



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

DPW COMMISSION MEETING AGENDA
May 18, 2022
6:30 p.m.

To join in person: 645 Pine St., Burlington, VT

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 of 4-27-22
 - B Old North End Car-Share Spaces
 - C CY22 Street Reconstruction Program Complete Street Forms
 - D Plattsburg Avenue Bike Lane Proposal
- 5 30 Min Main Street Concept
 - A Presentation, L. Wheelock & O. Darisse
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 6 15 Min BSD School Travel Plan Final Draft
 - A Presentation, P. Peterson
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None
- 7 20 Min Marketplace Garage Assessment
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None

- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 Executive Session – Director & City Engineer Annual Reviews
- 11 **Adjournment & Next Meeting Date – June 15, 2022**



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**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING APRIL 28, 2022
DRAFT MINUTES**

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

Commissioner Absent – Commissioner Barr, Commissioner Kennedy

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:34 p.m.

ITEM 2 – AGENDA

Commissioner Hogan stated there was a question on one of the consent items – Complete Street

Commissioner O'Neill-Vivanco made a motion to pull of item 4d and make it 7.1 and approve the consent agenda

Commissioner Munteanu seconded

Commissioner Overby wanted to pull item 3c off as well.

Commissioner O'Neill-Vivanco stated the friendly amendment was fine with her

Commissioner Munteanu stated this was fine with him as well.

Unanimous approval to accept the agenda with the two items taken off

ITEM 3 – PUBLIC FORUM

Brian Elithorpe owner of the Daily Planet wanted to see about expanded sidewalk program and if we bringing it back. The last two summers has helped with the outside seating. There was a lane shift in the traffic and the outside seating has helped the three restaurants on Center Street over the past three years. We can seat almost 35 people outside; yes, we will have to eliminate a few parking spaces for all three restaurants to use it.

Director Spencer stated that staff has been in communication and we looking to find a solution.

Jane Knodell came in to speak about the North Winooski Avenue resolution that was adopted – install bike lanes from the Food Shelf to the Health Center. The resolution specified some work DPW has to do, work with small businesses for parking. We are following this and we would like to help with the communication of the diverse population that are in this area, both residential and business owners who have

difficulty understanding what is going on and how losing parking will affect their businesses.

Sharon Bushor ~~came~~called in to speak about the all way stop at Loomis Street and Mansfield Avenue. Planters are a visual obstacle for drivers. I am asking for a re-evaluation of the barrel planters in that location.

~~A customer also~~ Liz Curry ~~came~~called in to speak about the North Winooski Avenue project and the difficulty regarding this bike lane. The population in this area are low-income tenants and immigrant owned businesses and how to work with the change for no parking.

ITEM 4 – CONSENT AGENDA

A – Approval of Minutes 3-16-22 & 2-16-22

B – Parking Adjustment in front of 58 Pearl Street

Commissioner O'Neill-Vivanco made a motion to accept the minutes with the changes Commissioner Bose seconded with the approved amended minutes.
Unanimous approval.

ITEM 5 – TOWING FEE – ORDINANCE CHANGE

- Remove rates from paragraph (a) and establish rates in a separate Towing and Storage Rate Table that is subject to Public Works Commission approval
- Remove paragraph (b) to remove reference to separate fees for private property owing and remove duplicate reference to a rate table.
- Update paragraph © to make notification of impoundment a requirement of the City, not the towing vendor, and to clarify that the vendor is enabled to request an abandoned vehicle title for the impounded vehicle as allow by stated
- Adopt the Towing and Storage Rate Table as referenced in the proposed update to Chapter 20-74(a)

Commissioner Munteanu asked about the change itself, par d car towed if it is not claimed the process is deferred to the state.

Commissioner Overby asked if Burlington towing is done a pool of companies or just Spillane's. Assistant Director Padgett stated that Spillane's is the only vendor. There is an Operation of notice – c – to notify holder within seven days of impoundment the city would take this over.

Commissioner O'Neill-Vivanco asked if there was information on line about who to contact if vehicle is towed – a timeline informing owners. AD Padgett stated this is something we have not done ourselves but the state has a 40-day window – 7 days within a period. Commissioner O'Neill-Vivanco also asked for clarification on the

extra \$20 per person for towing. AD Padgett stated that on special cases such as towing motorcycles a second person is needed to move the vehicle so the tow would be \$20 more for the tow.

Commissioner Bose made a motion to accept staff's recommendation.

Commissioner Munteanu seconded

Unanimous approval

ITEM 6 – 2 PEARL STREET LOT MONTHLY PARKING – ORDINANCE CHANG

- Update Burlington Code of Ordinance, Appendix C, Section 18 (b) Parking Facility Designation/Leased Lot Location to allow for the sale of up to 20 monthly parking permits at the Pearl Street Parking lot and retitle subsection (b) as Permit Lot Locations to remove any confusion related to the term "lease". A lease is not the legal instrument used to offer said parking, is offered via a Permit.
- Update Burlington Code of Ordinance, Appendix C, Section 19 (c) Parking Rates/Location to clarify that rates are for "permits" not leases and include the Pearl Street lot with a rate of \$55.00.
- Amend the current Generic Parking Agreement to include parking at lots.

