CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 x 3 VOICE
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

DPW COMMISSION MEETING AGENDA
November 16, 2022
6:30 p.m

To Join via Zoom: https://us02web.zoom.us/j/83495330508
To call into the meeting: 301-715-8592 Webinar ID: 834 9533 0508
Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date. Note that comments on YouTube are not monitored.

1 Call to Order – Welcome – Chair Comments

2 5 Min Agenda

3 10 Min Public Forum (3 minute per person time limit)

4 5 Min Consent Agenda
- A Approval of Draft Minutes 10-19-22
- B Strong Street Motorcycle Parking
- C DT BHS Parking
- D Correction to Parking Ban Ordinance

5 20 Min Plattsburg Ave Bike Lanes
- A Communication, J. Ursaki
- B Commissioner Discussion
- C Public Comment
- D Action Requested – Vote

6 20 Min North Winooski Ave – Project Update
- A Communication, C. Spencer & P. Peterson
- B Commissioner Discussion
- C Public Comment
- D Action Requested – None

7 10 Min Director's Report

8 10 Min Commissioner Communications

9 **Adjournment & Next Meeting Date – December 21, 2022**

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9 **Adjournment & Next Meeting Date – December 21, 2022**

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING OCTOBER 19, 2022
DRAFT MINUTES

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

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at p.m.

ITEM 2 – AGENDA

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

ITEM 3 – WASTEWATER PLANT TOUR

ITEM 4 – MEETING RECOVENED

Commissioner Hogan reconvened the meeting at 6:33 p.m.

ITEM 5 – PUBLIC FORUM

Sharon Bushor called in to express her concerns about the kiosk
by Mr. Mike's on South Winooski Avenue and Main Street is not functioning, the green button is broken. She is hopeful this will be repaired before the Holiday shopping season.
Sharon Bushor also asked about the Residential Parking stickers for vehicles. She advised that she knew we had a new way for residential parking that did not include stickers but she would like to see them come back as the older people who live on the residential only parking streets used to be able to see if a person parked there was a resident and could call it in if they were not. They often have older visitors who need to park closer to the people they are visiting. On East Avenue there are times cars park there for hours on end and they are not sure if they are residents or not with the hospital right across the street. Please rethink the use of the stickers.

ITEM 6 – CONSENT AGENDA

A – Approval of Draft Minutes 9-21-22
B – Holiday Parking Rates

Commissioner Barr made a motion to accept
Commissioner Munteanu seconded

Commissioner Overby asked about how the two hour free parking would work for people who do not the Park Mobile app.
Assistant Director Padgett stated they still use Park Mobile app but the two hours of free parking may not require a credit card number. There is a phone number they can call to give the information of license plate for parking the two free hours.
There is a Holiday discount for people coming downtown.

Commissioner Hogan asked if Commissioner Barr was still okay with his motion with the information added and he stated he was.
Commissioner Munteanu was also okay with his second on the additional information.

Unanimous approval

ITEM 7 – CARSHARE VERMONT LEASE AGREEMENT

To authorize the Mayor, upon approval of City Attorney, to enter a lease agreement with Car Share Vermont to lease two spaces in the Marketplace Garage – lower as identified in the Burlington Code Ordinance and install two EV chargers connect to the garage electrical system for their exclusive use with Car Share vehicles through June 30, 2027 and upon mutual agreement extend for another five year period at no cost too Car Share Vermont, paying only for electricity used on an annual basis

Commissioner O'Neill-Vivanco asked who would own the two EV chargers in the garage.
Assistant Director Padgett stated a third party would install and maintain these two chargers. Assistant Director Padgett stated Car Share would own and maintain these chargers.
Director Spencer stated that we received guidance from the City Attorney and we feel comfortable making this commitment.

Commissioner Barr made a motion to accept staff's recommendation
Commissioner O'Neill-Vivanco seconded
Unanimous approval.

ITEM 8 – DIRECTOR'S REPORT

We had a great tour of the wastewater facility earlier in the day.
City Council approved alternative 1B for the railyard project
There will be a roundabout opening in early November
In the middle of November there will be an opening for University Place
North Avenue and Allen Street will be paved

ITEM 9 – COMMISSIONER COMMUNICATIONS

Commissioner Munteanu stated that the Colchester Avenue, Pearl Street and Prospect Street intersection the left turn arrow was on for cars to turn left at the same time that the pedestrian light was working for people to cross the intersection, a pedestrian was hit.
Director Spencer stated that we will have the Signal Technician will go out tomorrow and see what is going on.
Commissioner Fox stated that the roundabout and University Place opening is a great thing to hear.
Commissioner Overby stated that the call in for the holiday rate does not work. Businesses should provide some method to give out for the free parking we should not be forcing people to use the app.
Commissioner Overby stated the only safe way addressing people crossing Colchester Avenue is a consideration to address pedestrians separately.
Commissioner Barr stated the bikes lanes are still having issues with the trash bins and recycling bins left in the bike lanes.
Commissioner Diamani stated about intersection safety, tree canopy blocks pedestrians. He appreciated the wastewater tour.
Commissioner O'Neill-Vivanco asked if at the Colchester Avenue and Prospect Street intersection could the pedestrian lights go off all at the same time as at the South Winooski and Pearl Street intersection. This is a high pedestrian traffic area.
I would like to invite the staff and Commissioners to the Halloween Bike ride which is put on through the Parks Departments.
Commissioner Hogan stated he looked at a traffic safety in Finland and the keep an eye on the toll of pedestrians and bicyclists. We met with engineering and other citizens and had some conversation around the Main Street Great Streets projects, which was very informative.

ITEM 10 - ADJOURNMENT AND NEXT MEETING NOVEMBERT NOVEMBER 16, 2022

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

City of Burlington
Department of Public Works

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

Memo

Date: November 16th, 2022

To: Public Works Commission

From: Beatriz Altura, Engineering Intern

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

Subject: Motorcycle Parking Space on Strong Street

Staff recommends the DPW Commission remove, see Attachment-1:
26 Motorcycle parking.
The following locations are designated for the parking of motorcycles only:

- (14) On the south side of Strong Street in between the driveways of 35 Strong Street and 56 Drew Street

Purpose & Need:
The purpose of this request is to reallocate a space between the driveways of 35 Strong Street and 56 Drew Street to a motorcycle parking space. Vehicles parking in the space regularly block the driveways on either side; consequently reallocating the space as motorcycle parking would allow residents at 35 Strong Street and 56 Drew Street to access their driveways while providing a parking need for motorcycles.

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 to remove this space or reallocate the motorcycle parking from a resident who noticed vehicles parked in this space occasionally blocked access to their driveway. Reallocating the space will increase motorcyclist's access to parking and ensure that large vehicles do not block residents' driveways. Consequently, DPW Staff recommend the commission approve

motorcycle parking on the south side of Strong Street in between the driveways of 35 Strong Street and 56 Drew Street.

Public Engagement:
In preparation for the 11/16/2022 DPW Commission Meeting, Staff distributed flyers to residents in the vicinity of 35 Strong Street and 56 Drew Street. Staff received three emails in regards to this request; two of them support the Staff recommendation, while the other sought clarification around the request, see Attachment-2.

Site Map:

Attachments:

1. Traffic regulation.
2. Public Input Correspondence.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-two

A Regulation in Relation to

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

Sponsor(s): Department of Public Works
Action: Approved
Date: 11/16/2022
Attestation of Adoption:

_____
Phillip Peterson, EI
Public Works Engineer, Technical Services
Published: _____
Effective: _____

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

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

Section 26 Motorcycle parking.

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

(1)-(13) As written.

(14) ~~Reserved.~~ On the south side of Strong Street in between the driveways of 35 Strong Street and 56 Drew Street.

(15)-(19) As written.

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

Attachment 2
Public input correspondence emails

Saturday, November 5, 2022

hi beatriz,

we at 56 drew think that spot as a motorcycle spot would be a great idea! there aren't that many cars that actually "fit" (none of them fit) there anyway. it's cool that you asked for resident input:)

emma

Thursday, November 3, 2022

Hi Beatriz,

Thanks for delivering the notices about the potential motorcycle parking spot on Strong St. As the person who submitted the request, I'm definitely in favor of reallocation! I have two questions to consider:
1. Looking at Google Maps, there was previously a big section in front of 35 Strong St that was marked No Parking Any Time, including part of this space between 35 Strong and 56 Drew. Could you look into the history of that change? The Google Maps image was from Oct 2014.
2. I've heard from neighbors, but haven't been able to confirm through code searches, that the City suggests 2' of clearance on either side of a driveway for entering and exiting cars. Could you confirm that? If that is the case, please re-evaluate this space considering that suggestion for both driveways involved... I think there would only be about 2' left to park in, which would not even be enough for a motorcycle.

Thank you!
Marielle

--
Marielle Matthews
She/Her/Hers

1. https://www.google.com/url?client=internal-element-cse&cx=016014972081156041943:j7cl8yb7avo&q=https://www.burlingtonvt.gov/sites/default/files/agendas/SupportingDocuments/DRIVEWAY%2520ENCROACHMENT%2520PILOT%2520STUDY%2520REPORT.pdf&sa=U&ved=2ahUKEwiRt6T9k5L7AhUDEmIAHWbdBggQFnoECAgQAg&usg=AOvVaw0SnRHSKiF3yrjYnKpwWdeu
2. (b) No person shall park any vehicle at any time in front of another person’s driveway and within two feet of another person’s driveway as measured from the straight-lined edge of the driveway.
3.

Following up on question #2 in my previous email: The link and excerpt above mentioned this 2' rule, but that was the only document I could find that mentioned it. Not sure if this got adopted?
Thanks,
Marielle

Staff response:

Hi Marielle,

Thanks for the email and your input. You are correct there was a no parking zone in front of 35 Strong Street. Staff received a request in September 2017 from a local resident, requesting the removal of the existing no parking zone in front of 35 Strong Street. The No-Parking zone was in place for a former resident who had severe asthma. The resident no longer lives there. Staff spoke to the current resident of 35 Strong Street, and he confirmed this. Additionally, the resident at 35 Strong Street supported the change. Consequently, the Commission approved the No Parking zone removal.

