas

Thu 12/13/2018

Hi,

I'm writing in regards to the safety of our children and families as well as access. I urge you to consider reserving spaces outside of the Burlington children's space for children and families to have safe access to the building as well as to have easier accessibility and visibility driving in and out of the driveway. There are many times in a week I have to pull and inch out into the street to see if there is oncoming traffic because my visibility is blocked by cars parked on the left side of the driveway (side closest to riverside ave)... and inching out into oncoming traffic we are in harms way each and every time. Please consider also making the spaces to the left a no parking zone while reserving the spaces on the right for Bcs children and families.

Thank you,

Kelly Morrison Borsellino

Thu 12/13/2018

I fully support the proposed short term parking space at Burlington Children space on North Winooski Ave. this will aid drop off and pick up at our awesome early learning facility.

Thank you

Jo

Thu 12/13/2018

hi philip,

i am a preschool teacher at bcs and i fully support there being 15 minute parking out front. this would create two more available parking spaces for both pick up and drop off. the back lot gets very full, and becomes dangerous when there are so many young children coming in and out. thank you for considering my input.

emma redden

Thu 12/13/2018

Hi Phillip,

We would like to express our full support of two short term parking spaces in front of the McClure Multi Gen building on N. Winooski. Boy of our boys attended Burlington Children's Space and we have spent more than six years coming and going from this building twice a day, five days per week.

The shortage of available parking spots due to neighborhood businesses using the street for long term parking leads to dangerous and chaotic drop offs. We have on many occasions struggled to find a safe place to to unload small children. Furthermore we have had several near misses trying to pull out of the back lot, when large vehicles (tow trucks, sometimes a logging truck) are parked in front of the building very close to the driveway, making visibility of on coming traffic very limited.

We strongly encourage the city to assign spots on N. Winooski Avenue for short term parking so that we can all stay safe!

Thank you,

Annika & Jens Hawkins-Hilke

Fri 12/14/2018

Hello! I have a child who goes to Burlington children's space and I understand it is being considered to put two short term parking spaces in front of the building. I think this is a great idea and will greatly improve safety at pick up and drop off, as leaving the driveway is very difficult due to lack of visibility. I hope you consider approving this request. Thank you!

Lena Szumowski

Hyde St

Public input correspondence phone calls

Thu 12/16/2018

Associate Engineer Phillip Peterson received a phone call from Sarah, a North Winooski Avenue resident. Sarah is in favor of the proposed 30-minute parking spaces.

Philip Peterson
City of Burlington
Department of Public Works

December 16, 2018

Dear Mr. Peterson:

My name is Howard Dolan and I am the owner of Dolans Auto at 250 North Winooski Avenue. I recently received your letter regarding the request from 241 North Winooski Avenue proposing the modification of two existing spaces. The request is to make these spaces between 7:30-9:30 am and 3:30-5:30 pm time limited to 30 minutes Monday-Friday. According to the letter I received the reason for this change is to "improve the safety of the children and families of the Burlington Children's Space". I am wondering why it would be safer to drop of children on North Winooski Avenue which is incredibly busy rather than in the parking lot attached to the building which is so much safer?

As the owner of Dolan's Auto as well as a resident of this location for over 40 years I am not in favor of this change. At this point there are already so many no parking signs that there is very little parking for anyone who lives in this area. In addition, for children to be dropped off on a street in a designated truck route seems like a very dangerous proposal. Thank you for your time and consideration on this matter.

Thank you,

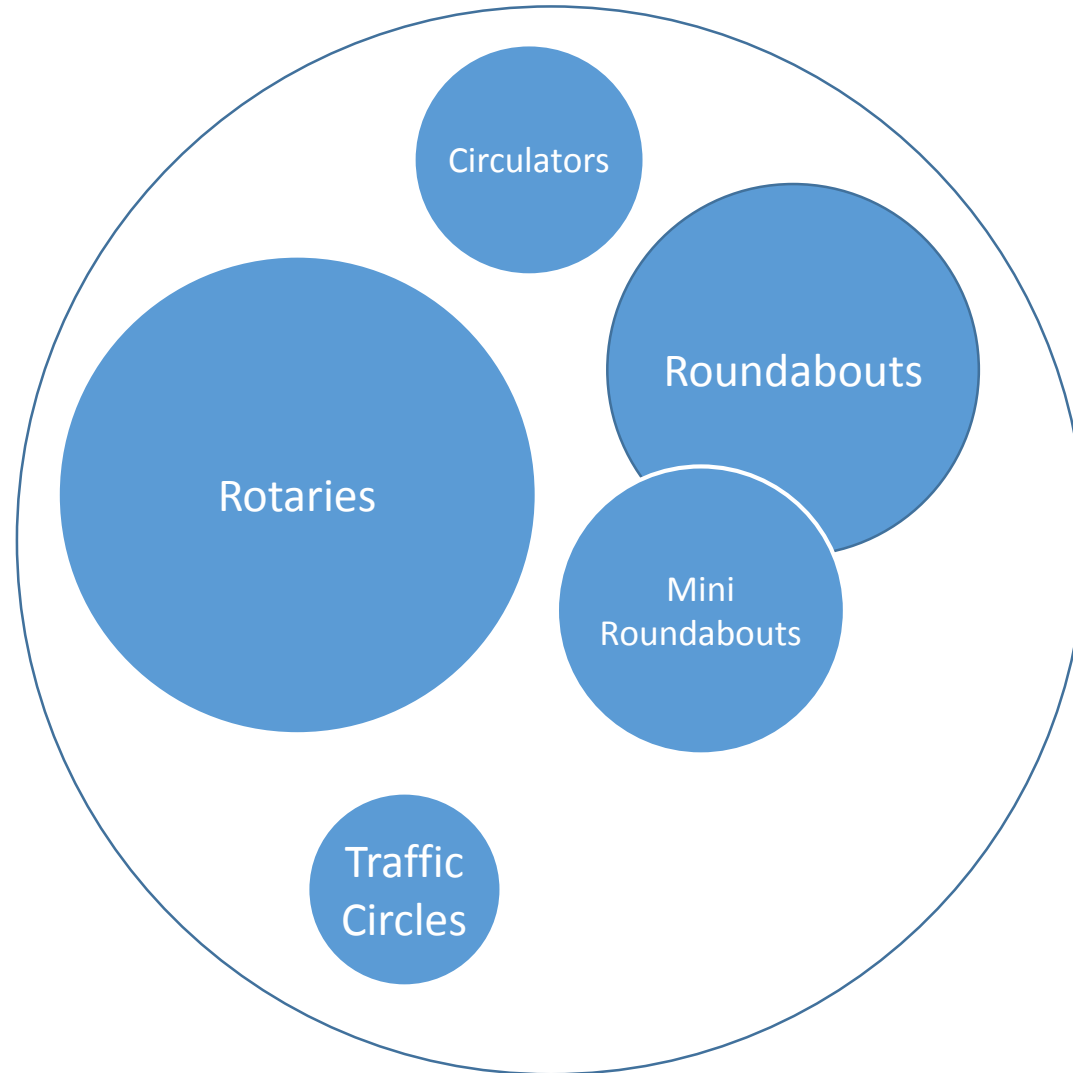
Howard Dolan

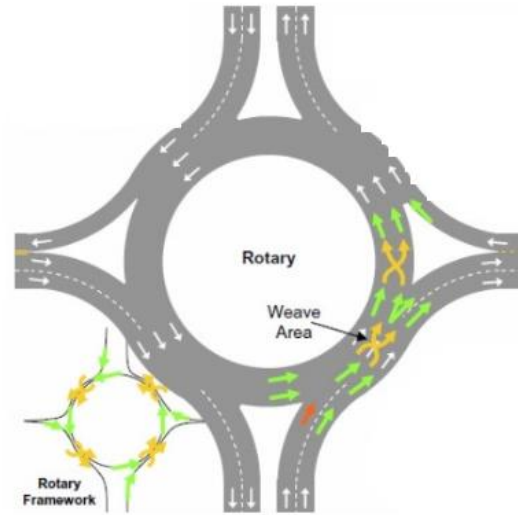
Roundabouts in Burlington

Public Works Commission

December 2018

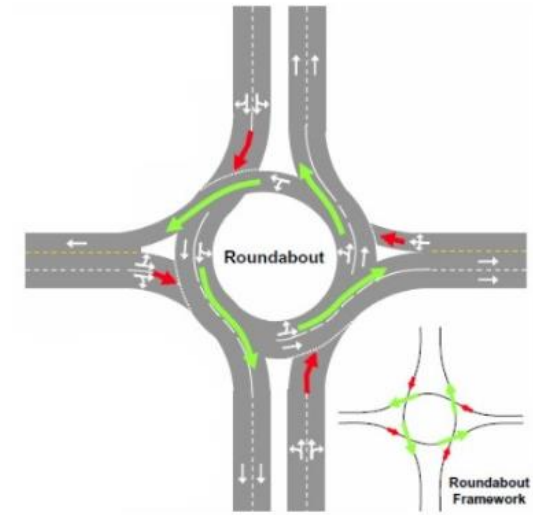
Circular Intersections





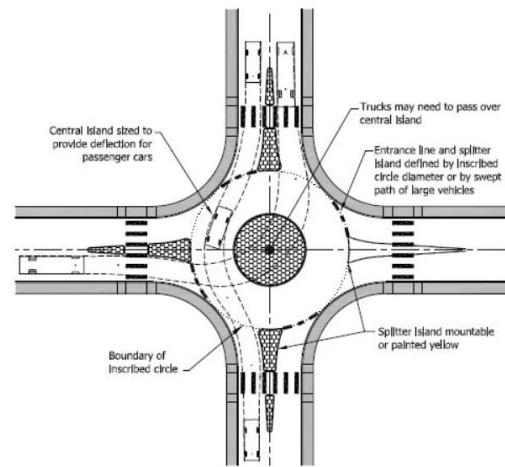
Rotary

- Generally larger and designed for higher speeds
- Do not always have yield control / speed control for entering vehicles