Commissioner Munteanu asked about the 30 spots are not full, it is a very underutilized parking lot. It is busy on the weekends.

Commissioner O'Neill-Vivanco stated we should maximize surface parking and have signage for the parking lot.

Commissioner Overby status of agreement where we were supposed to sell the lot back to Bove's.

AD Padgett stated that we still own the parking lot.

Director Spencer stated the conditions were not met on the contract so we still own the lot.

City Engineer Laura Wheelock stated that CEDO and Zoning stated this was an expired project and it is considered closed.

Commissioner Hogan stated the meters are remaining how does parking know who has permits?

AD Padgett stated the plate number is in the system, they punch it in and it shows they have a permit and they go on their way.

Commissioner O'Neill-Vivanco made a motion to accept staff's recommendation.

Commissioner Bose seconded

Unanimous approval.

ITEM 7 – MAIN STREET CONCEPT

Senior Engineer Laura Wheelock introduced the team that was working on this Main Street Great Streets project.

Evan Detrick gave an overview of the project, what they were doing for public engagement, the current design concept showing s schedule of work – the preliminary plans and final plans.

Susannah Ross did an overview of the community outreach there has been about 30 city meetings that have been attended, there was an online survey, the website has been active and we did have the initial Main Street kickoff and lots of advertising, showing meetings that have occurred and future meetings.

Main Street is a vital cultural and civic resource for newcomers and Burlingtonians
A gateway represents the diverse and rich culture, history and identity of residents
Should be a place for arts and programming for all ages

Accessibility and safety of pedestrians

Clear parking and wayfinding strategy that will support business success

Investments today need to support future needs and last for years

Main Street project need to be coordinated with other city priorities.

Giving a basic reconfiguration of right of way, streamline roadway bed to what they need to be for walkways, amenities, planting, storm water uptake, bike lanes. Replacing utilities underground.

Looking at ways to support the parking changes that will occur along this corridor.

Steve Woods went over the plants for the concepts for the six blocks from Union Street to Battery Street. Two design approaches have been identified. The Artful Gateway a dignified and continuous streetscape along the whole street. A clean, unified and thoughtful rhythm that happens along the street, plantings, clean straight and accessible bikeways on either side, opportunity to provide good spaces at corners for bump outs for clean crossings and closer walking and storm water management.

Mix use path by Memorial Auditorium.

Second zone is Lake, City, Mountain – expressive zone of landscape character and natural character of the area. Still being expressed in change of bike lanes and streetscapes. Larger capacity zones for plantings, mix use path along south side of street Union to Winooski. Towards Church Street again looking for a shared use section between Church St and St. Paul.

Places to sit and hang out, affordable food options, use of rain gardens, farmers markets. Curb less street for more pedestrian interaction. Multi language signage.

Both options look to solve functional issues that are present in the street now.

The next steps to the project are the neighborhood meeting and business meeting which we will incorporate feedback from tonight and additional feedback up to May 14th. Go to City Council on May 9th to share the concept plans with them. May 18th share with DPW the concept plan direction and the Church Street Commission.

Looking for feedback from public before May 14th, hope for approval of conceptual plans.

Commissioner O'Neill-Vivanco fine with either concept. Important to continue to communicate that streets are for moving people and goods and we move away from the idea that streets have to be built for vehicles. The concepts give priority to bikes and pedestrians. Main Street looks much more vibrant, dynamic, multi-use. Maybe drop off spots for micro-mobility, clearer signage for parking, If we can incorporate signage for parking that would help, mobility in future. Seating on streetscape excellent balance. Signage over 30 different languages spoken in schools, visual signage.

Commissioner Bose really excited to see this. Make some form of this available for us to dig into more. Signage is one that I was thinking about as well. This is the kind of process that I hope we do digging into very diverse groups the users of these spaces. How did you put together the focus groups? Certainly seeing highlighting some responses, making more transparent might be helpful.

Senior Engineer Laura Wheelock asked if she could speak to the presentation you can find it on the TEUC Agenda. As of the meeting tomorrow it will be posted at the start of the meeting so anyone in the meeting can find the presentation material on the website and it will be on there while the website exists.

Commissioner Overby inquired if all of the intersections were going to be signalized Or is there still an opportunity to have a roundabout design in any of the intersections.

Senior Engineer Laura Wheelock stated that we asked them to review the intersection control throughout the corridor but there is definitely a lot of other factors that go into what intersection control type that we're going to select and go forward with. The preliminary information leads us to showing these concepts as being signalized intersections. Evan can you add into that and what led us to that?