On question two, you are also correct about the driveway encroachment ordinance. It is important to note the two foot distance is measured from the straight line edge of your driveway and not where the driveway intersects the curb. Ultimately, we feel that a motorcycle space here is appropriate. There is approximately 15 feet of curb space, with the 4 feet taken off for each driveway this leaves us with 11 feet of parking space along the curb-line, which is not enough space for most cars. The average length of a touring motorcycle is 7 feet; touring motorcycles are typically the longest. The average dimensions of a standard motorcycle are 6 feet long, 2.6 wide and 4 feet high. DPW Staff feel this more than enough space to accommodate motorcycle parking and would prefer to allocate the space as such in order to ensure as much parking availability as possible.

Best,
Beatriz Altura
Engineering Intern

Thanks so much for these answers Beatriz! Could you tell me what the “straight line edge” means? Not sure how to locate that on my driveway. But glad to hear you’ve already considered that 2’ opening on either side and determined there is enough space. I agree it’s better to maintain the option for motorcycle parking if space allows.

Thanks again,
Marielle

Staff response:

Hi,

The straight line edge refers to the edges of the driveway before it curves out as a part of the apron. Generally, the apron of the driveway where the asphalt curves out includes the 2 foot distance used for clearance.

Have a nice day,
Beatriz Altura

Engineering Intern

Tuesday, November 1, 2022

Hi Beatriz,

The residents of 56 Drew Street Unit 2 said a motorcycle spot between 56 Drew and 35 strong is fine with us. I too agree it's annoying when cars park there, and I can't get out of the driveway when they do. So a motorcycle spot would be great. Thanks!

Kate bellino

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
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Memo

Date: November 16, 2022

To: Public Works Commission

From: Madeline Suender, Associate Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services
Phillip Peterson E.I., Public Works Engineer

Subject: Downtown Burlington High School (BHS) Parking Plan

Recommendations:
Staff recommend the DPW Commission approve:

Section 7 No-parking areas.
No person shall park any vehicle at any time in the following locations:

(1)-(59) As written.

(60) On the south side of Cherry Street ~~in the first space~~ for one hundred and fifty (150) feet east of the crosswalk at 67 Cherry Street.

(61)-(580) As written.

Section 12-1 No parking except vehicles loading or unloading.
No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1)-(44) As written.

(45) ~~Reserved.~~ On the north side of Cherry Street, in the first three spaces west of Pine Street, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(46) As written.

(47) ~~On the south side of Cherry Street beginning twenty (20) feet east of the crosswalk at 67 Cherry Street and extending east forty (40) feet, effective between the hours of 7:00 a.m. to 109:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.~~ On the south side of Cherry Street, in the first three spaces east of the mid-block crossing at 41 Cherry Street, effective between the hours of 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(48) On the north side of Cherry Street beginning twenty (20) feet west of the crosswalk at 67 Cherry Street and extending west sixty (60) ~~eighty (80)~~ feet, effective between the hours of 7:00 a.m. to 10~~9~~:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(49) On the south side of Cherry Street beginning twenty (20) ~~forty (40)~~ feet west of the crosswalk at 67 Cherry Street and extending west forty (40) ~~sixty (60)~~ feet, effective between the hours of 7:00 a.m. to 10~~9~~:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(50) On the east side of Pine Street in the first two (2) spaces south of Bank Street, effective between the hours of 7:00 a.m. to 10~~9~~:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(51) On the north side of Bank Street beginning directly east of the vehicle loading zone and extending east four (4) parking spaces, effective between the hours of 7:00 a.m. to 10~~9~~:00 a.m. and 2:00 p.m. to 4:00 p.m. Monday through Friday, from August 20 of any year to June 20 of the succeeding year.

(52) As written.

Purpose & Need:

The purpose is to provide the Downtown BHS community a safe and efficient transportation system. The need is to accommodate parking and maintain a safe environment along this section of Cherry St.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Part-7 MUTCD (Traffic Control for School Areas)
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:

After coordination with BHS, DPW staff is proposing some small adjustments to the on street parking along Cherry St in response to a request from BHS, see Attachment-1. In determining the best option, Staff observed school drop off/pick up on multiple occasions once the request from BHS came in.

Since the original changes to Cherry St to accommodate the school, BHS's schedule has changed. This no longer aligns with the time specific loading zones on the street. Furthermore, staff is recommending reorganizing the parking directly outside of the school on Cherry. This is in an effort to make the area and parking zones more understandable.

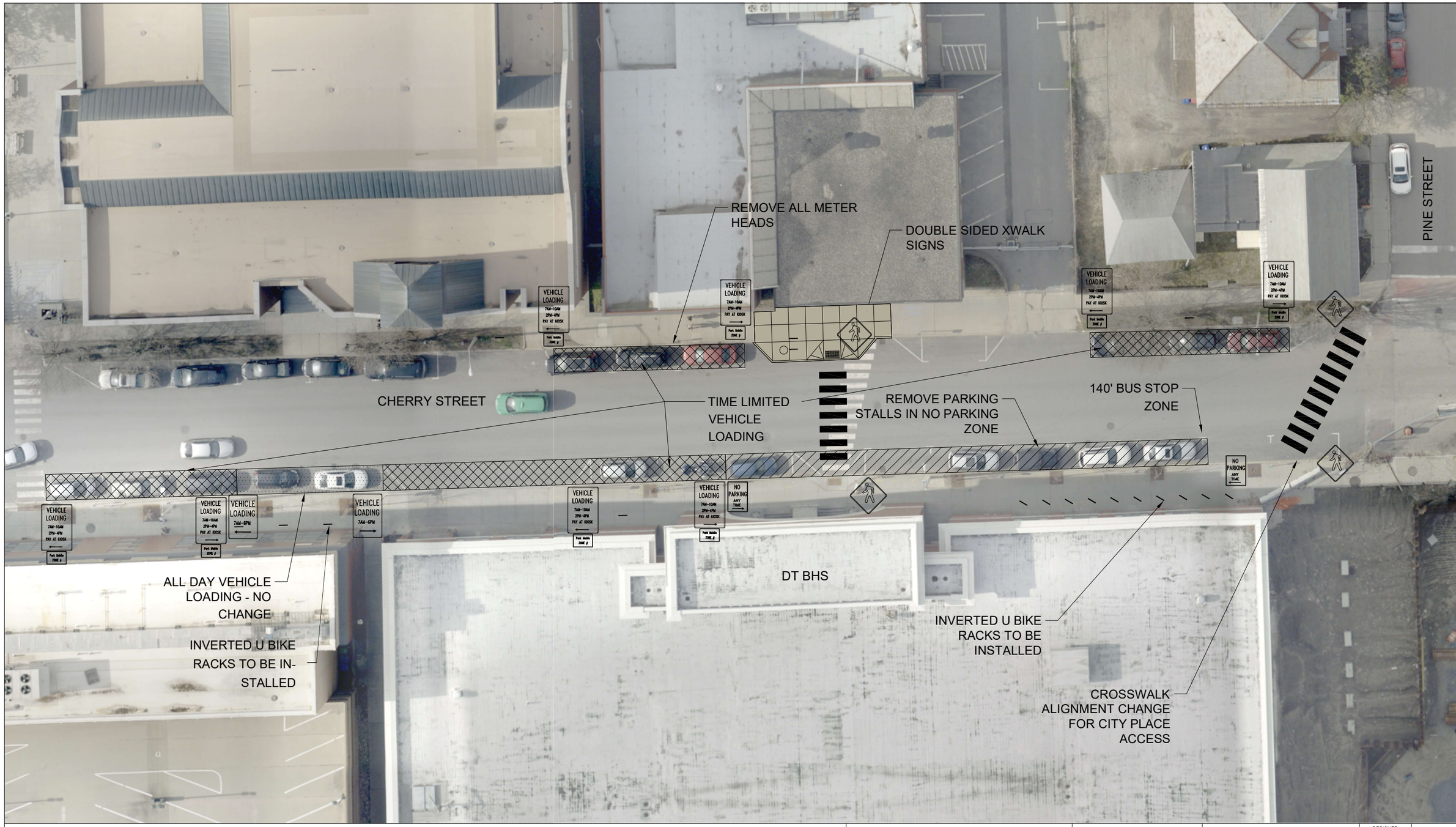
These changes are in advance of City Place Construction resuming. This effort to make the parking more user friendly will help to allow safer and improved operation of this area.

Public Engagement:

In preparation for the 11/16/22 DPW Commission Meeting, Staff contacted businesses/residents adjacent to Downtown BHS along Cherry Street. Staff contacted businesses via phone/email. Staff received one email in opposition to portions of these changes, see Attachment-2.

Attachments:

1. Site Map
2. Public input correspondence.



NOT TO SCALE

CHERRY ST
DOWNTOWN BHS PARKING

BURLINGTON PUBLIC WORKS ENGINEERING DIV.
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED MES	
DRAWN MES	SCALE X"=X'
CHECKED XXX	DRAWING NO.
DATE 10/28/2022	SHEET X OF X

City of Burlington
Department of Public Works

Technical Services Engineering Division
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P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
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Memo

Date: November 16th, 2022

To: Public Works Commission

From: Beatriz Altura, Engineering Intern

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

Subject: Administrative changes to BCO 20-56

Staff recommends the DPW Commission edit BCO 20-56 Parking ban, see Attachment-1:
Delineation of parking ban zones:

- The westernmost boundary shall be defined by and include Hyde Street from Riverside Avenue to North Willard Street
- The easternmost boundary shall be defined by but not include Hyde Street from Riverside Avenue to North Willard Street.

Purpose & Need:
The purpose of these changes to the parking ban ordinance, is to ensure boundaries are properly defined; this will provide a clarity need for the DPW Streets Team and Parking Enforcement. Editing the parking ban sections will not change the function of the parking ban ordinance.

Summary and Conclusion:
Changes to the BCO 20-56 parking ban were proposed by DPW Staff in May of 2022 and approved by the Assistant City Attorney, with the caveat this administrative change be approved by the Public Works Commission. Ultimately, a small section of Hyde Street was placed in two zones in the parking ban regulations; this regulation error caused unnecessary ticketing and towing of vehicles. Enacting these changes will make this small section of Hyde Street part of Zone E of the parking ban rather than being included in both Zone E and Zone G.