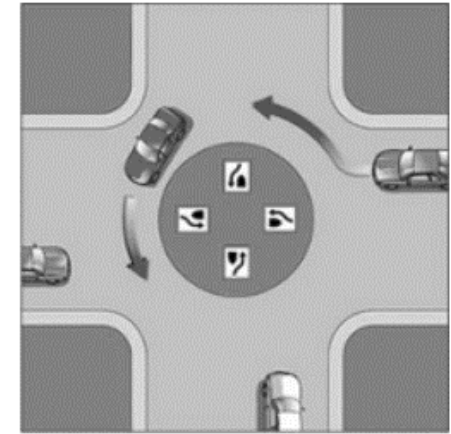
Roundabout

- Splitter islands for yield control and speed of vehicles entering
- Center island
- Shape can vary
- Number of lanes can vary
- No traffic signals (circulator)



Mini Roundabout

- Single lane
- Splitter islands are raised, mountable
- Center island is raised, mountable
- Generally 45' – 90' diameter
- Lower cost and smaller footprint than standard roundabout

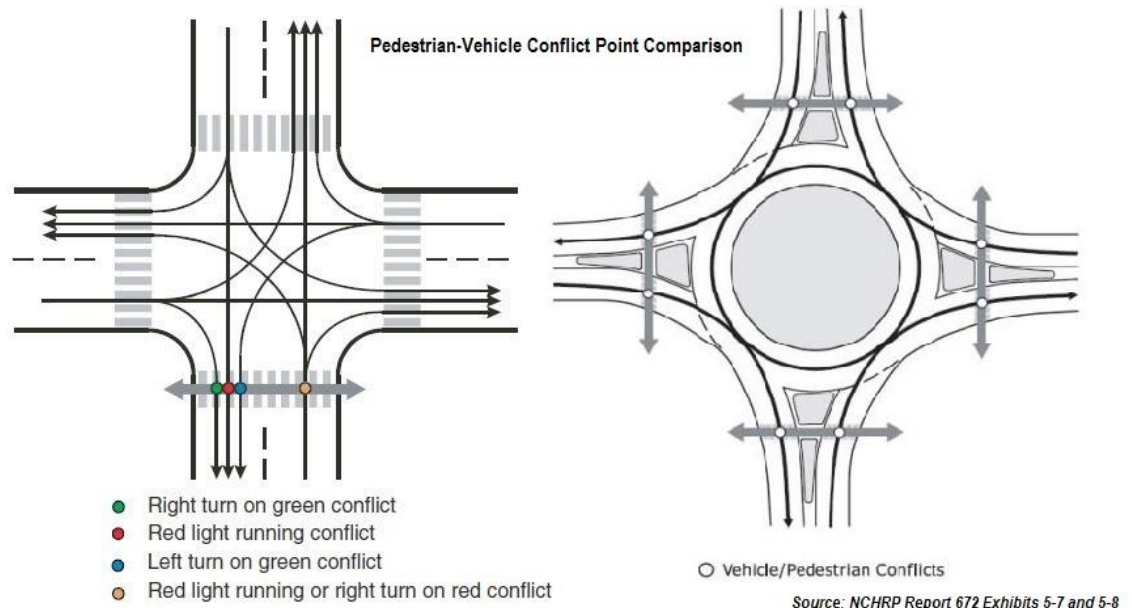
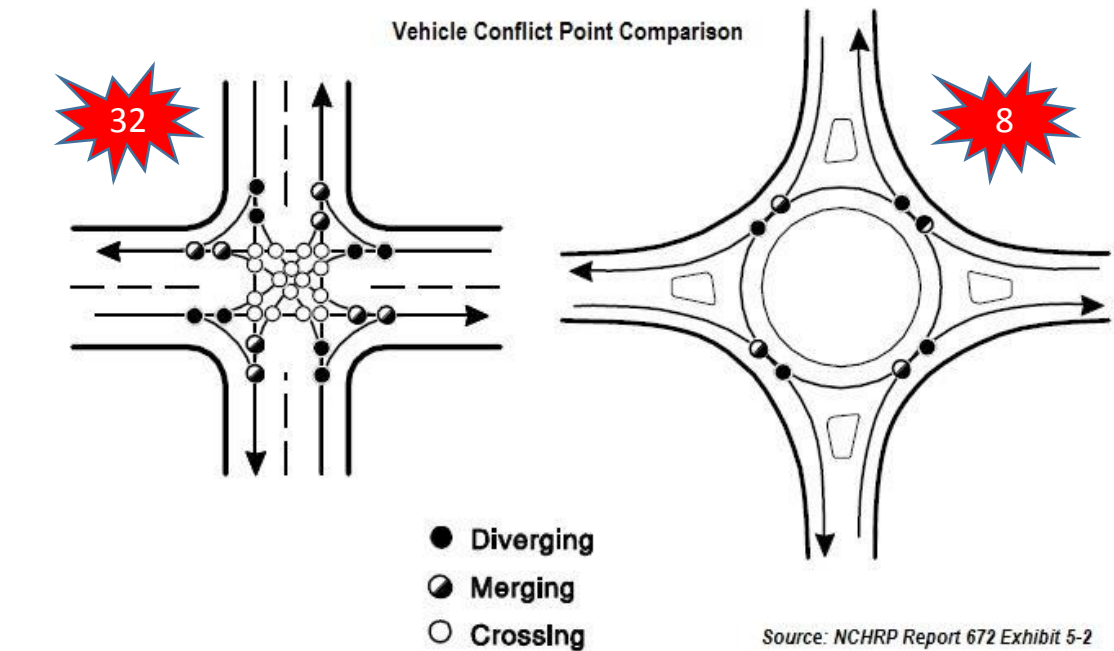


Traffic Circle

- Single lane
- No yield control for vehicles entering
- No crosswalk adjustments
- Slow traffic in a residential area with low traffic volumes
- May beautify the street
- Large vehicles turn left around or in front of circle

Roundabout Benefits

- Slow speeds through the intersection
- Fewer conflict points
- Less severe conflicts
- Often safer than conventional intersections
- Aesthetic opportunities
- Can be less expensive than conventional intersections
- Reduced vehicle idling
- Can improve traffic operations*



Considering Roundabouts in Burlington

Design Approach

- Roundabouts are considered as an alternative in any intersection scoping or redesign
- FHWA Guidance for Mini-Roundabouts
 - % truck traffic, number of lanes, traffic volumes on approaches, peak traffic
 - CAP-X Planning Capacity Tool

Urban constraints

The additional ROW needed for turning/storage lanes is often much more extensive than the corner properties needed for a roundabout



Urban Roundabout
Alternative



Improved Signalized
Intersection Alternative

Projects that did not consider roundabouts

- Archibald St / Winooski Ave Study (2011) – limited scope for small-scale improvements
- Pearl St Corridor (2015) – limited scope for interim-design alternatives
- Bike Path Intersection Scoping (2014)

Projects that considered circular intersections

- Strong St / Blodgett St traffic circle
- South End neighborhood traffic calming
- North / South Bicycle & Pedestrian Route Study & planBTV Walk Bike
- Shelburne St Roundabout (2021 construction)
 - Vermont Agency of Transportation Highway Safety Program – 100% funding for eligible costs
- Champlain Parkway
- North Ave / Rt 127 Intersection Scoping
- Colchester Ave / Pearl St / Prospect St Scoping
- Winooski Ave / Howard St / St Paul St Scoping
- North Ave Corridor
 - North Ave / Ethan Allen Parkway Scoping (underway)
- Colchester Ave / Riverside Ave / Barrett St / Mill St Scoping
- Neighborhood Greenways
- North Ave / South Road (Cambrian Rise)
- Winooski Ave Corridor Transportation Study (underway)



2005 North / South Bicycle & Pedestrian Route Study

Winooski Avenue

Improved safety for pedestrians and bicyclists

Improved streetscape and cityscape



2017 planBTV Walk Bike

LOCATION*	URBAN ROUNDABOUT	MINI-ROUNDABOUT	TRAFFIC CIRCLE
Archibald & Intervale		X	X
Colchester & East Ave	X	X	
Colchester & Prospect & Pearl		X	
Colchester & Riverside & Barret	X		
Howard & St Paul & Winooski		X	
Intervale & Oak & Riverside		X	
Lakeside & Pine	X		
Loomis & North Prospect			X
Main & South Prospect	X		
Manhattan & Spring		X	
Maple & Battery	X	X	
Maple & Summit			X
North Ave & Institute	X		
North Ave & Plattsburg		X	
North Ave & Route 127 Ramps	X		
North St & North Prospect		X	
North St & North Willard		X	
North Willard & Loomis		X	

LOCATION (CONTINUED...)	URBAN ROUNDABOUT	MINI-ROUNDABOUT	TRAFFIC CIRCLE
Pearl & Willard		X	
Pine & Flynn		X	
Pine & Home		X	
Randy & Hope			X
Shelburne & Flynn	X		
Shelburne & Home	X		
Shelburne Road Rotary	X		
Shore & Dale			X
South Winooski & Bank	X	X	
South Winooski & Cherry		X	
South Winooski & College		X	
South Winooski & Main	X	X	
South Winooski & Pearl	X	X	

*Not that the locations in the charts above are intended to be an initial list of suggestions, not a comprehensive analysis. More detailed, further review may identify additional opportunity sites.