Evan Detrick we acknowledge that there are safety concerns along Main Street. We'll be looking more closely at the intersections and the capacity analysis that we've run says signalized intersections work almost as well as what you would have with a roundabout. The concepts that we do have now have many safety improvements with them, which include really shortening up the crosswalks at all of the intersections. The bob outs are going to be created at each one of the intersections so that those crossings are going to go from 55 feet or 65 feet down to about 24 feet. In addition, when people are stepping off from the curb they going to be stepping off in a way that is much more visible to the driver's on the road. The roundabouts we are going to continue to look into those but at this state, they are all signalized. The roundabouts are a little more complicated to construct and they require the acquisition of rights of way and they are property impacts too, they are bigger than a signalized intersection too. There are challenges with roundabouts in an established urban setting and we will continue to look at that and DPW has asked us to prepare an evaluation matrix that kind of spells out all the reasoning for whatever we end up with at these intersections.

Commissioner the aesthetics of roundabouts and the safety of roundabouts because of the slowing of speed and the efficiency of roundabouts by not having vehicles sitting at an intersection when there is no traffic moving anywhere there is nothing about a signalized intersection that is safer or more environmentally sound than a roundabout. They let the traffic move and when there are needs for the traffic to stop and when there are pedestrians pedestrians will stop and walk across. A rain garden in another part of Burlington and what has happened in that scenario when the bump outs happen the curbs are low enough in the winter there is no, it's not obvious so in the winter cars have run into it and are damaged and trucks are big enough to drive over it and have basically crushed the curbing. The functionality of the rain gardens when you use them as a bump out design has significant problems as far as the safety of the vehicles that hit them in the winter and then the maintenance of the plantings in the summer. Look at where those rain gardens are in your design and if they are going to be bump outs into the roadway, they are going to be dangerous obstructions. I think the plans are great, I think putting in the bump outs as planters is going to be hit by cars in the winter I think we're going to have problems. So those are my suggestions – you might want to look at the designs that you have and we'll see if maybe some of those things can be addressed. I have made these suggestions before but I would like you to consider them.

Laura if I can respond Main Street is within the Great Streets downtown standard so I would expect the lines are going to look a little bit like St. Paul Street, they're going to be granite, they're going to be new and they will be the full projection height that they are. I would like to know where this bump out and this rain garden isn't working because we do like to learn from challenging areas.

Commissioner Overby stated it was at Grant and North Winooski and I just had a conversation today and say how is it going, how is the clean outgoing and it was a mess. And the other problem is people have had their car damaged there and trucks have driven over it and it was immediately destroyed.

Commissioner Munteanu appreciates how open and wide reaching the engagement process was. I hope no one is going to be surprised when there is going to be changes and construction starting so I definitely hope that that level of communication continues. If the city goes with signalized intersections there will be signals for bicyclists as well – one set for pedestrians and another set for the bike lane is that the case?

Senior Engineer Laura Wheelock stated that they believe that they would have bicyclists go concurrently with vehicles. I know at Battery is one location that we're looking at for specific signalized separation of bicycles and vehicles just because of the strong right and left turn movement from Main onto Battery.

Evan stated if we do end up with a signalized situation the bicyclist would get a lead time in the phasing of the traffic signal.

Commissioner Hogan the artistic design is super exciting. Are you looking to make a decision between the artful Gateway and the Lake, City, Mountain or are we kind of blending shifts from each?

Steve Woods I think the intent is to be able to share with the community a wide range of qualities and options that happen within each of the options. They are able to go through and tell us which of those options and characters you want to see the most in each option. In the end, we'll probably have some type of hybrid.

As we're converging on plans can you give me a timeline on potential City Council action May 14th.

Senior Engineer Laura Wheelock stated that we are on a condensed timeline to try to use the TIF funding based on when it does need to get bonded and used within it's lifetime. We have done a lot of data collection as it relates to they performed a survey of the corridor, we're working with utility locations and we're working to find right of way boundaries. They all also going ahead with the water and sewer replacements that are underneath the ground. Looking for the council's acceptance that's going to change the curb line of the street. We want to bring them to them early so we don't get too far down the process and then have everyone wondering what we are doing. Going early helps us move the community through the project.

Commissioner Hogan a mention of parking revenue feeding into non-motorized people outside of vehicles, is there project ordinance change to do that?

Director Spencer as part of great streets St. Paul Street we were able to use traffic funds for that project as it relates to regulating and controlling traffic. Currently the importance of this TIF opportunity cannot be understated. Having these funds is a once in a generation opportunity. If traffic fund rebounds and COVID recedes then we can look at traffic contributing to a part of this project as well.

Commissioner Hogan any option to extend pedestrian space into lower Church Street. Laura Wheelock a challenging questions but way district is described is on record with the state as it relates to our filing with the TIF funding we need to honor that.

ITEM 7.1 – ALL WAY STOP AT LOOMIS STREET AND MANSFIELD AVENUE

City Engineer Olivia Darisse want to provide background on some changes coming to Mansfield Avenue. 2015 Mansfield Avenue had submitted request for all way stop at Loomis Street due to safety concerns. DPW staff evaluated request and found that the intersection did not meet the requirement for stop sign warrants. Due to demand and safety concerns the commissioner in 2015 asked a stop sign be installed at that intersection with the condition that that neighborhood would submit request to traffic calming program. 2019 we initiated the side path and the traffic calming process.