Attachments:
1. Traffic Regulation

CITY OF BURLINGTON

In the Year Two Thousand Twenty Two

A Regulation in Relation to

BURLINTON CODE OF ORDINANCES—
CHAPTER 20, MOTOR VEHICLES AND TRAFFIC—
ARTICLE III. PARKING, STOPPING AND STANDING—
DIVISION 1. GENERALLY—
SECTION 20-56, PARKING BAN

Sponsor(s): Public Works Commission
Action: Approved
Date: 11/16/2022
Attestation of Adoption:

_____
Phillip Peterson EI
Public Works Engineer, Technical Services

Published: _____
Effective: _____

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

That Chapter 20, Motor Vehicles and Traffic, Article I. In General, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Chapter 20. MOTOR VEHICLES AND TRAFFIC

Articles I—II. As written.

Articles III.

Division 1. Generally

20-53 – 20-55 As written.

20-56. Parking ban.

(a)-(e) As written.

(f) *Delineation of parking ban zones:*

Zone A shall include all streets to the east of North Avenue, including North Avenue, beginning south of Institute Road moving north to the northern boundary of the city, with the exception of the northern and eastern portion of Franklin Square.

Zone B shall include all streets to the west of North Avenue, including North Avenue, beginning south of Institute Road moving north to the northern boundary of the city.

Zone C shall include all streets bounded by the following streets:

The northernmost boundary shall be defined by Kilburn Street and Adams Street but not including Kilburn Street and Adams Streets.

The easternmost boundary shall be defined by and include South Winooski Avenue from Adams Street to St. Paul Street, as well as Shelburne Street.

The southernmost boundary shall be defined by the southernmost boundary of the city.

The westernmost boundary shall be defined by Lake Champlain.

Zone D shall include all streets bounded by the following streets:

The easternmost boundary shall be defined by and include South Prospect and all of its adjoining streets.

The southernmost boundary shall be defined by the southernmost boundary of the city.

The westernmost boundary defined by South Willard Street from Main Street to Maple Street not including this section, South Winooski Avenue from Maple Street to Adams Street not including this section, South Winooski Avenue from Adams Street to St. Paul Street including this section, St. Paul Street from South Winooski Avenue to South Union Street including this section, Shelburne Street from South Union Street south to the city's southern border including this section.

The northernmost boundary defined by Main Street from South Willard Street to Prospect Street including this section, Maple Street from South Winooski Avenue to South Willard Street including this section.

Zone E shall include all streets bounded by the following streets:

The easternmost boundary shall be defined by the easternmost boundary of the city.

The southernmost boundary shall be defined by Main Street from the city boundary east to South Willard Street including that section of Main Street and University Heights.

The westernmost boundary shall be defined by and include Hyde Street from Riverside Avenue to North Willard Street including this section, all of North Willard Street including North Willard Street, South Willard Street from Pearl Street to Main Street not including this section of South Willard Street.

The northernmost boundary shall be defined by the northernmost boundary of the city.

Zone F shall include all streets bounded by the following streets:

The easternmost boundary shall be defined and include South Willard Street from Pearl Street to Maple Street.

The southernmost boundary shall be defined by and include Maple Street from South Willard Street to South Winooski Avenue, South Winooski Avenue from Maple Street to Adams Street, Adams Street from South Winooski Avenue to St. Paul Street, St. Paul Street from Adams Street to Kilburn Street, and Kilburn Street.

The westernmost boundary shall be defined by Lake Champlain.

The northernmost boundary shall be defined by and include Sherman Street; North Champlain Street from Sherman Street to Peru Street; Peru Street; Elmwood Avenue from Peru Street to Grant Street; Grant Street; North Union Street from Grant Street to Pearl Street; and Pearl Street from South Union Street to South Willard Street.

Zone G shall include all street bounded by the following streets:

The easternmost boundary shall be defined by ~~and~~ but not include Hyde Street from Riverside Avenue to North Willard Street and North Willard Street from Hyde Street to Pearl Street.

The southernmost boundary shall be defined by but not include the following streets: Pearl Street from South Willard Street to South Union Street; North Union Street from Pearl Street to Grant Street; Grant Street; Elmwood Avenue from Peru Street to Grant Street; Peru Street; North Champlain Street from Peru Street to Sherman Street; and Sherman Street.

The westernmost boundary shall be defined by the lake.

The northernmost boundary shall in the old north end be defined by and include Manhattan Drive and on North Avenue all streets south of the intersection of Institute Road and North Avenue.

Zone H shall include the northern and eastern portion of Franklin Square.

20-57—20-70. As written.

Division 2. Removal of Unlawfully Parked Vehicles. As written.
Division 3. Parking Meters. As written.
Division 4. City Owned or Leased Lots. As written.

Articles IV—VI. As written.

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

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
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Memo

Date: *November 10, 2022*

To: *Public Works Commission*

From: *Laura Wheelock, Senior Public Works Engineer*
Julia Ursaki, Public Works Engineer

CC: *Chapin Spencer, Director of Public Works*
Norm Baldwin, P.E., Assistant Dir of Public Works / City Engineer
Phillip Peterson, Public Works Engineer

Subject: *Plattsburg Ave Parking Removal and Bike Lanes*

Staff Recommendation:

After reviewing traffic data, public input and City plans, the Department of Public Works (DPW) recommends removing the on-street parking and installing bike lanes on Plattsburg Avenue, between North Avenue and Sunset Drive/Rivers Edge Drive.

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

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

- Section 7 No-parking areas.
  No person shall park any vehicle at any time in the following locations:
  - (252) ~~Reserved~~ <u>On the west side of Plattsburg Avenue, from North Avenue to Rivers Edge Drive</u>

Purpose & Need:

The purpose of this request is to remove parking on the west side of Plattsburg Avenue. The need for this change is to add bike lanes on both sides of Plattsburg Avenue.

Project Checklist:

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

Background:

Plattsburg Ave was paved between July and September, 2022 from North Ave to Turf Rd. Originally in coordination with paving, staff reviewed relevant plans to understand if there are any improvements that can be made to our transportation system simultaneously. In the City's Walk/Bike Master Plan (https://www.burlingtonvt.gov/planbtvwalkbike), Plattsburg Ave is identified in the short term project list for the addition of conventional, painted bike lanes. The plan does identify Plattsburg Ave for a two-way protected bike lane further in the future.

The bike lane would provide a key connection between Burlington and Colchester, via an existing trail that connects Plattsburg Avenue to the Heineberg Drive/127 Bridge into Colchester. Plattsburg Avenue connects residential neighborhoods in the New North End with North Avenue, providing access to: JJ Flynn Elementary School, as well as a planned future neighborhood greenway proposed for Rivers Edge Drive / Sunset Drive. The Chittenden County Regional Planning Commission (CCRPC)'s 2017 Active Transportation Plan also includes Plattsburg Ave as a priority route. There are currently no bicycle facilities on Plattsburg Ave. See Attachment 1, which shows the existing and proposed cross sections for Plattsburg Ave.

Observations:

Plattsburg Ave has two vehicle travel lanes, with an on-street parking lane on the west side of the street. Homes on the street typically feature driveways and garages for resident parking. The New Mount Calvary Cemetery on the east side of the street provides a continuous frontage wall with no curb-cuts. There is a sidewalk on the west side of the street and no sidewalk on the east side.

A traffic count in August 2022 showed that 7,000 vehicles per day use Plattsburg Ave, and with no bike facilities on the street, 2/3 of bicyclists ride on the sidewalk.

Parking counts conducted in September 2021, June 2022, and October 2022 indicated low on street parking utilization. Note, there are currently 47 parking spaces on Plattsburg Ave, 68 on Barley Road, and 32 on Turf Road.

September 2021 - *Plattsburg Ave Only*

	Occupied Spaces	
	6am	1pm
Wednesday 9/8/21	0	0
Thursday 9/9/21	0	0
Saturday 9/11/21	0	2

June 2022 - *Includes nearby side streets*

Thursday 6/9/22	Occupied Spaces		
	9am	1pm	7pm
Plattsburg Ave	0	0	0
Barley Road	9	5	6
Turf Rd	5	3	6

Saturday 6/11/22	Occupied Spaces		
	9am	1pm	7pm
Plattsburg Ave	0	2	1
Barley Rd	5	4	3
Turf Rd	5	3	5

October 2022 - *Includes nearby side streets*

Thursday 10/13/22	Occupied Spaces		
	9am	1pm	7pm
Plattsburg Ave	0	1	0
Barley Rd	3	5	4
Turf Rd	5	4	10

Saturday 10/15/22	Occupied Spaces		
	9am	1pm	7pm
Plattsburg Ave	0	0	0
Barley Rd	2	4	5
Turf Rd	7	8	9

There is unrestricted parking nearby on Barley Rd, Turf Rd, and Clover Ln. The parking counts indicate there is capacity for the parking which is being removed from Plattsburg Ave on nearby side streets.

Notched-in parking was explored and deemed unfeasible for Plattsburg Ave. The greenbelt on the west side of the street is only 4' wide and the lack of sidewalk on the east side of the street is not ideal for parking. Notched in parking would cost approximately $50,000 to accommodate two to three cars, which is not the best use of our limited transportation funds.

We have also considered an alternative route for bicycles which is parallel to Plattsburg Ave, using Turf Road and North Ave. However, this route would only shift the parking loss from Plattsburg Ave to Turf Road and North Ave.

Conclusion:

Given the low on street parking utilization and the plan for Plattsburg Ave to have bike lanes, as indicated in planBTV WalkBike, staff are pursuing the addition of bike lanes. The addition of bike lanes will require on street parking to be removed. Consequently, DPW Staff recommend the Commission approve the parking removal on Plattsburg Ave. Please see Attachment-2 for the proposed Conceptual Plans for the Plattsburg Ave Bike Lanes

Public Engagement:

DPW hosted a neighborhood meeting on May 26, 2022 to allow residents and property owners of Plattsburg Ave to learn more about the proposed bike lane concept and provide feedback. Attachment-3 shows the mailing inviting residents and property owners to the Neighborhood Meeting. At this meeting, we heard concern from the neighborhood over parking loss. Based on this input, DPW conducted parking and traffic counts on Plattsburg Ave, as well as parking counts on Barley Road and Turf Road.