Roundabouts: A Field Guide

Roundabouts offer many benefits, including increasing safety, road capacity, and design, and they are a tool that should be considered for Burlington's intersections. Single lane roundabouts have an excellent safety record for all modes of transportation, and can accommodate car traffic in fewer lanes, potentially leaving more room on the streets for biking and walking. (Note that multi-lane roundabouts lose many of the safety benefits of single-lane roundabouts.) Roundabouts come in many sizes and styles, and each type has a place on Burlington's streets. See the following page for details about potential opportunity sites for each of the roundabout types described below.



Main and High Street roundabout in Plymouth, NH between downtown and Plymouth State campus.

MODERN URBAN ROUNDABOUT

Definition: Typically greater than 90 feet in diameter (measuring the outside edge of the traffic portion), these roundabouts especially good for slowing down traffic, thus increasing safety for everyone.

Cost Range: Typically \$3 to \$5 million, due to high design and engineering complexity, and need for acquiring property, relocating utilities, etc.



Mini-roundabout from Fort Collins, CO

MINI-ROUNDABOUT

Definition: Have many of the same features of a full sized roundabout, but in a pint-sized version. Mini-Roundabouts are completely "mountable" by larger trucks.

Cost Range: Much lower than Modern Urban Roundabouts. Depending on design, can range from \$100,000 to \$300,000. Vermont's first Mini-Roundabout is located in Manchester, VT.



Flickr: Dylan Passmore

NEIGHBORHOOD TRAFFIC CIRCLE

Definition: Roundabout used for traffic calming and beautification on low volume neighborhood streets. Large vehicles have to make their left turns "left of center" of the island.

Cost Range: Less than \$50,000, depending on materials and landscaping.

Champlain Parkway

2011 Act 250 Permit Preparation

Roundabouts were compared to signalized intersections at 4 locations

Not recommended or selected

2015 Safety Improvements

Intersection reconfigurations are now beyond what is feasible at this stage of the project in order for our partners to continue the project (only safety improvements that do not impact operational performance or trigger permit reevaluation)



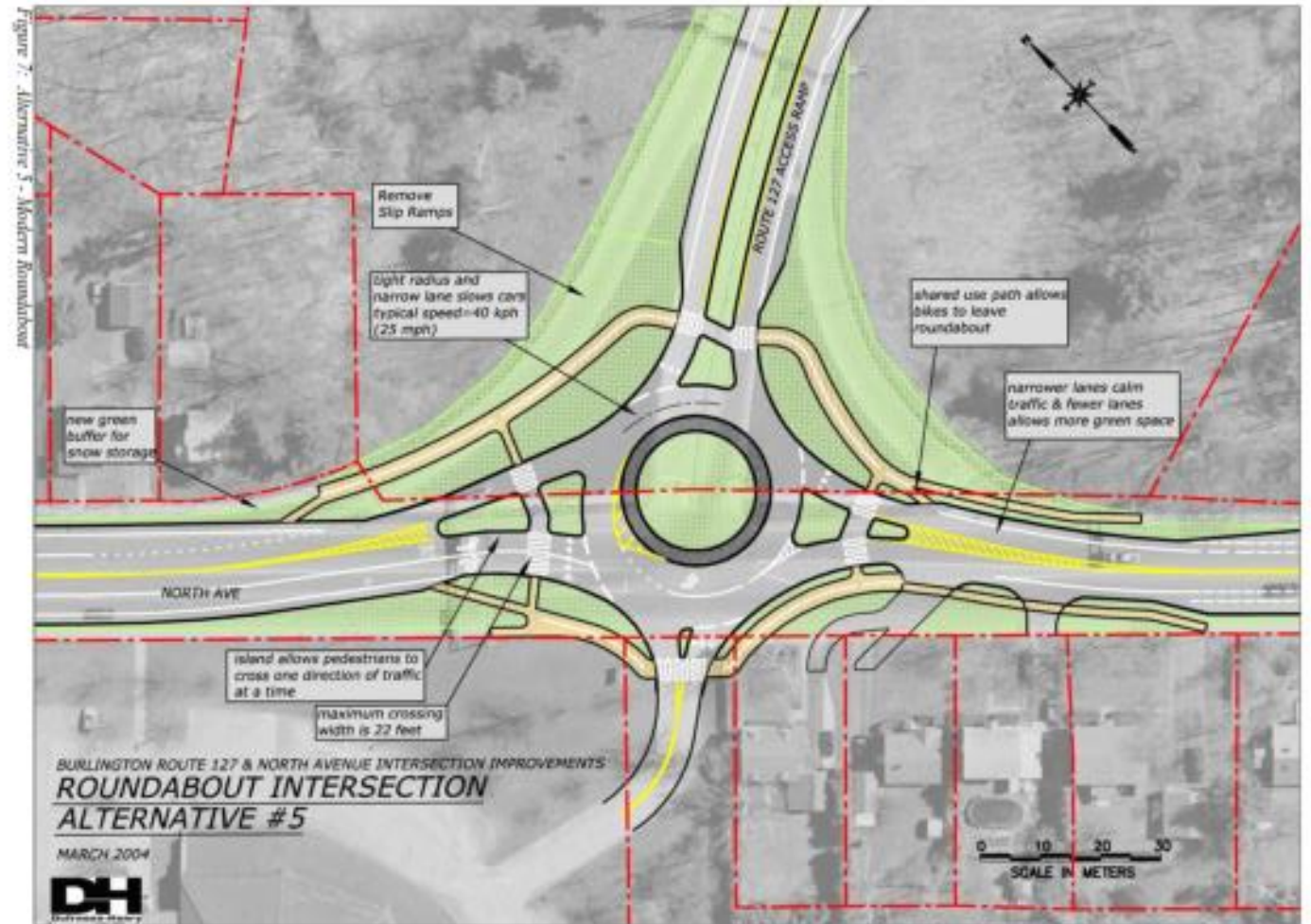
2005 North Ave / Rt 127 Intersection Scoping

Alternative 5:

Strong technical alternative

Limited community support in 2005

More community support during the North Ave Corridor Study. Will be evaluated again in supplemental scoping.



2015 North Avenue Corridor Study

Recommends intersection scoping to include:

Plattsburg Ave mini roundabout

VT 127 roundabout

Institute Rd roundabout

Ethan Allen Parkway roundabout (**scoping underway for roundabout and signalized alternatives**)

Figure 81: Plattsburg Ave Concept 3

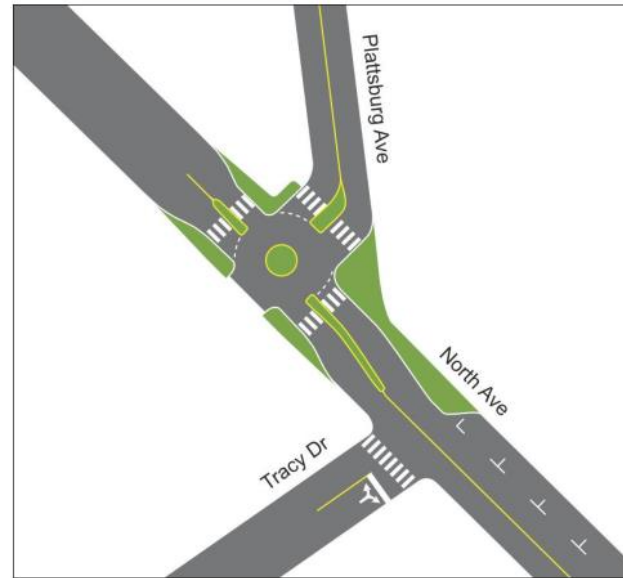


Figure 87: Ethan Allen Parkway Concept 2 (Three Lanes)