Sidewalk on the east side of road will be replaced with a ten-foot wide path. Develop concern alternatives for traffic calming measures. We stated during meetings that the stop sign would be removed with traffic calming measures. We administered a survey in 2021 on traffic calming alternative preferred. Option for ~~chechayenes-chicanes~~ and raised crosswalk or just raised crosswalks. Going with raised sidewalk in front of school and then two at Loomis Street on either side. Going to construction next month as part of effort to remove stop sign as part of the conditions of evaluating traffic calming alternative. Coming back to the commissioner to get the authorization for removal of the stop signs. We are going to wait to come back for approval until we get side path

installed and see if that influences the volume of pedestrians using the crosswalks and make a determination at that time if we still want to recommend removing those stop signs.

Commissioner Overby suggest if studying traffic on Mansfield what is really going on is there are two ways to avoid the stop light at Pearl, Colchester and North Prospect. People will take North, go over to Mansfield. Traffic on North Prospect heading toward the intersection trying to get to Route 2, Main St, getting on interstate. Doing study there needs to be a way assessing the way the traffic moves. Not looking at how to reduce traffic for people who don't want to sit at the stop light. Can't see taking stop signs out until this traffic issue is resolved. How do you get people to stay on Prospect when they are trying to get to the interstate.

Planters being visual barriers, relates to comment made about rain garden. Planters intended to make shorter crossing which isn't needed at that point, not a good thing but curb cut might not be best thing either.

City Engineer Darisse stated that is certainly something we can focus on when we do our review.

Commissioner O'Neill-Vivanco look forward to side path construction. Rush hour when people cut through and zip down, blow stop sign. Without sign how quickly can I get to North Street. Without stop sign zip zone. What is detriment to leaving all ways stop even after side path constructed.

Engineer Darisse stated that the stop signs do not meet MUTCD warrants so as putting in unwarranted stop signs they do create other hazards.

Commissioner Hogan solid no on removing them. City has been challenged, committed to going above and beyond MUTCD, and city guide book review this fall as well.

ITEM 7.2 – CY22 STREET RECONSTRUCTION PROGRAM COMPLETE STREETS FORMS

City Engineer Laura Wheelock document got pulled into the complete packet there was a formatting challenge. I have the original that I am going to share with you. We would like it voted on tonight as we are going to start paving in the next week or two. Here is the original packet that was sent to our staff. On the forms they do go alphabetical order. All amenities are considered when paving. These forms are submitted at the end of the construction season year in December. Have small updates for Flynn Avenue and Plattsburg Avenue. We will provide updated PDF to your packet material.

Commissioner Overby Allen Street is there a bus stop?

One at the corner of Elmwood and Allen.

Flynn have sidewalk on one side or both. Are there sidewalks on both sides?

Laura just one side. Noting that there is one there.

Commissioner Overby North Avenue aren't there bus stops on that stretch as well?

City Engineer Laura Wheel stated that yeah and this is the first year for the staff member completing the forms and I apologize because I didn't have a chance to review it. Boxes for every amenity exists is marked off so considered as part of the design.

Why I ask for it tonight is because we are about to start paving and the contractor is going to start on North Ave before your next meeting.

Commissioner Bose made a motion to accept the paving plans
Commissioner O'Neill-Vivanco seconds
Unanimous Approval

ITEM 8 – DIRECTOR'S REPORT

Director Spencer stated that we had a successful City Council Meeting Monday night – the Champlain Parkway contract was awarded
North Winooski Avenue bike lane – staff is engaged in this and we are securing off-site parking
There is a grant application for \$25 million dollars for the Winooski Bridge and Route 2 and 7 for safer bike lanes and pedestrian traffic
Clean Sweep starts tonight

ITEM 9 – COMMISSIONER COMMUNICATION

Commissioner Bose wanted a follow up on North Winooski Avenue

ITEM 10 – ADJOURNMENT –NEXT MEETING MAY 18, 2022

Commissioner Munteanu made a motion to adjourn
Commissioner O'Neill-Vivanco seconded
Unanimous Approval

Meeting Adjourned 9:10 p.m.



City of Burlington
Department of Public Works

Technical Services Engineering Division
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Memo

Date: May 18, 2022

To: Public Works Commission

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

CC: Norm Baldwin P.E., City Engineer

Subject: Old North End Car Share Spaces

Staff recommends the DPW Commission adopt:

29 No parking except for the use of car share vehicles.

Spaces designated as no parking at all times except for the use of car share vehicles only:

- On the east side of Drew Street in the first space north of North Street
- On the east side of Hyde Street in the first space north of North Street

Staff recommends the DPW Commission remove:

29 No parking except for the use of car share vehicles.

Spaces designated as no parking at all times except for the use of car share vehicles only:

- On the north side of North Street in the first space west of North Union Street.