On November 2, 2022, DPW sent a mailing informing the neighborhood of Staff's final recommendation and the date and time of this meeting to share their input with Commissioners, see Attachment-4. All public input correspondence received by email is attached to this memo, see Attachment-5. Staff received 5 emails in regards to this request; 2 of them support the Staff recommendation, 3 do not support the Staff recommendation (2 of these emails are from the same resident).

In advance of sending this mailing out to the neighborhood, Staff communicated the parking removal and bike lanes recommendation to both New North End City Councilors representing this area.

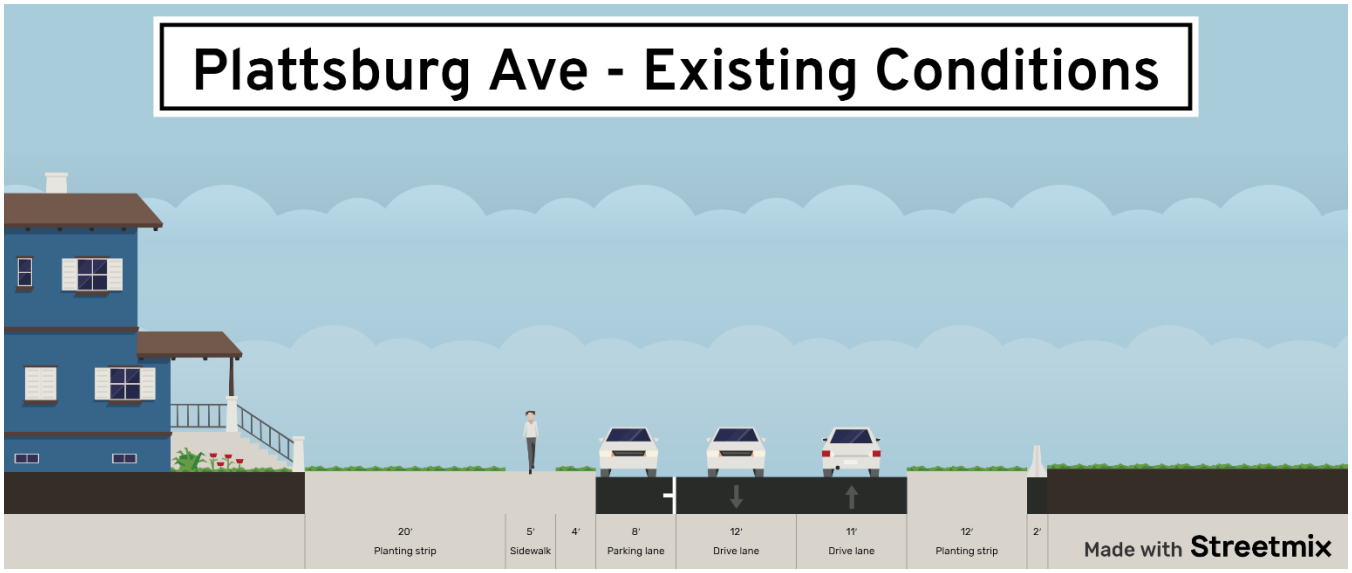
Implementation Approach and Timeline:

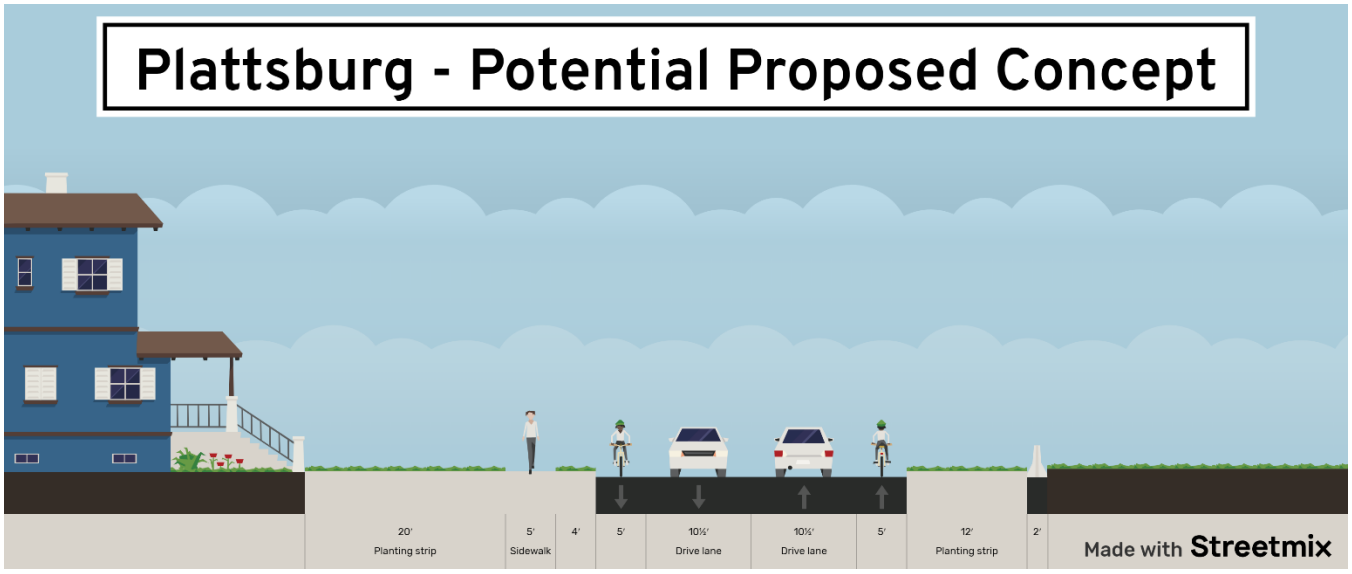
In September of 2022, the Vermont Agency of Transportation (VTrans) added centerline striping to Plattsburg Avenue outside of the City's paving project, which will have to be moved to the true center of the road to fit bike lanes on both sides.

If approved by the Public Works Commission, DPW will work over the winter to finalize the bike lane design, then procure a contractor to remove and re-stripe the existing centerline and painted bike lanes. The bike lane installation would happen in the spring or summer of 2023.

Attachments:

1. Plattsburg Ave Cross Sections (Existing and Propsoed)
2. Conceptual Plans for Plattsburg Ave Bike Lanes
3. Neighborhood Meeting Mailing (May 2022)
4. Recommendation Notification Mailing (November 2022)
5. Public Input Correspondence


Plattsburg Ave - Existing Conditions
20'
Planting strip
5'
Sidewalk
4'
8'
Parking lane
12'
Drive lane
11'
Drive lane
12'
Planting strip
2'
Made with Streetmix


Plattsburg - Potential Proposed Concept
20'
Planting strip
5'
Sidewalk
4'
5'
10½'
Drive lane
10½'
Drive lane
5'
12'
Planting strip
2'
Made with Streetmix

0 40' 80'

SCALE: 1" = 40'

PLATTSBURG AVE
PROPOSED BIKE LANES

BURLINGTON, VT PUBLIC WORKS

BURLINGTON PUBLIC WORKS ENGINEERING DIV.

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

DESIGNED JLU	
DRAWN JLU	SCALE 1"=40'
CHECKED XXX	DRAWING NO.
DATE 05/17/2022	SHEET 1 OF 4

0 40' 80'

SCALE: 1" = 40'

PLATTSBURG AVE
PROPOSED BIKE LANES

BURLINGTON, VT PUBLIC WORKS

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CHECKED XXX	DRAWING NO.
DATE 05/17/2022	SHEET 2 OF 4

0 40' 80'

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City Of Burlington
CY22 Street Reconstruction
Program
PLATTSBURG AVE

BURLINGTON, VT PUBLIC WORKS

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DATE 05/17/2022	SHEET 3 OF 4

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City Of Burlington
CY22 Street Reconstruction
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BURLINGTON, VT PUBLIC WORKS

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CHECKED XXX	DRAWING NO.
DATE 05/17/2022	SHEET 4 OF 4

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

Dear Plattsburg Ave Residents & Property Owners,

As you may know, Plattsburg Ave is scheduled to be paved this year, from North Ave to Turf Rd. In coordination with paving, staff have reviewed relevant plans to understand if any improvements can be made to our transportation system. Plattsburg Ave is identified for the addition of painted bike lanes in the City's Walk/Bike Master Plan, which would require on-street parking to be removed (see back for concept).

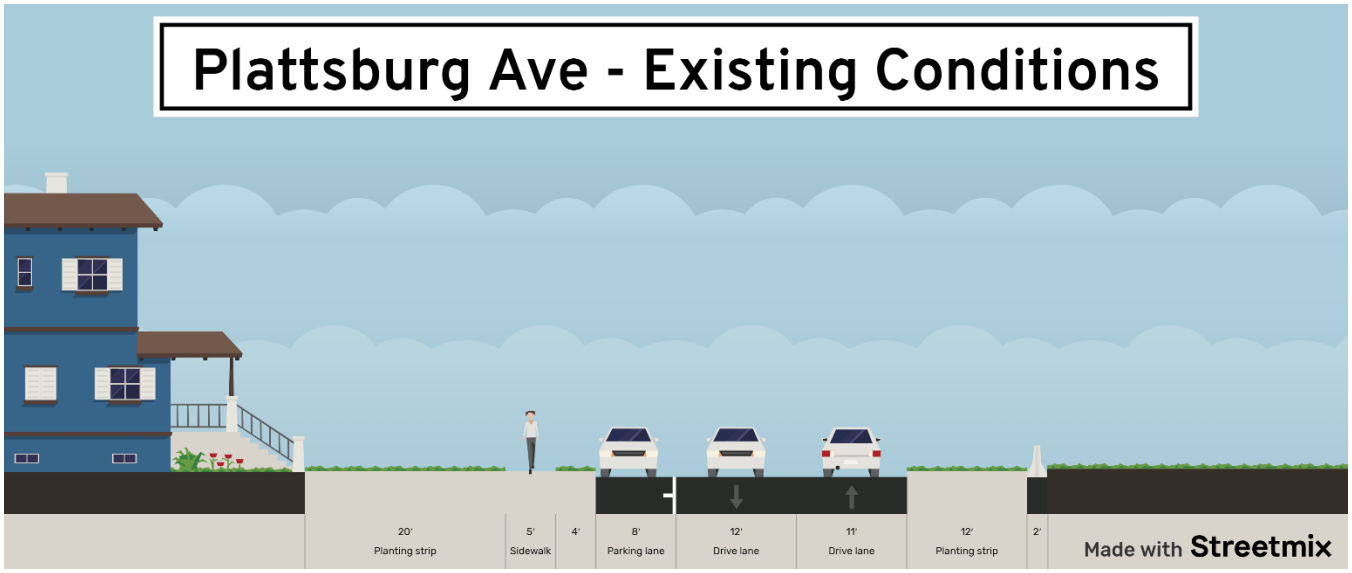
The bike lane would provide key connections between Burlington and Colchester, as well as connecting residential neighborhoods in the New North End with North Avenue, and providing access to JJ Flynn Elementary School. Staff conducted parking counts over three days in the fall of 2021, which indicated very low on-street parking utilization.