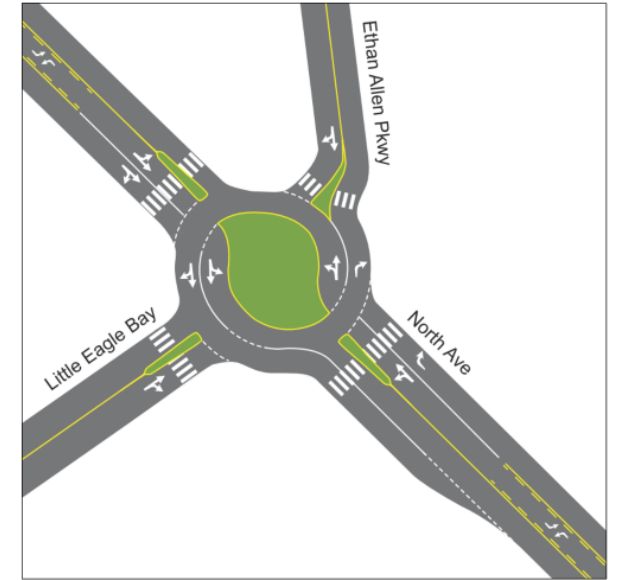


Figure 90: VT 127 Ramps Concept 3 (Three Lanes)

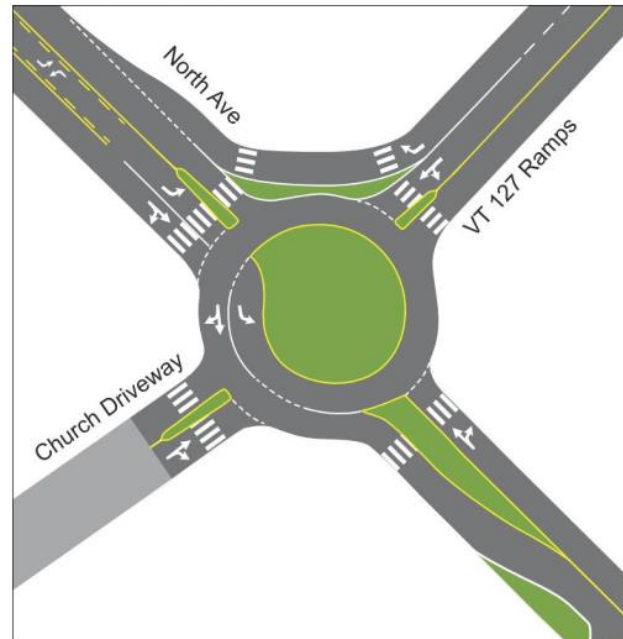
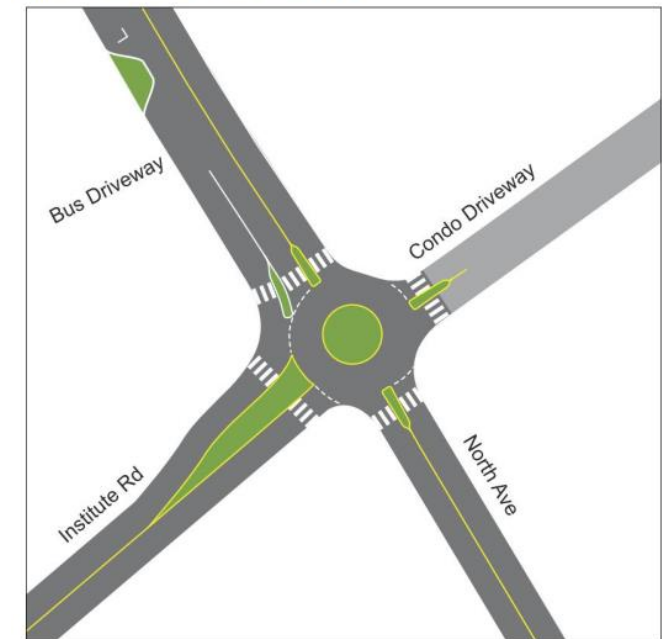


Figure 92: Institute Road Concept 2



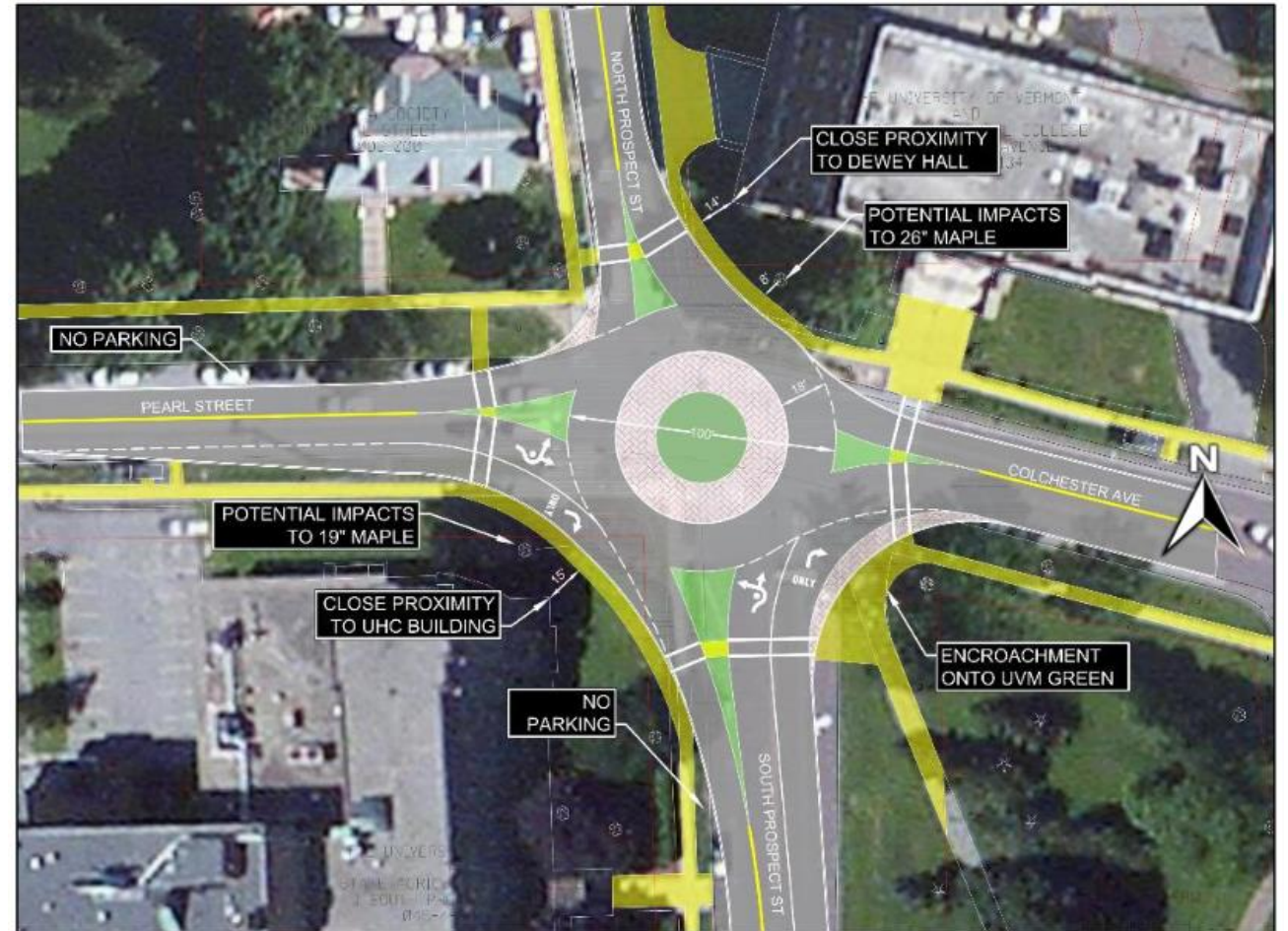
2013 Colchester Ave / Pearl St / Prospect St Scoping

Alternative 3:

Traffic analysis (Sidra) showed significant westbound congestion (LOS D-F)

Parking impacts

Close proximity to two buildings



2018 Winooski Ave / Howard St / St Paul St Scoping

Alternative 4: Dual Roundabouts

\$1.9 - \$2.4 mil

Take one property

Potvin Park impacts

3 driveways within roundabout

Parking loss (5 off street, 8 on-street)

Alternative 5: Modern Roundabout

\$1.6 - \$2.1 mil

Take two properties

Impact one historic structure

Parking loss



Evaluated but not feasible as an alternative:

- Mini roundabout
- Dual roundabout centered on S. Winooski Ave
- Signalized intersection adjacent to roundabout

2018 Colchester Ave / Riverside Ave / Barrett St / Mill St Scoping



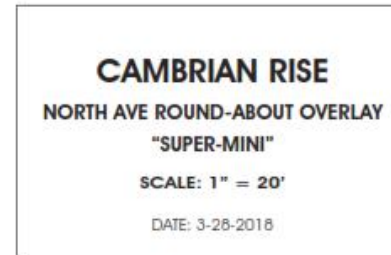
CRITERIA	No Build	Short Term Improvements	Alternative 1 4 Way Intersection	Alternative 2 4 Way Intersection w/ Separate Right Lane	Alternative 3 Roundabout
Project Costs	\$0	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Some	Better	Better	Best
Provides Safer Bicycle Connectivity Winooski to Burlington	No	Some (allows safer east/west bicyclist movements)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett)
Reduces Potential for Crashes	No	Some	Better	Better	Best
Reduces Intersection Complexity	No	No	Best	Best	Better
Manages Peak Hour Congestion	No	Some	Some	Better	Best
IMPACTS					
ROW Impacts	None	None	Minor (1600 sf)	Minor (1600 sf)	Major (4000 sf/ 1 house)
Historic Resources	None	None	None	None	Major (Removes 4(f) resource)
Stormwater	No change	No Change	Treatment opportunity	Treatment opportunity	Treatment opportunity
Net Change in On-street parking spaces	0	Some (-1 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)	More (-5 – N. of Barrett St. -2 – S. of Barrett St.)
Aerial Utilities	0	0	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)