Purpose & Need:

The purpose of the recommended traffic regulation amendments is to accommodate the needs of car share users, see Attachment-1; which will serve all Burlington residents by providing access to car sharing services. The need is to provide designated car share vehicle parking in the Old North End, where car share use by residents is high. Additionally, car share use of the space on the intersection of North Street and North Union Street has been experiencing several issues and it is recommended that the designation as a car share vehicle only parking space be reallocated.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Transportation Plan for the City of Burlington, Adopted 3/28/2011
Aligns with City plans?		X		Transportation Plan for the City of Burlington, Adopted 3/28/2011

Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).
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Summary and Conclusion:

The Transportation Plan for the City of Burlington identifies car sharing as an important component of transportation demand management which aims to reduce car travel and congestion. Transferring one car share space and adding one more car share space in the Old North End (see Figure 1 and 2) is a benefit to all Burlington residents and provides an additional transportation alternative for residents.

DPW Staff recommend the existing car share space on North Street, west of North Union Street, be reallocated to unrestricted parking. There have been several instances where the vehicle has been subject to hit and runs while parked, causing damage and reduced availability to car share users. Additionally, the car share sign placement for the space is causing confusion, resulting in obstruction of the parking space and/or nearby driveways. The proposed car share parking space on Hyde Street will serve as a replacement while retaining the presence of a vehicle in the immediate area. Hyde Street is a more sustainable location because it does not see the same traffic intensity and has a less confined parking configuration than the current location.

In order to meet increased car share demand; DPW Staff recommend approval of an additional car share space on Drew Street. The proposed Drew Street location would provide car share services in an area of the Old North End which currently does not have any.

Public Engagement:

In preparation for the 05/18/22 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to Hyde Street and Drew Street. Staff received eight (8) emails in regard to this matter (see Attachment-2). Five (5) of the emails support Staff recommendations, and three (3) of the emails do not support the Staff recommendations.

Site Map:



Figure 1: *Drew St car share*



Figure 2: *Hyde St car share*

Attachments:

1. Initial request.
 2. Public correspondence.
-



Phillip Peterson, Engineer
Department of Public Works
Burlington, VT 05401

April 26, 2022

Re: CarShare Vermont Parking Request

Dear Phillip,

I am writing to make two parking requests that I hope staff will recommend for consideration by the Public Works Commission at the May 18 public meeting. Below is a description of each request with supporting information.

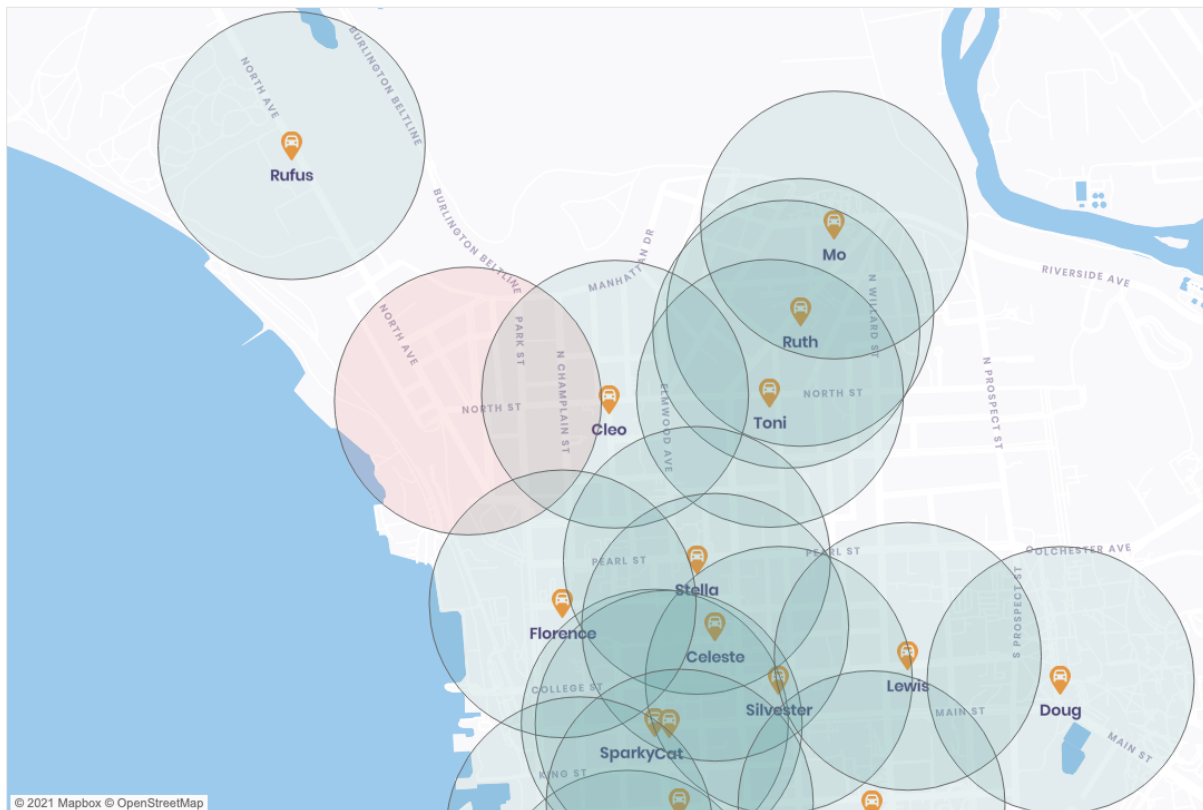
Drew Street

First, we hope to expand our service in the Old North End by adding an on-street location to meet continued demand in the neighborhood. Specifically, we are requesting the first parking space on Drew Street from the direction of North Street:



The proposed Drew Street location would allow CarShare Vermont to operate a vehicle in an underserved portion of the Old North End where there is a substantial gap between locations at Cambrian Rise to the north, 158 North Street to the east, and Cathedral Square on Cherry Street to the south. In a recent survey of existing members in which respondents specified a desired new location in an open-ended response, 38% of proposals suggested placing a vehicle in this evident gap.