DPW is asking for your feedback regarding this potential change. **We invite you to participate in an Online Public Meeting to review the proposed concept and share your feedback.** Please join us on **Thursday, May 26 at 7pm** (meeting details below).

May 26, 2022 | 7:00pm
Zoom Meeting
Meeting ID: 828 8084 7141
Passcode: 888972
Join by telephone: 301 715 8592
Or go to this page for a **link to the Zoom meeting**: burlingtonvt.gov/dpw/transportation/PlattsburgBL. We will also upload more detailed plans on this page closer to the meeting date.

You may also submit feedback ahead of the meeting via email (dpwplanning@burlingtonvt.gov) or phone (802-863-9094).

Once feedback has been evaluated, DPW staff will bring their final recommendation to the Public Works Commission at their June 15, 2022 meeting, where a vote will potentially be taken. This will be another opportunity to share public comment.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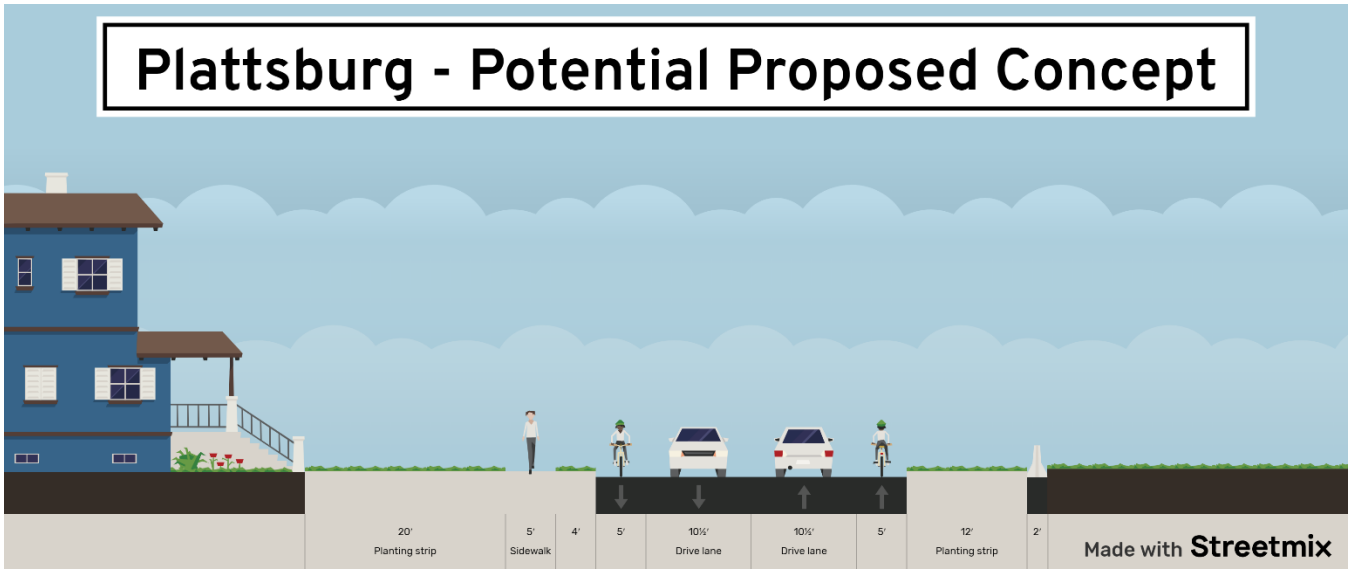
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12'
Planting strip
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Made with Streetmix

City of Burlington
Department of Public Works

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Dear Plattsburg Ave Residents & Property Owners,

After reviewing traffic data, public input and City plans, the Department of Public Works (DPW) is proposing to install bike lanes on Plattsburg Avenue, between North Avenue and Sunset Drive/Rivers Edge Drive. DPW staff intend to bring their final recommendation to the Public Works Commission at their **November 16, 2022 meeting**, where a vote will potentially be taken. This will be another opportunity to share public comment. If approved, the bike lanes would not be installed until spring or summer of 2023.

planBTV Walk Bike includes bike lanes on Plattsburg Ave, which provide important local and regional connections between New North End neighborhoods, Flynn Elementary, and Colchester. The Chittenden County Regional Planning Commission (CCRPC)'s 2017 Active Transportation Plan also includes Plattsburg Ave as a priority route. There are currently no bicycle facilities on Plattsburg Ave.

To fit the bike lanes, the on-street parking would have to be removed on this section of the street. DPW parking counts in September 2021, May 2022, July 2022, and October 2022 indicate that of the 47 on-street parking spaces available, the maximum number of parked cars was 2. The majority of the time, there were no parked cars on Plattsburg Ave.

What has been done since the last neighborhood meeting?
Based on input from the last neighborhood meeting, DPW conducted additional parking and traffic counts on Plattsburg Ave, as well as parking counts on Barley Road and Turf Road. The parking counts indicate that there is capacity for the parking that is being removed from Plattsburg Ave on nearby side streets. The traffic count showed that 7,000 vehicles per day use Plattsburg Ave, and with no bike facilities on the street, 2/3 of bicyclists ride on the sidewalk.

I use the on-street parking on Plattsburg Ave, what should I do?
Free on-street parking is available on nearby streets, including Turf Road, Barley Road, and Clover Lane. Additionally, if you are interested in widening your driveway to accommodate more parking, you can learn more about obtaining a Zoning Permit here: https://www.burlingtonvt.gov/DPI/The-Permit-Process-Super-Simplified

To submit feedback ahead of the Public Works Commission meeting, email us at dpwplanning@burlingtonvt.gov or phone (802-863-9094). You may also attend the Public Works Commission meeting on November 16, 2022, to share your feedback. When available, those details can be found at https://www.burlingtonvt.gov/DPW/Commission/Agendas.

Attachment 5: Public Input Correspondence

Date Received: May 17, 2022

I have been living on Plattsburg Ave for 32 years, if you eliminate street parking, there will be no place for our family and friends to park to come and visit us. Most houses on Plattsburg Ave have only enough room for 2 cars to park and even then some cars partially block the side walk because of the limited parking.

I have biked on Plattsburg Ave and North Ave for years without a biking lane and have had NO issues.

The bike lanes will cause hardship for people on Plattsburg Ave. the bike lanes also will be used very little during the 4-5 months of bad winter weather. Taking away space that is used all year long for family and friends for bike lanes that will be used about 7-8 months a year and by not many people is not the right thing to do.

Since moving to Burlington 32 years ago, it seems common sense has rapidly left the decision makers in the past 5 years or there about.

Where is common sense, where is concern for the people living in Burlington paying for all the unwise ideas ?

I have had enough of making things better for people who do not live in Burlington and making it harder for Burlington residents.

Where is wisdom, where is common sense, where is there concern for Burlington residents?

Date Received: November 4, 2022 (same resident as above)

Hi,

I sent you feedback when you 1st proposed the bike lane which is NOT an acceptable thing for Plattsburg Ave.

I have been living on Plattsburg Ave since 1/1/9991 and more than 2 cars a day park on the street.

My son who has a GMC 250 can not fit in our driveway and should not have to park in the neighborhood behind us.

Most people do not have the $ to make their driveway larger to accommodate an occasional biker for a biking lane.

I LIVE here and the city does NOT.

As I said before, there are very few people riding a bike on Plattsburg Ave. In fact there are more cars parked on the street per week than there are bikers on the street in a week.

What we really need are bump outs to slow the speeding cars down. Of the 2 issues: speeding or bike lane, speeding is a much larger concern for those of us living on the Ave than a separate place for the very occasional biker on the Ave.

Please respect the information provided to you from someone who has lived on the street for almost 32 years and not the whims of a few people who might bike on Plattsburg Ave 1 or 2 times a year.

There is plenty of room for biking on the street as it is now !

I am really not happy with a few people making rules for all of Burlington when they do not live here or truly understand what is going on in neighborhoods.

That is unless it is one of the more affluent neighborhoods who get what they want very quickly.

My children are now 30 and 33. I asked multiple times about having a crosswalk from Plattsburg Ave over to the west side of North Ave and was told it would be done with in a few years- this was in the early 1990's - by the time it finally happened my children were adults and no longer living at home.

I have wrote to the DPW, City council and the Mayor over the years on various issues but because I am not rich or known by people in city positions, my words fall on deaf ears.

I noticed how quickly bump outs were placed on North St and Mansfield Ave. when families moved in with young children, most likely a few families who have a parent working at UVM or UVMMC in high positions.

Well I am an RN and spent 23 yrs working at the hospital, I follow the rules, clean up litter off our street yet my words go unheard.

There is yet another kind of racism in Burlington- the wealthy VS the average person - the wealthy get what they want and the average working person in Burlington gets only dumped on and my many letters and e-mails to different Burlington departments are never answered.

Can you hear and understand what I am saying or are you just following the "agenda" set by people who do not live or even come to our area ?

Date Received: May 19, 2022

I live a 110 Plattsburg and am all for the bike lane.

But adding to this, why not a bike lane on 127 all the way to Colchester. And really, why not a bike lane on 127 all the way to Burlington, that would be huge.

Date Received: August 8, 2022

Hi Julia - is there any way that you can count bikes on the sidewalk? It seems that most of the bikes that ride past here are safely up on the sidewalk. Lots of neighborhood kiddos and families which makes me think there isn't a need for bike lanes.

Date Received: November 5, 2022

Hi,

I live on Plattsburg Ave and often bike on it. I would love it if there were bike lanes on Plattsburg Ave, especially southbound on Plattsburg Ave up to the intersection of Plattsburg Ave and North Ave. The available street parking on Plattsburg Ave is hardly ever used and it is a waste of impervious surface in my opinion.