2018 North Ave / South Road (Cambrian Rise)

City Engineer consulted with FHWA, Vtrans,
TRB publications

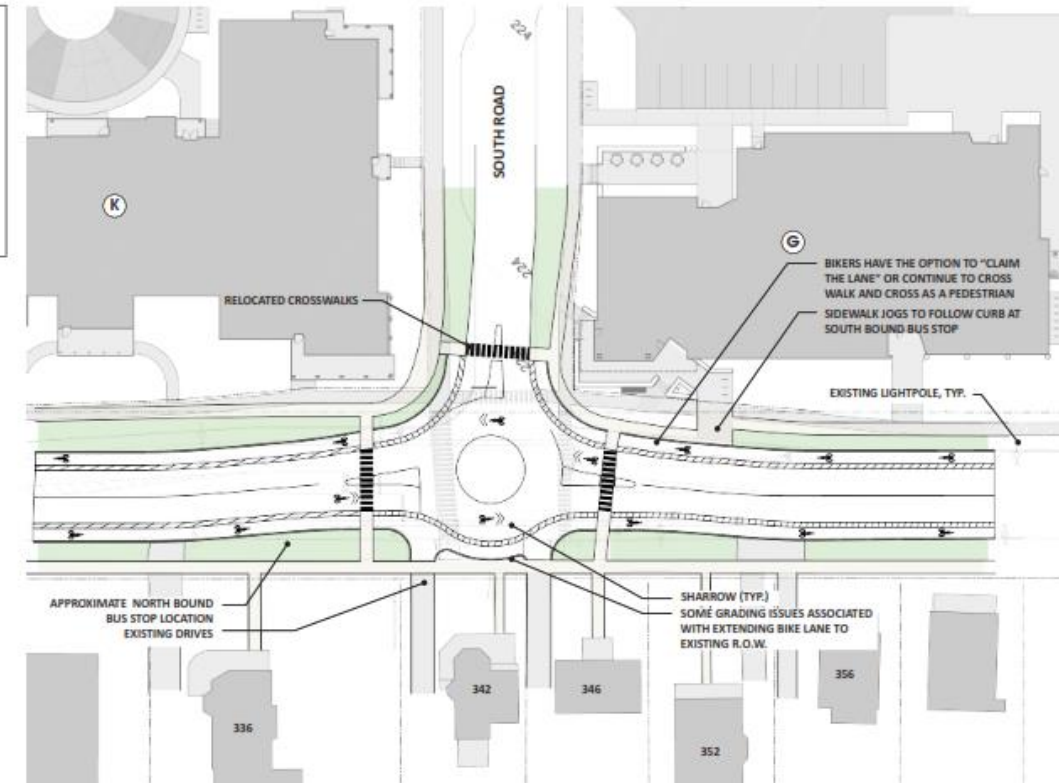
Traffic volumes are anticipated to exceed
intersection capacity by 2020:

- 1300 VPH suggested for mini roundabouts; 1700+ VPH projected for Cambrian Rise in 20 years
- minor street traffic is only 23%, which would function until 12,500 VPD; projected to exceed this by 2020



DESIGN CRITERIA

- INSCRIBED CIRCLE DIAMETER - 57'
- CENTER ISLAND DIAMETER - 27'
- LANE & ENTRY LANE WIDTH - 10.5'
- CIRCULATING WIDTH - 15'
- MOUNTABLE SPLITTER AND CENTER ISLANDS
- BIKERS HAVE OPTION TO CLAIM LANE
- OR - USE CROSSWALK
- INSTALL RRFB'S AT CROSSWALKS



BURLINGTON ROUNDABOUT HES 5000(18) CONCEPTUAL PLAN



VT STATE PLANE GRID

EXAMPLES OF WALL



EXAMPLE OF TRACKING APRON



EXAMPLE OF A STAMPED PATTERN



EXAMPLE OF TRUCK APRONS



EXAMPLE OF RAISED CROSSWALK



EXISTING "ROTARY"



LEGEND

- BUILDING/STRUCTURE
- ROADWAY
- GREEN SPACE
- DRIVEWAYS & PARKING LOTS
- CROSSWALK
- SIDEWALK & SHARED-USE PATH
- ISLANDS & APRONS
- EXISTING ROW
- ULTIMATE CURB LINE

What's Next?

We keep trying!

- 2018 Vtrans Bicycle & Pedestrian Program – unsuccessful scoping request for Colchester Ave / East Ave intersection; potential candidate for 2019
- Intersection reconstruction is expensive and funding is limited

COMMISSION MEETING SIGN IN SHEET

Date: 19 Dec 2018

[illegible]

Please note that this sign-in sheet and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

To: Chapin Spencer and Tiki Archambeau,

I am submitting this comment for the Dec 19, 2018 DPW Commission meeting on the topic of roundabouts.

I live in Wharf Lane Apartments at 57 Maple St just a block from the intersection of Pine and Maple. I navigate this intersection daily. Twice a day during the morning and afternoon rush hours there is a serious bottle neck – in one direction heading west cars are backed up all the way down Maple St, around the corner and up the hill on Battery St all the way to Main St. In the other direction cars are backed up from the intersection south down Pine St to Kilburn St and sometimes even further. The idling cars create a health hazard for those living in houses along the route. The build-up of exhaust from idling cars is especially difficult for those suffering from asthma and respiratory difficulties. During the summer months we can not open our windows else we'd be breathing in the toxic fumes. We were really disappointed that we would not be getting a roundabout to alleviate the bottleneck at this intersection.

In addition to the higher capacity that roundabouts have to handle traffic more efficiently than traffic signals and stop signs, they also significantly reduce climate change emissions. Traffic that is smoothly flowing isn't wastefully idling. We should adopt a goal to install more roundabouts as a city-wide effort to reduce climate change and improve the respiratory health of city dwellers. This is a very concrete step we can take to be part of the solution instead of part of the problem. With the recent national and global reports citing the increased sense of urgency around climate change, we can't afford to be designing roads with 20th century technology. Every department in our city, including the DPW, should be re-examining steps they can take to be part of the solution. We should be installing roundabouts everywhere space permits instead of traffic signals and stop signs.

Many people in the South End applaud the efforts of the Pine Street Coalition who has worked tirelessly to bring commonsense, up-to-date improvements to the Champlain Parkway project. Roundabouts could and should be one positive step that our city could take to help reduce climate change emissions. Even AARP advocates their usefulness with an ever-watchful eye on the health of the aging population. Please commit to installing roundabouts around town so we can experience the positive impact they can have. It's one small, yet concrete step we can take to help us meet our climate change goals.

Thank you for considering this request.

Donna, Ward 5

Item 5
Roundabouts

Tony and Nicole

Thank you for alerting me to this. Unfortunately I am out of town, otherwise for sure, I would be at the meeting to express my strong support for roundabouts. You already know how important this is for me. I (for years) have viewed it as a critical (preferable) mechanism for intersection traffic safety. Aside from the (what seems obvious) safety benefits, atheistically, functionally, for efficiency, roundabouts seem so preferable in most intersections. The possibility of no electrical use at intersections is also very appealing. If either of you wish to make my feelings known at tonights' meeting- you more than have my blessing.

Thanks again,
Serrill Flash

Nicole Losch

From: Phil Hammerslough
Sent: Wednesday, December 19, 2018 12:22 PM
To: Nicole Losch
Cc: chapincspenser@burlingtonvt.gov; TONY Redington; Burlington Walk/Bike Council
Subject: A round & roundabouts

Dear Nicole,

This should really be a no brainer. Despite the many years Tony has been a voice in the wilderness, about time we accepted his research, findings, and determination to have Burlington join the 21st Century and the rest of the world in using roundabouts rather than traffic lights & stop signs whenever it is possible.

Here are some of the less obvious reasons roundabouts are superior to traffic light & stop signs.

1. during power outages roundabouts still work.
2. roundabouts use no electricity and therefore reduce carbon emissions
3. Unlike traffic lights, roundabouts don't require complex and costly programs to monitor their timing
4. Unlike traffic lights roundabouts don't blow in the wind or fall down.
5. Roundabouts don't get stolen and end up in dorms and apartments!
6. Roundabouts might reduce the need for crossing guards. (This might be a loss since crossing guards are a friendly bunch.
7. Roundabouts create green spaces for flowers & shrubs .

These are just a few of the seldom mentioned advantages of roundabouts that compliment the more important functions such as reducing crashes and fatalities , creating a safer way for pedestrians and cyclists to cross intersections, etc. etc.

Cordially,
Phil Hammerslough

12/2018

Burlington Traffic Signals (75) Death List 1998 to Date

There are now and estimated 8,000 roundabouts in the U.S. and Canada—only one pedestrian and one cyclist fatality has occurred to date since the 1990 introduction of roundabouts to North America. Burlington with its 75 traffic signals is the site of more pedestrian fatalities (two) than at all 8,000 roundabouts and an equal number of cyclists (one).