Pods (1/4 mile radii)



¼ mile zone around proposed location in pink; zones around existing pods in blue

Furthermore, a vehicle in this area would complement the existing location at 158 North Street, ¼ mile to the east, which is the most frequently reserved in our system. Because 158 North Street is over capacity, members are prevented from being able to take desired trips. Given the evident demand for shared vehicles in this immediate area, CSVT recognizes the importance of providing convenient alternate options to create a robust and flexible system that has the capacity to meet the transportation needs of residents who are choosing to forego private vehicle ownership.

In the process of selecting the proposed parking space on Drew St. as our ideal location, we honed in on possibilities that achieve the following goals:

1. Supplement the top used location in our network while extending service to an area that currently lacks a shared vehicle;
2. Keeping on the North St. corridor for improved access via public transit;
3. Identify a location that is highly visible and in a well-lit area for safety considerations; and
4. Determine a space that will provide a low-stress experience for our members in terms of ease of access and parking.

A number of other possible spaces in the vicinity were considered. Off-street options lacked the visibility and ease of access necessary for a shared vehicle. On-street options on Blodgett and Pitkin Streets brought concerns with lighting, the condition of overhanging foliage, or potential issues caused by a private vehicle trying to park in an adequate space between a marked carsharing space and a curb cut/driveway. An on-street spot on Front Street was also considered, but was less preferred than the proposed space on Drew from a street-connectivity perspective.

Hyde Street

Second, we are requesting to replace an existing parking space designated for carsharing use at the intersection of North Street and N. Union Street with the first parking space on Hyde Street, nearest the intersection with North Street:





This request aims to address issues we have experienced with this existing location, while retaining the presence of a vehicle in the immediate area. First, our vehicle has been subject to several hit and runs while parked there that have caused costly damage and reduced availability to our members. We believe the hit and runs are the result of vehicles turning down North St. from N. Union and swiping our vehicle – we have had to replace the driver’s side mirror at least three times since early 2020. Second, we have received neighbor complaints that the sign placement for the space causes confusion, which frequently has caused either the carsharing space or the nearby driveway to be obstructed.

As the proposed location on Hyde Street does not see the same intensity of traffic as our existing location and does not have a similarly confined parking configuration, we anticipate this being a more sustainable location for us to operate long term and offering more clarity to all street parking users.

Outreach

In preparation for our request to designate a space on Drew Street for carsharing use, CarShare Vermont:

- Analyzed membership and usage data to determine the need for expanded service in the western portion of the Old North End;
- Surveyed existing members who are Old North End residents to solicit feedback about a possible new location in the vicinity of Drew St.;
- Solicited feedback from neighbors via Front Porch Forum;
- Attended the Ward 2-3 Neighborhood Planning Association on April 14 to make an announcement about our planned request and distribute flyers soliciting feedback; and
- Flyered the neighborhood (with a detailed map of the proposed Drew St. location).

In support of our request to move a vehicle from North St. and N. Union to Hyde St., we completed the following outreach:

- Surveyed existing members to ask for suggestions for an alternate location that would overcome challenges described above (vandalism, blocked parking, neighbor frustration, etc.).
- Attended Ward 2-3 NPA meeting to announce plans to relocate parking space on North St.
- Flyered the neighborhood (the flyer includes a specific map of our proposed new location on Hyde St.).

In response to CarShare Vermont’s outreach efforts, we have received positive feedback from members and non-members alike for the proposed new vehicle locations. We have asked folks to contact you directly by email to voice their support or opposition.



Background

Since 2008, nonprofit CarShare Vermont has operated a carsharing service in Burlington and Winooski that has allowed hundreds of households to own fewer vehicles and reduce the amount they drive. Some notable impacts include:

- CarShare Vermont members reduce the amount they drive by over one million miles annually; as such they reduce their emissions by nearly one million pounds.
- 65% of CarShare Vermont members report shedding a vehicle or opting not to purchase/replace a vehicle after joining.
- 87% of CarShare Vermont members belong to zero or one vehicle households.
- For every vehicle CarShare Vermont puts in service, 15 are removed from the road.
- CarShare Vermont reduces congestion and eases parking demand.

CarShare Vermont currently has a fleet of 22 vehicles serving almost 1,000 members. Nearly half of CarShare Vermont's fleet consists of electric or plug-in hybrid electric vehicles. To improve mobility through increased access to carsharing, we provide free memberships and discounted driving rates to income-eligible individuals and households. For many of our members, CarShare Vermont is their sole access to a vehicle—saving them thousands of dollars annually while improving mobility and reducing transportation-related stress.