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: November 16th, 2022

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer

CC: Chapin Spencer, DPW, Director
Norm Baldwin, DPW, Division Director – Technical Services, City Engineer
Rob Goulding, DPW, Public Information & Customer Service Manager
Kara Alnasrawi, Business & Workforce Development, Director
Will Clavelle, Business& Workforce Development, Business Support & Policy Mgr.

Subject: North Winooski Avenue Parking Management Plan Update

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Summary:
DPW Staff are not seeking any approvals from the Commission at this time. This memo provides an overview of the status of North Winooski Avenue Parking Management Plan (PMP). It is important to note DPW Staff plan to bring several traffic regulation recommendations to the January, 2023 Commission meeting for this project. These regulation approvals plan to include parking removal on the east side of North Winooski from Union to Riverside as well as a variety of adjustments to parking on the west side of North Winooski.

Background:
The City Council's March 2020 resolution related to the implementation of the Winooski Avenue Transportation Study called on the City to develop a Parking Management Plan along North Winooski Avenue. COVID-19 delayed the initiation of the Parking Management Plan, but the work got underway in late winter 2020. The City, in partnership with the Chittenden County Regional Planning Commission (CCRPC) and a consultant team from RSG, coordinated the work. An advisory City Councilor – Stakeholder Committee met 6 times over a 12-month period to provide feedback, hear from stakeholders, and ultimately weigh in on the final Plan. The Parking Management Plan and the materials from the meetings at be found here: https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/north-winooski-avenue-parking-management-plan.

Based on advisory committee feedback, additional public engagement and technical review, DPW staff and the consultant team updated the recommendations in the PMP prior to the Committee's last meeting in February – the most significant was the proposed phased implementation of the parking changes along the corridor. The PMP now recommends implementing the parking modifications between Union Street and Riverside Avenue as part of phase one and the parking changes south of Union Street as phase two (to be undertaken in future years). Implementing only phase one at this time would reduce the net parking loss by over half – from 82 to 40 spaces – while still achieving the completion of continuous bike lanes between downtown Burlington and the City of Winooski – two of the most densely populated parts of the State. The

phase one implementation would retain 63 (61%) of the 103 on-street spaces in this section with 40 spaces removed (39%).

At the March 21, 2022 City Council meeting, the Council approved the phased implementation by resolution (see Attachment-1) and added additional direction including:

- Delaying the implementation of phase one from construction year 2022 to 2023
- Calling for City staff to work on securing shared off street public parking
- Approving $15,000 of seed funding for businesses and non-profits north of Union Street to implement, expand, or access transportation demand management (TDM) services.
- Having the Green Mountain Transit (GMT) City Loop remain fare free starting in FY'24

Multi-Pronged Parking Management Strategy

The City Council's March 2022 resolution highlighted the need for a multi-pronged strategy to minimize the impact of removing 40 on-street parking spaces on North Winooski Avenue between Union Street and Riverside Avenue. City Staff has been working diligently on this strategy and has the following to report:

Transportation Demand Management (TDM) Grants:

City staff developed a North Winooski Avenue grant program in collaboration with the Council's Transportation Energy & Utilities Committee. Staff mailed grant application information and then City staff (including Business & Workforce Development staff) and Councilor Barlow went door-to-door dropping off the information to businesses and non-profits along the corridor. Six applications were received. At the September 27, 2022 The Transportation, Energy & Utilities and Committee (TEUC) meeting, the TEUC approved $15,000 of grant funding for businesses and non-profits north of Union Street to implement, expand, or access TDM services. The details of the TEUC approved grants (see Attachment-2) to meet the $15,000 threshold are in table-1:

Table-1

Applicant	**Amount Requested**	**Amount Awarded**	**Description**
CHCB	$3,000	$3,000	CATMA survey for patients.
Junktiques	$2,500	$580 + City will provide bike rack	Bike parking, and bike repair gear.
May Day	$6,000	$4,080	Biking equipment for staff.
NetZero	$6,500	$3,600	Trolleys
ONE Community School	No amount indicated	$3,740	Cash incentives to staff to walk/bike
Pho Hong	$2,000	City will provide bike rack	Bike rack
Total amount:	$20,000	$15,000	

Shared Parking Opportunities:

City staff have been working to secure shared off-street public parking options with local businesses and non-profits along North Winooski Avenue. To this end, staff have discussed options with the following property owners and/or businesses that have ample off-street parking adjacent to the corridor:

- Burlington Housing Authority
- Champlain Housing Trust
- Charlebois Rigging
- Community Health Center of Burlington
- Hinsdale Properties
- Junktiques
- Vermont Legal Aid
- Vermont Real Estate Co-op

Through these conversations, Burlington Housing Authority (BHA) has offered six (6) off-street spaces adjacent to the Riverside Avenue apartments to be available for lease. The Community Health Center of Burlington and BHA are now discussing this opportunity. Additionally, the City understands the various businesses at the former bus barn property (337-343 North Winooski Avenue) are actively discussing how to utilize their off-street more efficiently and open up more of the spaces immediately adjacent to North Winooski for their retail tenants.

Many of the other property owners and businesses have expressed reluctance to enter into shared parking agreements due to concerns including: liability, additional management challenges, potential impacts on existing uses and parkers. In an effort to further assist businesses with understanding the specific mechanics and opportunities with shared parking arrangements, DPW leadership has proposed, and the TEUC has conceptually supported, the City offering a turn-key shared parking operation where DPW's Parking & Traffic Division would manage and enforce off-peak public parking for interested property owners at favorable revenue sharing splits. Staff is actively developing this turnkey proposal and will get the TEUC's review and the Commission's approval in the coming months.

New Off-Street Parking Development

City staff are continuing conversations with the Community Health Center of Burlington as they explore potential new off-street parking opportunities adjacent to their Riverside Avenue facility. DPW staff has offered conceptual engineering support, but CHCB has retained their own consultants and are pursuing a couple of concepts at this time. The City is monitoring Federal and State funding opportunities that may be able to assist CHCB with funding the construction of such an off-street facility.

Maximizing On-Street Parking

DPW Staff are investigating additional geometric adjustments which will allow for added parking on the west side of North Winooski Avenue and additional adjacent locations. The possibility of reconstructing current wide curb cuts may create curb space which will allow for additional parking. The construction of curb extensions at different crosswalks along the North Winooski corridor may allocate more parking as well beyond the projected 63 retained parking spaces on the western side. The geometric adjustments have the potential to add between 1-3 spaces. DPW Staff hope to have a more precise number of additional parking spaces due to geometric adjustments by the 1/18/23 Commission meeting.

Active Management of On-Street Spaces

The North Winooski Avenue Parking Management Plan identified active management as a way to make the remaining on-street parking more efficiently used. Without time limited parking, people can park on-street for up to three days without moving their car – even if they have off street options. With time-limited parking, we can ensure greater turnover of the on-street spaces to give the wider public more access. DPW Staff will be engaging stakeholders in the coming months to understand the best regulatory approach for the remaining on-street spaces on the west side of the street. We will be very likely recommending some dual use spaces to provide loading zones for adjacent businesses during their key windows while allowing public parking at other times. Staff's recommendation will be publicly shared and will go to the DPW Commission for approval sometime this coming winter.

Ongoing Neighborhood Outreach

DPW Director Chapin Spencer provided an overview of the work to date in advance of next year's paving along the North Winooski corridor at the 10/13/22 Ward 2 & 3 NPA meeting. Director Spencer confirmed that VTrans paving on North Winooski from Riverside to Pearl is still scheduled for the 2023 season. The NPA was also briefed on the current TEUC TDM grant efforts, and DPW Staff's effort exploring off street public parking options. Some NPA attendees expressed concern about overall parking availability after the project is complete, and that supporting local businesses along the corridor is critical for the neighborhood.

Going forward, DPW staff will be providing at least quarterly updates to the North Winooski Avenue corridor as the State's paving project approaches. The goal is to keep stakeholders well informed of upcoming work and give all parties the best chance to work on minimizing the impacts of the changes.

Our next step will be briefing the Public Works Commission at their 11/16/22 meeting – well in advance of the Commission receiving a staff recommendation to adjust the parking regulations along the corridor.

North Winooski Project Next Steps:

1. 11/7/22: DPW Staff update to City Council (DONE)
2. 11/16/22: DPW Staff update Public Works Commission (PWC).
3. December – January: DPW Staff Engage local businesses on proposed traffic regulation amendments.
4. 1/18/23: DPW Staff seek approval from PWC for traffic regulation amendments.
5. April 2023: Next City Council project update
6. Summer 2023: VTrans Class-1 Paving and Striping of North Winooski Ave.

Attachments:

1. 3/21/22 City Council Resolution for North Winooski Parking Plan.
2. TDM Grant applications.

Resolution Relating to

North Winooski Avenue Parking Management Plan and Bike Lane Installation

RESOLUTION 6.02
Sponsor(s): Transportation, Ene
and Utilities Committee
Introduced: 03/21/22
Referred to: _____

Action: adopted as amende
Date: 03/21/22
Signed by Mayor: 03/29/22

CITY OF BURLINGTON

In the year Two Thousand Twenty-Two .....

Resolved by the City Council of the City of Burlington, as follows:

That WHEREAS, the City Council's March 9, 2020 Resolution relating to the Winooski Avenue Transportation Study identified interim improvements for North Winooski Avenue that would advance th Study's corridor vision; and

WHEREAS, the resolution was informed by the unanimous recommendation of a fourteen-membe Project Advisory Committee that met over the course of eighteen months and heard from hundreds of members of the public before making their recommendation to add separate bicycle facilities the length o corridor; and

WHEREAS, the resolution directed the removal of parking to make way for separated bike faciliti both directions for the entire Winooski Avenue corridor, which the resolution stated would be implemente for South Winooski Avenue in 2020, and North Winooski Avenue in 2021; and

WHEREAS, the interim improvements process laid out in the resolution also included a joint City Council-Stakeholder Committee (Committee) that would review and approve a North Winooski Avenue Parking Management Plan (NWPMP) prior to the installation of dedicated bike lanes in both directions between Pearl Street and Riverside Avenue; and

WHEREAS, the City Council resolved that the NWPMP would identify practical strategies for balancing parking supply and demand north of Pearl Street, with the goal of meeting essential parking nee while freeing up space for bike lanes; and

WHEREAS, the NWPMP study area included all of North Winooski Avenue and the side streets o block from the corridor; and

WHEREAS, parking supply and demand north of Pearl Street was based on pre-pandemic parking counts, direct community feedback through a web-based survey and Committee meetings, and national parking models for site-specific parking demand; and

WHEREAS, essential parking needs were identified as those to access social services, park within block for residential parking, loading for businesses, and visitors to businesses; and

* * * * * * * * * * * * *

DISTRIBUTION:

I hereby certify that this resolution has been sent to the following department(s) on

Attest:

* * * * * * * * * * * * *

ORIGINAL

RESOLUTION RELATING TO

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Adopted by the City Council

....., 20 .....