AAA has been the national advocate for Vision Zero (no serious and fatal injuries on our highways). Our City Council will shortly vote on adopting a Vision Zero policy. The most important AAA treatment to obtain a huge reduction in serious fatal injuries—30% of the AAA goal? The roundabout!

Bruce “Sam” Lapointe, 63, Winooski, pedestrian, vehicle crash, Barrett Street crosswalk at Colchester Avenue, **2011**

Kaye Borneman, 43, Burlington, Dealer.com employee, driver, two-vehicle T-bone crash, Main and St. Paul Streets, **2010**

Raymond Herbert, 23, Vergennes, driver, Main and Spear Streets, two-vehicle crash, **2005**

Charles Burch, 72, Burlington, advertising executive, bicyclist, vehicle crash, Manhattan Drive/VT 127, **2004**

Linda Ente, 48, Winooski, supermarket employee traveling from work, pedestrian, Home Avenue/Shelburne Street crosswalk **1998**

- Notes:** 1. The 2017 planBTV Walk Bike identified 17 intersections, “the Dirty 17”, averaging one injury per year, most with traffic signals. Five downtown Vermont roundabouts recorded one pedestrian non-major injury in a half century, one injury per decade overall.
2. Of 14 Vermont roundabouts built since 1995, not one on a busy Chittenden County street.

3. For those aged 4 to 34 highway crashes remain top cause of death.
4. At busy intersections, a roundabout cuts by about 30% gasoline use (annual reductions in 1,000s of gallons) and as well as climate change emissions and other pollutants
5. NY State Department of Transportation "roundabouts first" policy adopted in 2005 and since adopted by several states and two Canadian provinces.
6. Mini roundabouts applicable to tight right-of-way locations like along Pine Street constitute a low cost (as little as \$60,000) treatment that takes only weeks to design and build.
7. "Burlington Transportation Plan" (2011) terms safety consideration in roadway investments as "critical."
8. Nationally a surge in highway deaths since 2015 is unprecedented in a half century, includes a 46% increase in pedestrian deaths since 2010.
9. Roundabouts cut serious and fatal injuries "about 90%" (Insurance Institute for Highway Safety).
10. Statistically valid studies of single lane roundabouts show up about 90% reduction in pedestrian crashes and substantial reductions in cyclist injuries.

Tony Redington

Walk Safety Advocate

TonyRVT99@gmail.com

Item 5. Roundabout

Good Evening,

My name is Charles Simpson. I'm a retired urban sociologist with the State Univ. of New York. I'm no expert on roundabouts, but I have done published research on highways and the urban fabric. I'm on the Winooski Ave. Corridor advisory group and with the Pine Street Coalition.

At least two locations in Burlington cry out for single lane roundabouts. I say single lane because in my experience, these take the least space and eliminate the hazards of switching from an inner to an outer lane in order to exit the roundabout.

The first location is a blank slate, the point where the south end of Pine street crosses the dormant Champlain Parkway and connects to Queen City Park Road. A roundabout here will do four things:

1. it will slow traffic transitioning from the interstate into the city
2. It will be an aesthetic focal point, in effect a gateway feature saying to motorists, you are now on a city street.
3. It will retain connectivity between Burlington and South Burlington, currently planned to be cut off.
4. It will provide for safe pedestrian and bicycle access between the two cities, which currently and in the plans do not exist.

The second location is the intersection of Main Street and South Winooski Ave. This is perhaps the busiest intersection in the city and on or close to the highest accident locations.

Here there are also four reasons to locate a roundabout there:

1. It is also an aesthetic gateway feature, telling drivers that they have entered Burlington and its more dense network of streets.
2. It is a safe motorist transition to So. Winooski Avenue which is likely to be reduced to two travel lanes, one in each direction.
3. It is intensely used by pedestrians, cyclists, those pushing child carriages and in wheel chairs. Cross walks at the four quadrants of the roundabout operated by on-demand flashers will add up to pedestrian and cyclist safety even as traffic in the absence of walkers moves smoothly.
4. As a heavily used intersection in a dense area of the city a block from a public school and our city's civic center, toxic emissions from internal combustion engines should be minimized. Idling times at roundabouts are considerably less than at signal crossings.

I thank you for opening up the discussion of highway safety and efficiency to include the mechanism of the roundabout, something that Europe, Canada, and other cities in Vermont including our state capital, have endorsed for many decades.

Item 5: Roundabout

Commissioners,

Thank you for taking up the question of roundabouts tonight. I want to briefly explain – as a walker, cyclist, a driver and a grandfather – two reasons why Burlington needs to get over its outdated attachment to signalized intersections.

One is vehicular emissions. We are killing this planet, our home, with a wasteful lifestyle and greenhouse gas emissions from cars and trucks represent a significant portion of the problem. Convincing Americans to drive less has not been successful, but re-designing intersections with modern roundabouts that immediately cut emissions up to 65% would be a fast, efficient way to address the issue. This would truly be a way to act locally to reduce climate change. There is a cost constraint, you say. But in fact, for new intersections, roundabouts are ^{as inexpensive} ~~cheaper~~ to install and *cheaper to* maintain than signals. And what is the cost of losing our home to the floods, storms, droughts and catastrophes of global warming?

My other point is about safety. You will have noticed that, at every major intersection in Burlington, drivers are shaving red lights closer and closer. It is now the norm rather than the exception for drivers to speed through red lights. There is a potential disaster, injury or death in every one of these incidents. There are no lights at a roundabout, few delays. Traffic accidents, injuries and deaths are dramatically reduced. There is a cost, you say. But what is the cost of your child's life? What would be the cost of a debilitating injury to your neighbor or co-worker?

I urge you, as Public Works commissioners, to approach this question of roundabouts with an open mind. Listen, ask questions, learn. Then please take action.

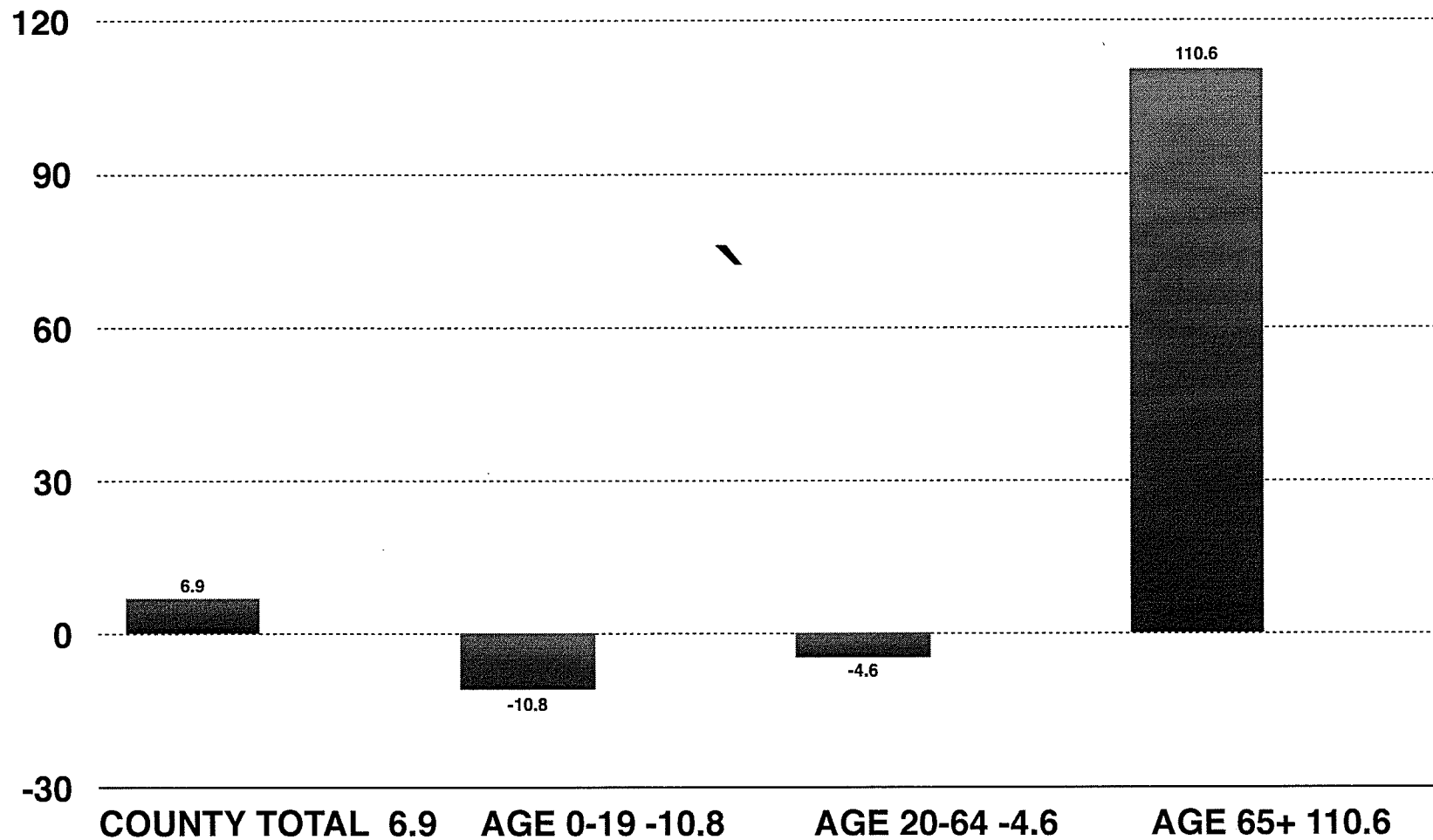
Andrew Simon

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U.S. Highway Safety Record since 1990— Descent from 1st to 17th place

- U.S. twice the rate per vehicle of co-leader with us in 1990, UK, and new co-leader Sweden
- U.S. excess deaths over 20,000 a year and more than a million excess injuries
- Finally both federal law (2011) and current first strategic goal of Federal Highway Administration: safety and reducing casualty rates
- Primary cause of death age 4 to 34: highway crash
- Unlike opioid and gun violence, government controls highway safety and we know how to return to first tier nation—not rocket science

**Table 2: Chittenden County Age Group Percent Population
Change Projection 2010-2030**



CHITTENDEN COUNTY 2010-2030

1. County population under 65 DECLINES about 15 per month (~200/year)
2. County population 65 and above CLIMBS about 80 per month (~1,000/year)
3. Statewide—annual senior population growth equal the Town of Stowe
—annual decline of under 65 equals the Town of Johnson

SAFETY FIRST STEP?