Attachment 3

Public input correspondence emails

Tue 4/26/2022 3:26 PM

Hi Phillip,

Attached is CarShare Vermont's request for on-street parking which we hope to have addressed in the May 18th Public Works Commission meeting. I'm happy to answer any questions about the request in advance of the meeting.

As has been the case in the past, we will direct any public feedback to be sent directly to you.

Thank you!

Quinn

Mon 5/2/2022 1:17 PM

Thank you for informing us of the request for a parking spot on Hyde Street. I absolutely do not support this location, but think there are two other options closeby. I strongly suggest putting the space in the single parking spot in front of 53 School Street, or alternatively in the line of spaces in front of 60 School Street.

There are a few reasons for my objection: 1) Most importantly: safety, the corner of Hyde and North is extremely dangerous. Cars routinely (as in hourly) take the turn onto Hyde street from North street at 20+ MPH. Added foot traffic at that intersection is very dangerous for pedestrians who do not know to use caution there. The proposed spot is directly in the most exposed position, though any of those spots would add to an already unsafe situation. Also, a car was totalled in that exact spot in 2020. 2) Parking along the "triangle park" on Hyde Street where this spot is proposed is already very busy, and there are often cars parked outside the three legal parking spots. While they are sometimes ticketed, usually they are just parked illegally for hours or days. Removing a third of the area will likely only make this worse. 3) The 53 School street option is already a single spot, and is relatively large. Or, the 60 School Street option is good because it is less dangerous than Hyde Street.

Lastly, my opinion is that CarShare Vermont spaces should be on main roads, not neighborhood streets. North Street, Winooski Ave, and Willard are all better options in my opinion. I fully support the mission and goals of CarShare Vermont, but I do not think the spot should be where it is being suggested for the reasons listed above.

A question. If there is already a CarShare Vermont spot at North Union and North Street, why does another need to be added here?

Thanks again for requesting feedback, happy to talk further about this.

Best,

Brian Guy

Thanks Brian for starting this conversation! My family lives next door to Brian's on Hyde St and we share his sentiments. I agree that the other spaces he mentioned would be a better fit, or else a nearby spot on North Street.

Thanks for reaching out for our feedback!

Lena Szumowski

Mon 5/2/2022 4:00 PM

Thank you for giving us the option, as residents, to weigh in on this decision.

Between local businesses sending their employees here for parking and an out of date handicap spot, there's already limited availability on this street for those who live here. I would hate to see even more taken away.

Sincerely,

A. Moquin

Tue 5/3/2022 7:29 AM

I am a long time member of CarShare Vermont living in the Old North End of Burlington. I share a car with my spouse and have used many CarShare vehicles to get to the grocery store and to do other errands when our primary car is not available. We also use the CarShare pickup truck to haul yard waste to the Intervale.

This is a fantastic, convenient and much needed service! It helps us financially by making it possible to live easily with just one car. CarShare is also great for the environment and social equity!

Having a new pod on Drew Street will make reserving a car that much easier for us and means it is less likely to have to compete with others in my neighborhood for the cars we can walk to. Using this space for a shared community car is better than saving it for a privately owned vehicle.

I also support moving the Toni (Carshare car) on North Street at North Union Street to the Hyde Street triangle to make the traffic issue lighter. I have seen the bus try to squeeze around that tight corner. Traffic there is very busy!

Please approve these important changes through the Public Works Commission.

Thank you!

Best Regards,

Lucy

Tue 5/3/2022 7:29 AM

Our family supports a new carshare pod on Drew Street to better serve the western side of the ONE. We also support relocating "Toni" from North St to Hyde St. We're a one-car family of four in the ONE and carsharing provides the additional flexibility when we need another vehicle.

With more than 10 years of service to the community, CarShare VT had demonstrated their value and importance in helping people get where they need to go, while saving money. Providing pods in the public right of way for shared vehicles is a much better value than for private car storage.

With the City's focus on reducing GHGs, fighting climate change, and reducing our dependency on privately owned vehicles, it just makes sense to provide public space for shared vehicles.

Thanks for considering,

Bryan Davis

Tue 5/3/2022 11:28 AM

I'm an Old North End resident who's lived here for 22 years and during that time have shared one car with my spouse. The two of us have been CareShare Vermont members for longer than I can remember, as having access to a second vehicle for occasional use is really handy.

I'm writing because your support of their proposed Drew Street pod would be wonderful and would add even greater convenience for us, due to its proximity to our home. (Currently, the nearest pods are a 10-15 minute walk for us.

Designating one space for a shared vehicle affirms efficiency because it will get greater use (by multiple users) and be occupying the space less than one car that only gets used when it's needed by its private owner. It affirms equity because sharing a vehicle is a really affordable option for people who need access to a car, but who can't afford all the related expenses that come with private ownership.

I believe that carsharing is part of the way to living more greenly, and supporting this proposal will help Burlington on that journey!