..... Clerk

Approved....., 20 .....

..... Mayor

Vol. ..... Page .....

WHEREAS, the NWPMP recommended practical strategies to balance on-street parking through limited parking regulations, tactics to reduce demand, and off-street opportunities for shared parking; anc

WHEREAS, the NWPMP recommended phased implementation to include the section north of U Street, with the existing southbound bike lane on North Winooski Avenue remain paired with the northbc bike lane on North Union Street; and

WHEREAS, by a vote of 4 to 3 the Committee approved a motion stating that the NWPMP fails t meet essential parking needs for residents, businesses, and service providers; and

WHEREAS, the Committee recommended parking removal be paused while the Department of Pu Works (DPW) obtains signed agreements for shared off street parking, improve transit with 15-minute headways and amenities, pilot a bike lane north of Union Street, improve crosswalks and signage with repaving, and present a new NWPMP in collaboration with low-income and immigrant-owned businesses social service agencies, and tenants; and

WHEREAS, the Committee recommendations conflict with the unanimous recommendations of th Project Advisory Committee and also conflict with the March 9, 2020 City Council Resolution and theref new guidance is required for the City's work along North Winooski Avenue;

NOW, THEREFORE, BE IT RESOLVED that the NWPMP City Council-Stakeholder Committee completed its work and the City Council gratefully acknowledges and thanks the volunteer members of th Committee for their year-long efforts; and

BE IT FURTHER RESOLVED that the City formally requests that the Vermont Agency of Transportation (VTrans) push back the paving schedule of North Winooski Avenue between Union Street Riverside Avenue until 2023 to allow the community additional time to prepare for the interim improveme and

BE IT FURTHER RESOLVED that the City provide up to $15,000 of seed funding, allocated from FY'22 City Council Initiatives fund, for businesses and non-profits north of Union Street to implement, expand, or access transportation demand management (TDM) services; and

BE IT FURTHER RESOLVED that the City requests the engagement of the Chittenden Area Transportation Management Association (CATMA) to assist participating businesses and non-profits in developing their TDM services; and

BE IT FURTHER RESOLVED that the City Council authorizes funding be allocated from the Traf Fund (Fund 264) to operate, at a minimum, the Green Mountain Transit City Loop fare-free by July 1, 202 an amount not to exceed $52,000; and

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DISTRIBUTION:

I hereby certify that this resolution has been sent to the following department(s) on

Attest:

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ORIGINAL

RESOLUTION RELATING TO

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Adopted by the City Council

....., 20 .....

..... Clerk

Approved....., 20 .....

..... Mayor

Vol. ..... Page .....

BE IT FURTHER RESOLVED that the City Council respectfully requests that the DPW staff ac work with North Winooski Avenue businesses and non-profit organizations, most notably those whose clientele represent historically vulnerable populations, north of Union Street to attempt to identify off-str parking options prior to removing on-street parking; and

BE IT FURTHER RESOLVED that the City, acting through the DPW, should advance the implementation of bike lanes in both directions on North Winooski Avenue north of Union Street in coordination with the 2023 VTrans paving project with a target completion of September 2023; and

BE IT FURTHER RESOLVED that the City Council requests DPW proactively engage stakehold along North Winooski Avenue north of Union Street, with a particular emphasis on businesses owned by Black, Indigenous, and other people of color, to develop recommended regulatory changes for the remain on-street parking spaces north of Union Street that best balance the needs of the corridor's various stakeholders; and

BE IT FURTHER RESOLVED that the City Council respectfully requests that the DPW staff upd the City Council in October 2022 and April 2023 on the progress of efforts to reduce on-street parking de along the blocks of North Winooski Avenue north of Union Street.

* * * * * * * * * * * * *

ORIGINAL

DISTRIBUTION:

I hereby certify that this resolution has been sent to the following department(s) on

City Attorney's Office, Thomas Musinski

DPW Director Spencer

RESOLUTION RELATING TO

North Winooski Avenue Parking Management Plan And Bike Lane Installation

as amended

Adopted by the City Council

March 21 20 22

Clerk

Approved March 29, 20 22

Mayor

Vol. Page

Attest:

Lori Olberg
Licensing, Voting and Records Coordinator

* * * * * * * * * * * * *

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Community Health Centers of Burlington (CHCB)

Address: 617 Riverside Avenue, Burlington, VT 05401

Phone: (802) 264-8193 Email: kanderson@chcb.org

Requested Grant Amount: $3,000

Description (Provide a brief describing your project):

CHCB will be significantly affected by the reduction of parking access for its patients as a result of the City's decision to remove on-street parking on the east side of North Winooski Avenue. CHCB would like to survey our patients to gain a better understanding of patient travel habits to our Riverside Avenue practice and would like to enlist survey development and distribution expertise from the Chittenden Area Transportation Management Association (CATMA). There are a few possible methodologies in conducting this survey: adding question(s) to registration form, in-person survey, or a post-visit survey.

Expected Outcomes (Provide a brief describing your expected project outcomes):

CATMA would conduct an analysis of survey findings, and produce a report on results and recommendations to improve patient use of other modes to/from the Riverside Avenue practice. This analysis would include how to best support current and future patient needs and how to encourage sustainable modes of travel.

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

We have already met and received a proposal from CATMA who provided the patient survey as an option for their assistance. CATMA is a non-profit 501c3 organization serving as a regional gateway connecting businesses, developers, and municipalities with sustainable, effective, and cost-efficient transportation demand management strategies (TDM) and solutions. We would look forward to beginning this partnership with them in advance of the parking removal.

Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: JEFFREY Sonin

Address: 324 N. WINOOSKI AVE

Phone: 802-865-3724 Email: essedad@Yahoo.com

Requested Grant Amount: $ 2500

Description (Provide a brief describing your project):

Provide Bike Parking on NORTH WINOOSKI AVE - Near archibald Renting a 350 savare ft. Space from GoldenJunk LLC for Bicycle Parking. building or Purchasing Bike Stands for Customers of Junktiques and local Businesses to Safely lock Bikes And have Easy access. Cost of Bike Racks - $1500 rented for I will also Provide a Public Bike Pump and Some Simple Repair tools. $1000

Expected Outcomes (Provide a brief describing your expected project outcomes):

Bicyclists will have a Safe and Easily Accessable space Right on N. WINOOSKI AVE to Park and lock their bicycles while at Pho hung, The African Market, and Junktiques

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

I will Be working with the old Spokes home and Bettys Bike To Establish a Verified Bicycle Parking Zone and will work with them to aquire Bike Stands, a Public Bike Pump & Some tools. Bettys Bikes will be on site to Repair & Assist in DIY Bike Repairs and the old Spokes home will Remain a local Bike Mecca.

Would you accept a partial grant award? Circle one. YES / NO

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NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: _____

Address: _____

Phone: _____ Email: _____

Requested Grant Amount: $_____

Description (Provide a brief describing your project):

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Expected Outcomes (Provide a brief describing your expected project outcomes):

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Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

_____

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Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant: Net Zero Vermont, Inc. (501c3 non-profit) Contact: Debra L Sachs, Exe. Director
Address: 1042 Dorset Street, Charlotte, Vermont 05445
Phone: 802-238-9807 Email: deb@netzerovt.org
Requested Grant Amount: $ 6,500 ($4,000 Trolleys and $2,500 direct personal mobility support)

Description *(Provide a brief describing your project)***:**

Net Zero Vermont's Walk to Shop team (including Vermont Clean Cities Coalition) proposes to coordinate with No. Winooski Avenue entities including Feeding Chittenden to encourage and incentivize residents to walk and take the bus to retail/service/employment destinations within the corridor project area by engaging, informing area employer staff & volunteers regarding TDM options.

The Team will disseminate 75-100 deeply subsidized trolleys and share TDM information and resources to project area service entities, clients, employees and residents.

Expected Outcomes *(Provide a brief describing your expected project outcomes):*

Engaged, informed and improved resident/employee awareness (who live, work and shop in the project area) about incentives and tools to walk, bus, and use the shopping trolley. Encourage and support demo/fun days and TDM dialogues/forums. Improved printed resources and information provided to staff/volunteers to share with clients. Data will be collected on user experience and travel habits of trolley and transit users.Written report of findings.

Project Planning and Partners *(What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?)*:

Based on 2021 Walk to Shop project and initial trolley user survey results, the team proposes to leverage and use $6,500 in requested City grant funds to strengthen and complement existing TDM services, to provide a practical personal mobility tool (shopping trolley) to at least 75-100 residents to enable them to walk, to ride the bus and to be more food secure and mobility independent by using a shopping trolley.

We're prepared to advance in three ways: 1) to be a community resource (in coordination with below partners) to non-profit entities, employer(ees) of the project area (including choice riders) to avoid driving and instead use available shared and active mobility options; 2) to assist Vermont Food Bank staff and volunteers with transportation literacy; and 3) to disseminate subsidized shopping trolleys through coordinated distribution points to interested users and transit dependent residents. The idea is to lead by example, to elevate dignity, walking rates and active mobility.

Vermont Food Bank, Feeding Chittenden, CCRPC, Go! Vermont, GMT, CATMA, City of Burlington, City of Winooski, Winooski Housing Authority and Champlain Housing Trust.

Would you accept a partial grant award? YES

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Wiley Reading

Address: 294 N. Winooski Ave.

Phone: 802 540 9174 Email: wileyr@oneartsvt.org

please do not call, I am hard of hearing

Requested Grant Amount: $

Description (Provide a brief describing your project):

I'd love to offer our staff incentives to walk/bike to work. I'd also like to incentivice our families traveling to school via bike/walk/bus. We work with some unhoused + some socio-economically disadvantaged families, so cash for bikes/incentivizing healthy transit would be wonderful!