First step for safety is safe street design and most agree that means first and foremost modern roundabouts!

AAA, AARP, Federal Highway proven safety measures, GEICO—all put roundabout first or second on the list.

U.K. originated the roundabout and #1 in safety Sweden boasts more roundabouts than signals and now converting 40% of remaining signal to roundabouts!

**US FIRST
NATIONAL
ROUNDABOUTS
WEEK
SEPTEMBER 17-21,
2018**

THE MODERN ROUNDAABOUT

—The Intersection Safety Belt

*—The iPhone of Intersections Composed of
Stone Age Materials*

1. Cuts serious/fatal crashes ~90%
2. Slashes busy intersection climate change emissions about a third (gas use and other pollutants ~1/3)
3. No delay for pedestrians (single lane cuts pedestrian fatalities ~90%) and vehicle delay
4. Definition of scenic quality
5. Fights sprawl
6. Low maintenance cost, no electric bills

Keck Circle, Montpelier (Main/Spring) 1st VT modern roundabout, 1995, 19th in US

First roundabout east of Vail, CO and north of
Maryland

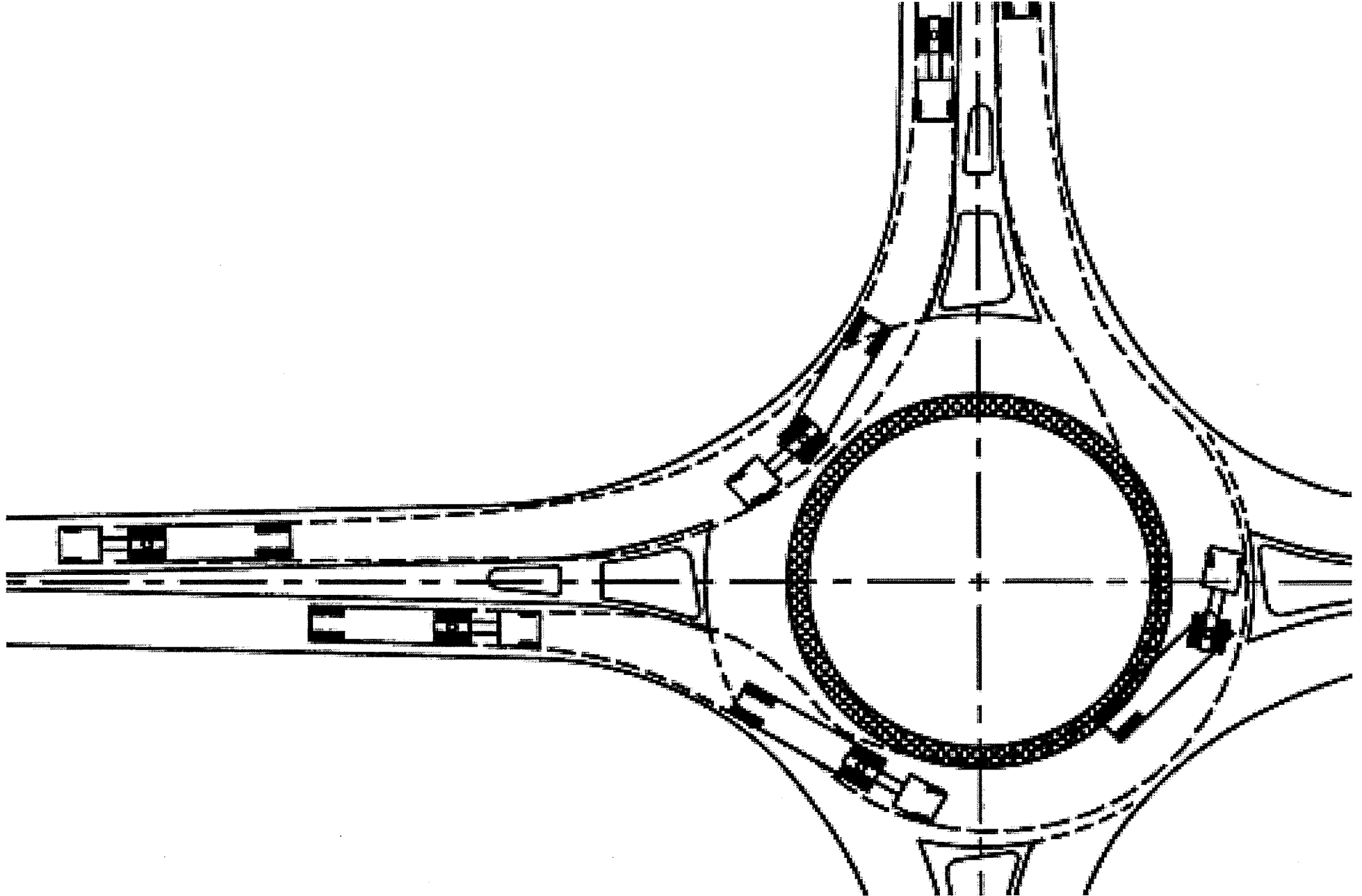
- Five downtown roundabouts in VT (Montpelier, Middlebury and Manchester Center [3]). In a half century just one pedestrian injury (not serious) and four minor car occupant injuries



TWO PRIMARY FACTORS FUNCTION TO INSURE ROUNDAABOUT SAFETY

1. Deflection of vehicles from straight path at entry, thereby reducing speeds
2. Holding diameters reasonably short thereby insuring continued vehicle speed management to exits

DEFLECTION—KEY TO SAFETY



U.S. Study — roundabouts cut incapacitating injures/ fatals “about 90%”

Single lane roundabouts cut pedestrian injuries
about 90% and decrease bicycle injuries
significantly

600 foot diameter Traffic Circle
200 foot diameter Modern Roundabout inside—Kingston, NY 1999



**Traffic Circles: Winooski
Downtown — 200x500
Feet, about the size of
Barre's Thunder Road 1/4
mile racetrack
Several times the size of a
modern roundabout**

Roundabouts are circular intersections designed so that:

- 1. Entering traffic must yield to circulating;**
- 2. Entering vehicles are deflected by splitter islands, creating a low / similar speed environment;**
- 3. Circulating vehicles must travel around a non-mountable center island.**



Typical Roundabout Design

Note pedestrian safety keyed by moving crosswalk back from circulating traffic, pedestrian crosses only one direction of traffic at a time, and is provided a median, a refuge, separating traffic directions

An Equality Street: separate, safe vehicles, bicycle and pedestrian ways

Each travel mode provided their own travelway.

So, each mode enjoys a highly safe travelway!



Equality Intersection

This Dutch design provides an “equality intersection” with separate lanes for pedestrians, bicyclists and vehicles.

In urban area roundabouts with limited space, bicyclists are given the choice of moving to shared space with pedestrians or “taking the vehicle lane” to travel through the vehicle travelway



**Next two photos—Manchester
Center “Function Junction” (VT
7A/VT 30) and mini roundabout
(VT 7A/VT 30) followed by two
photos of Waterbury VT 100/
US 2 East roundabout, last
photo, Middlebury Roundabout
facing new municipal building**



Burlington Pedestrian/Cyclist Fataals at 75 Signals Exceed All U.S. and Canada Roundabouts

From 1990 first roundabout through 2017
Burlington recorded at least three pedestrian and
cyclist deaths at its 75 signalized intersections—
two pedestrians and one cyclist.

For 8,000 roundabouts built to date just one
pedestrian and one cyclist fatality.

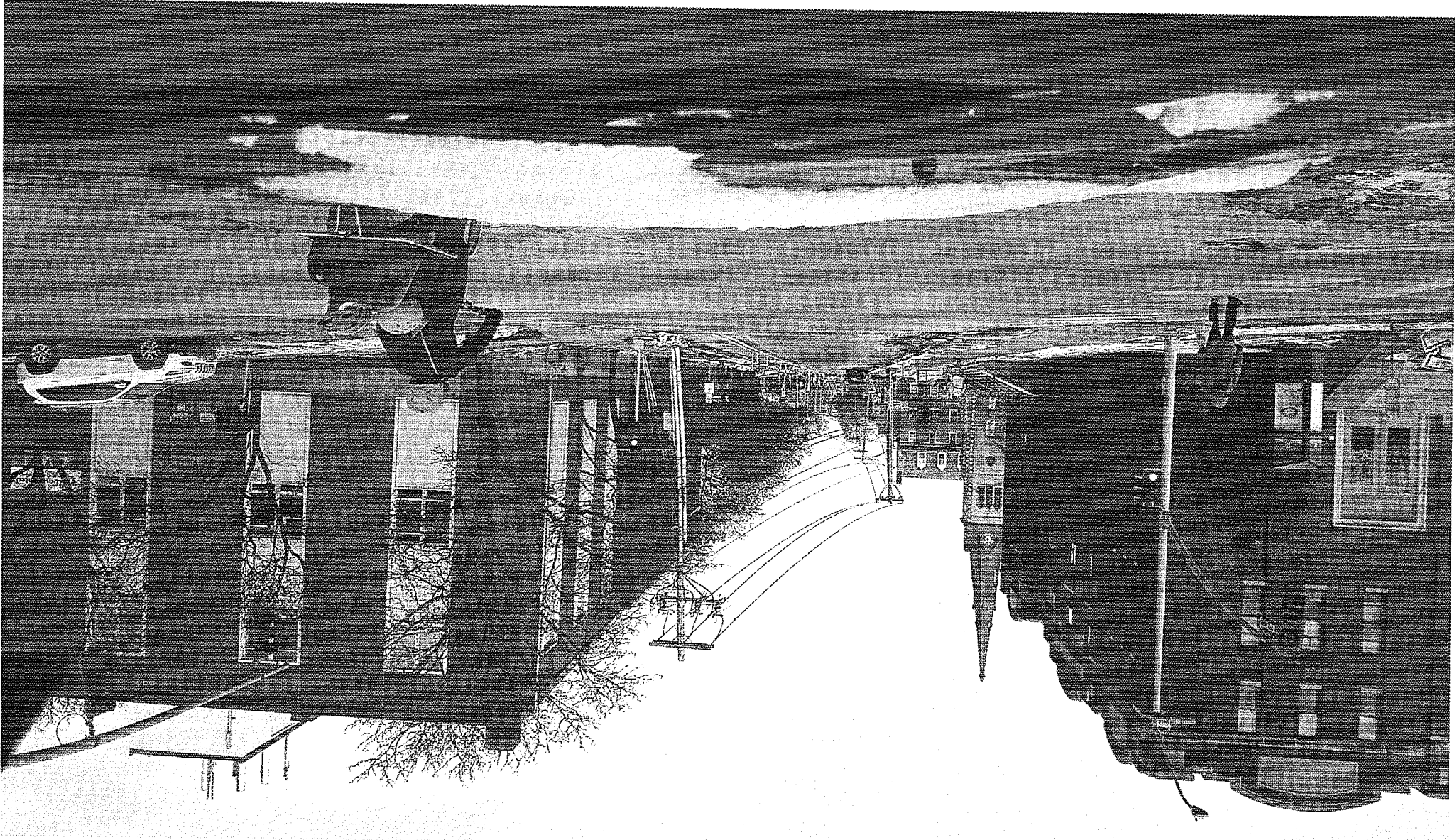


- ❑ **“THE ONLY GOOD ARGUMENTS AGAINST A ROUNDABOUT IS THERE**
- ❑ **ARE NO GOOD ARGUMENTS”**

- ❑ --BARRY S. CROWN, U.K. ROUNDABOUT EXPERT
PRACTITIONER AND SOFTWARE AUTHOR, AND INITIAL ROUNDABOUT
DESIGN ADVISOR TO THE NY STATE STATE AND NEW HAMPSHIRE
DEPARTMENTS OF TRANSPORTATION



12/8/2018 North on Union St. at Main St.



Proposed addition to Draft Minutes for November 28, 2018 PWC Meeting

Item 7: Permit Reform Update

Proposed added text:

Regarding permit reform, Commissioner Overby suggested that guidance provided by Robert N. Ford in his book Why Jobs Die & What to Do About It, Job Redesign & Future Productivity, be considered as part of the re-arrangement of job functions during the proposed physical co-location of the zoning, trades permits and life-safety code enforcement functions at Pine St. A copy of pages 54 through 59 of the book were provided to staff, listing four aspects of good job design: 1) Functional completeness in the module of work; 2) Consistency in the Work Situation; 3) Enough control to meet responsibilities; 4) Direct feedback when problems arise (rather than second-hand from a supervisor).

Burlington Department of Public Works Commission Meeting
Draft Minutes 19, 2018
645 Pine Street – Main Conference Room

Commissioners Present: Tiki Archambeau, Solveig Overby, Brendan Hogan,
Bob Alberry, Justine Sears by phone.
Commissioners Absent: Jim Barr, Chris Gillman

Item 1 – Call to Order – Welcome – Chair Comments

Commissioner Archambeau called the meeting to order at 6:32 p.m.

Item 2 – Agenda

Commissioner Overby commented on consent Agenda Item 4(A). North Winooski Ave crosswalk has location issues that are challenging and would like them to be addressed as part of the parking update.

Director Spencer recommended switching items 5 and 6 to accommodate the residents that were here to speak at the Public Forum.

Commissioner Alberry makes a motion to approve the agenda with items 5 and 6 reversed.

Commissioner Hogan seconds.

Action taken: Roll call vote - motion approved;
“Ayes” are unanimous.

Item 3 – Public Forum

Tony Redington, Ward 2, Andy Simon, Ward 5, Jack Daggitt, Ward 3, Charles Simpson, Ward 6 and Robert Herendeen, Ward 4 all speak regarding Agenda Item 6 – Roundabouts in Burlington.

Item 4 – Consent Agenda

- A. 30 Minute Parking on North Winooski Ave
- B. St. Paul Street Construction Parking

Commissioner Alberry made a motion to accept Consent Agenda
Commissioner Hogan seconded

Action taken: Roll call vote - motion approved;

“Ayes” are unanimous

Item 5 – Roundabouts in Burlington

- A. Senior Planner Losch presented on roundabouts in Burlington. A description of Roundabouts and other circular intersections was provided. Planning studies and intersection projects that considered Roundabouts were discussed. Senior Engineer Wheelock answered questions regarding the Shelburne Street roundabout project.

- B. Commissioner Discussion:

Commissioner Hogan – asked if Battery St & Maple St or Winooski Ave were considered for a roundabout.

Commission Overby – appreciates the Departments evaluation but encourages the City to proceed with roundabouts whenever possible.

Commissioner Alberry was supportive of staff's work.

Commissioner Archambeau – Appreciates all of this work and the Commission's discussion.

- C. Public Comment – Andy Simon, Ward 5 & Charles Simpson, Ward 6 spoke in favor of more roundabouts.

Item 6 – 2018 Construction Season Recap

- A. Presentation by Director Spencer and Public Information Manager Rob Goulding – outlining the accomplishments of the team this year on City projects. Progress includes DPW hitting most of our production goals for this season, from tripling the amount of sidewalks that were replaced and adding pedestrian signals and crosswalks. Updates can be found on the BTV Construction Portal.

- B. Commissioner Discussion:

Commissioner Archambeau asked for clarification on sidewalk cutting.

Commissioner Overby said it's great for people to be able to see accomplishments.

Commissioner Alberry – Great job everyone and wished everyone and their families Happy Holidays!

Commissioner Hogan – Asked if there was a budgetary or policy reason why bike measurements were on a separate page and not with the capital reinvestment metrics?

- C. There were no public comments.

Item 7 – Approval of Draft Minutes of 11-28-18

Commissioner Overby asked to have her comment regarding permit reform added to November minutes. Commissioner Overby provided proposed edits in writing.

Commissioner Alberry made a motion to accept minutes with Commissioner Overby's edits. Commissioner Hogan seconded.

Action taken: vote -motion approved;
"Ayes" are unanimous

Item 8 – Director's Report

Director Spencer stated that there are currently 46 Traffic requests in queue. Will be bringing a more extensive bi-annual report to the Commission early in 2019.

The Champlain Parkway compensation hearing with City Council went smoothly on December 17. The Council voted positively for compensation recommendations.

Permit reform – The City Council voted to advance language for the March Ballot to merge Zoning, Code Enforcement and Inspection Services. We are currently working with an architect on the redesign of the 645 Pine Street building to accommodate Permit Reform and other potential operational improvements.

Commissioner Overby asked if there were any outstanding lawsuits for the Champlain Parkway. Director Spencer answered yes.

Item 9 – Commissioner Communication

Commissioner Overby shared a picture of a mother with her two little kids using the protected bike lane on South Union St and how it is working.

Commissioner Hogan – Great job for updates and hard work this year. Noticed a couple of open job descriptions. Do we have what we need?

Item 10 – Adjournment

Commissioner Alberry motioned for adjournment
Commissioner Hogan seconded
All were in favor.

Meeting adjourned at 8:37 p.m.

Burlington Department of Public Works Commission Meeting
Final Minutes December 19, 2018
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