Expected Outcomes (Provide a brief describing your expected project outcomes):

With cash incentives, I hope to encourage all 6 of our preschool families to walk or bike to school. I hope to expand the program for our younger students but since they are literally babies that might be more complex. Perhaps $ for toddler-safe bike seats?

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

We already encourage our families to walk and bike, but haven't been able to provide much support or incentive.

Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

NORTH WINOOSKI TRANSPORTATION GRANT APPLICATION

Applicant Name: Pho Hong

Address: 325 North Winooski Ave

Phone: 8028658031 Email: Tgrutoff3@yahoo.com

Requested Grant Amount: $ 2,000

Description (Provide a brief describing your project):

~~We could use the grant to give our employees end of year bonus for gas or for transportation.~~

NEW BIKE RACK FOR THE BUS BARNS. Front area is owned + Mawtained by UPW, but benches are broken.

Expected Outcomes (Provide a brief describing your expected project outcomes):

Encourage people (customers) to bike to the businesses located at the bus barns.

Fixed benches for people to sit on.

Project Planning and Partners (What work have you done on this idea already? Do you have other organizations or businesses helping you with this effort?):

The Old Spokes Home is a partner and they are very supportive of adding a bike rack and fixing the benches.

Would you accept a partial grant award? Circle one. YES / NO

All applications must be received or postmarked by September 19, 2022. The City's Transportation, Energy and Utilities Committee expects to make funding decisions at their September 27 meeting. More meeting information will be at: https://www.burlingtonvt.gov/CityCouncil/TEUC. If the City funds your application, a written report will need to be provided no later than a year from the grant award documenting how the funding was spent and what outcomes were achieved.

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

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

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: November 16, 2022

GMT FY'24 Planning

I serve on the GMT Board along with Meg Polyte – and participate on GMT's Finance Committee. There are some challenging trends that we'll be grappling with in the coming months that I want to bring to your attention.

- The City has had long standing policy interest to expand transit service and over the past couple of years there has been growing interest to keep transit fare free. There is an inherent tension in these goals as fares have historically provided a source of local unrestricted funding to match federal funding. While there may be some additional funding through the Federal bipartisan infrastructure bill, we are using up the last of the COVID funding and a solid base of local, regional or state funding is needed to match the federal funds.
- To balance the FY'24 budget, GMT staff is informing the Board that fares will need to be reinstated and potential service cuts may need to be made. This is with an 11.6% assessment increase expected for the City of Burlington due largely to increases in our ADA assessment caused by more residents utilizing the paratransit services.
- Without a new way of funding the local transit share, we will not be achieving the goals of expanding service or keeping service fare free. GMT and the Vermont Public Transportation Association (VPTA) have been reviewing the recent consultant report that explores options for raising local/regional/state funding through various strategies. Getting any of these strategies approved will require a coordinated Legislative effort and will likely take years and not be ready for FY'24.

Key Project Updates

- The **Shelburne Street Roundabout** is now open. A press conference is being scheduled for the next week or two.
- The **University Place** project is nearly complete with some final striping needed. A press conference will be scheduled for the next week or two.
- The **City paving** work of North Avenue, the Route 127 bridge and Allen Street has been completed. The State paving of Willard Street, Riverside Avenue and Main Street has largely been completed for this year.
- Our **water/wastewater/stormwater relining** work continues this fall and the work will continue into 2023.

It's been a good construction season. For more info, contact Rob Goulding, rgoulding@burlingtonvt.gov or click on our Construction Portal: https://www.burlingtonvt.gov/construction.

Please don't hesitate to reach out with any questions. See you on Wednesday!

0 40' 80'

SCALE: 1" = 40'

PLATTSBURG AVE
PROPOSED BIKE LANES

BURLINGTON, VT PUBLIC WORKS

BURLINGTON PUBLIC WORKS ENGINEERING DIV.

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

DESIGNED JLU	
DRAWN JLU	SCALE 1"=40'
CHECKED XXX	DRAWING NO.
DATE 05/17/2022	SHEET 1 OF 4

0 40' 80'

SCALE: 1" = 40'

City Of Burlington
CY22 Street Reconstruction
Program
PLATTSBURG AVE

BURLINGTON, VT PUBLIC WORKS

BURLINGTON PUBLIC WORKS ENGINEERING DIV.

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

DESIGNED JLU	
DRAWN JLU	SCALE 1"=40'
CHECKED XXX	DRAWING NO.
DATE 05/17/2022	SHEET 4 OF 4

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING NOVEMBER 16, 2022
FINAL MINUTES

Commissioners Present: Commissioner Barr, Commissioner Damiani, Commissioner Fox, Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner Overby

Commissioner Absent: Commissioner O'Neill-Vivanco

ITEM 1 – CALL TO ORDER

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

Director Spencer introduced Dora Bean as a new Engineer for DPW and also stated that Philip Peterson and Julia Ursala both passed their tests and are now Engineers

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Munteanu seconded
Commissioner Overby wanted to pull off Item C DT BHS Parking as she had a question.
Commissioner Barr was friendly to the amendment
Commissioner Munteanu was friendly with it as well
Unanimous approval

ITEM 3 – PUBLIC FORUM

Jason Stifle was on the phone and stated that he was in favor of the Plattsburg Avenue bike lanes.

ITEM 4 – CONSENT AGENDA

A Approval of Draft Minutes 10-19-22
B Strong Street Motorcycle Parking
D Correction to Parking Ban Ordinance

Commissioner Barr made a motion to pass Consent Agenda with Item C removed
Commissioner Fox seconded
Unanimous approval

ITEM 4.1 – ITEM C – DT BHS PARKING

Madeline Suender stated that some adjustment to the timing of the parking for BHS drop offs and pick-ups needed to be adjusted as parents who were picking up their children found that this was not running smoothly. The courthouse had concerns about these spots used for pick up and drop off at certain times during the day as this was parking for people going into the courthouse.
Commissioner Overby's concerns was this as well and asked if this had been addressed and what the options were.
Madeline Suender stated that there was accessible space in front of courthouse and the parking garage across the street has a number of spots available for parking. There is one space left for the use by the courthouse. Commissioner Overby's concern was for the courthouse in people coming and going from the courthouse.

Commissioner Barr made a motion to approve staff's recommendations
Commissioner Fox seconded
Unanimous Approval

ITEM 5 – PLATTSBURG AVE BIKE LANES

City Engineer Julia Ursaki stated Plattsburg Avenue was paves this past summer as well as painted for a priority short term bicycle connection. She stated a parking lane has been removed as parking counts were done on Plattsburg Avenue and the parking numbers were low. There was ample parking on the side streets just off from Plattsburg Avenue.
City Engineer Julia Ursaki also stated that the design for the North Avenue and Plattsburg Avenue is not final yet and we are still working on it. A future phase is how to connect where the bike lanes end.
The commissioners all showed support of the bike lanes on Plattsburg Avenue

Jeff Comstock, who is a resident on Plattsburg Avenue, stated that the two bike lanes on Plattsburg Avenue were unsafe. The plan does not reflect the neighborhood traffic. The neighborhood presented a proposal that would work for the neighborhood and not disrupt removing parking from Plattsburg Avenue.

Commissioner Barr made a motion to accept staff's recommendation
Commissioner Damiani seconded
Unanimous approval

ITEM 6 – NORTH WINOOSKI AVE – PROJECT UPDATE

Director Spencer stated that this was an update that we told you we would do for the changes to North Winooski Avenue. In January 2021 we will be meeting and looking for traffic changes. We were asked to delay paving and work with businesses for parking – we want 40 spaces removed.

City Engineer Philip Peterson stated that money was provided to the businesses for bike racks and to do a survey through CATMA and curb extensions for parking. A mailer will be sent in December along the North Winooski Avenue to engage with people and provide resources for the people along the corridor.
Director Spencer stated that we have worked with businesses and some progress has been made – BHA has added six spaces to CHBC for parking.

Commissioner Damiani asked about public outreach and if there was any discussion to infrastructure for parking.
Director Spencer stated he was not aware of changes to side street. Any lighting issues would go up to BED for evaluation and lighting levels.

Commissioner Munteanu asked if we can develop some off street parking and if so where the lots might be.
Director Spencer stated Community Health Center with adjacent neighbors could explore off street parking in their facilities. If the city is desirous of running city run parking, they are aware they need to lead the effort to find.

Commissioner Overby was impressed with the process being taken with the department. Parking structures off Interval Road people who need to park on street, maybe long term parking. GMT has challenges people not riding the bus so we need to have the routes marked.

Commissioner Hogan asked if paving in ’23 aiming for protected bike lane.
City Engineer Philip Peterson stated no.

ITEM 7 – DIRECTOR’S REPORT

Director Spenser stated that GMT is looking to reinstate the fare in Fiscal Year 2024.
We have asked GMT to join us at the next TEUC meeting for expanding funding in fiscal year 2024.
There will be a ribbon cutting ceremony for the roundabout at 10:00 a.m. tomorrow morning.
University Place is coming along and will have an opening ceremony in a few weeks.

Assistant Director Normal Baldwin stated that we have been down two position on the Transportation side of the Engineering Department we have offered and filled two positions.

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Overby asked if we were going back to the white crosswalk striping from the red brick.
Director Spencer stated yes we are transitioning away from the red brick crosswalk to traditional crosswalks.

Commissioner Damiani stated the temporary sidewalk in the south part of the city by City Market needs to be ADA accessible, difficult to cross around the area.
Assistant Director Norman Baldwin stated that we are pressing the contractor to be more mindful of these issues and make them accessible and safe.

Commissioner Munteanu stated he was excited to see the progress on the Marketplace Garage.

Commissioner Hogan stated leave pick up was well times this ear. He is glad to hear the hiring updates. He also asked about the digging in the right of way is this emergency stuff?
Information Officer Robert Goulding sated that if they were long-term projects they can go on the city website for traffic control and can subscribe to Vermont Alert Systems. Private projects signage is request.

ITEM 9 – ADJOURNMENT AND NEXT MEETING DATE – DECEMBER 21, 2022

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

Meeting ended 7:56 p.m.