Thank you so much for your thoughtful consideration of this impactful proposal.

Kind regards,

Martha Dallas

Tue 5/3/2022 11:56 PM

I'm writing to urge you to approve carshare's new pod on Drew Street.

I've been a carshare member for over five years now. With most of my rides, I've learned to reserve well in advance, yet life has urgencies from time to time and having a car at Drew Street means I'll still have a convenient access to a ride when my favorite cars are booked on festive weekends.

I estimate, based on my own anecdotal experience that one car share pod eliminates the need for at least three other cars needing to be parked on the street. Carshare helps families discover they can save considerable money eliminating an expensive second car. I use carshare six times a week on average and my expenses rarely exceed \$100/month and when it does I know I have a hassle free, no repairs ride available at my cell phone's fingertips.

Drew street is also an excellent location because the North avenue bus stop is near by. Intermodal transport is becoming a trendy notion these days with high fuel prices.

Thanks for all you and your crew do. Matti was very helpful last year when our sidewalks near Costello courthouse needed attention. She went above and beyond accommodating our elder neighbors using walkers and wheelchairs.

Yours truly, Zed Zabski



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

MEMORANDUM

Date: April 27, 2022
To: Public Works Commission
From: Phillip Peterson E.I., Public Works Engineer
CC: Corey Mims P.E., Senior Public Works Engineer
Subject: CY22 Street Reconstruction Program Complete Streets

Background:

The City of Burlington has a longstanding commitment to provide a range of interconnected, safe, affordable, efficient and convenient transportation choices for residents, visitors and employees alike. Recently, this commitment has been formalized through state and local policies, but the real challenge is still ahead of us as we implement these policies -- making every Burlington street "complete."

In June 2012, the DPW convened local stakeholders, decision makers, advocates and municipal staff for a full-day workshop sponsored by the Environmental Protection Agency through their Sustainable Communities Building Blocks Program. Through collaboration at the workshop, an overarching vision was drafted to be a unifying guide for future planning studies that evaluate complete streets:

Burlington streets will evolve into complete streets corridors that provide safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders.

Within each neighborhood, the need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions within the corridor. The most effective use of finite public space will be determined through interdisciplinary collaboration with a wide range of community members considering economic, environmental, and equity concerns.

The corridor will develop into an attractive public space through creative streetscape, signage, and other site design features. The corridor will become more livable and desirable by promoting social interaction and public health.

DPW executes this vision through various construction projects throughout the City, with the annual Street Reconstruction contract contributing significantly. As part of this goal, each street paving is required to have an associated Complete Streets Form (Attachment A).

An Equal Opportunity Employer

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

Paving:

Attached are the Complete Streets forms for the streets this construction season: CY22 Street Reconstruction Program contract: Allen Street, Birchcliff Parkway, Flynn Avenue, Franklin Square, North Ave, and Plattsburg Avenue. Please note there are no exceptions being considered for this work under complete streets. These forms will be placed on record with the Clerk/Treasurer's Office and submitted to Vermont Agency of Transportation.

If you have questions, please contact me by phone (802)598-8356 or email ppeterson@burlingtonvt.gov

MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

Town:

Road:

Project Description:

Name of Municipal Official:

Position:

Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| ☐ Sidewalks: installation, repair, ramps, railing, etc. | ☐ Pavement Improvements: replacement, repair, etc. |
| ☐ Crosswalks: installation, repair, markings, etc. | ☐ Shoulder Improvements: widen with new pavement. |
| ☐ Lighting: street or pedestrian scale. | ☐ Bike/Shared Use: paths, lanes, etc. |
| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): |

2) Exemption – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature. Indicate project scope below.
- | | |
|---|---|
| ☐ Crack sealing | ☐ Culvert replacement |
| ☐ Emergency repairs | ☐ Guardrail replacement |
| ☐ High risk rural road (HRRR) projects | ☐ Ledge/slope projects |
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| ☐ Traffic signal equipment upgrades | ☐ Other miscellaneous maintenance activities |
| ☐ Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.) | |
- ☐ C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

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Memo

Date: May 18, 2022

To: Public Works Commission

From: Elizabeth Ross, Planner

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

Subject: Plattsburg Ave Bike Lanes Concept

Staff Recommendation:

Staff do not have a recommendation which requires Commission approval. This memo is for informational purposes only.

Background:

Plattsburg Ave is scheduled to be paved in June of this year, from North Ave to Turf Rd. In coordination with paving, staff have 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.

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.

Parking counts were conducted in the fall of 2021 and indicated very low on street parking utilization:

	Wed, Sept 8, 2021	Thurs Sept 9	Sat, Sept 11
6am	0	0	0
1pm	0	0	2

There is unrestricted parking nearby on Barley Rd, Turf Rd, and Clover Ln.

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. Given that notched in parking would cost approximately \$50,000 to accommodate two to three cars, it does not seem like the most advantageous use of limited funds.

Conclusion:

Given the very 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. The official request of parking removal on Plattsburg Ave will be brought back to the Public Works Commission in June.

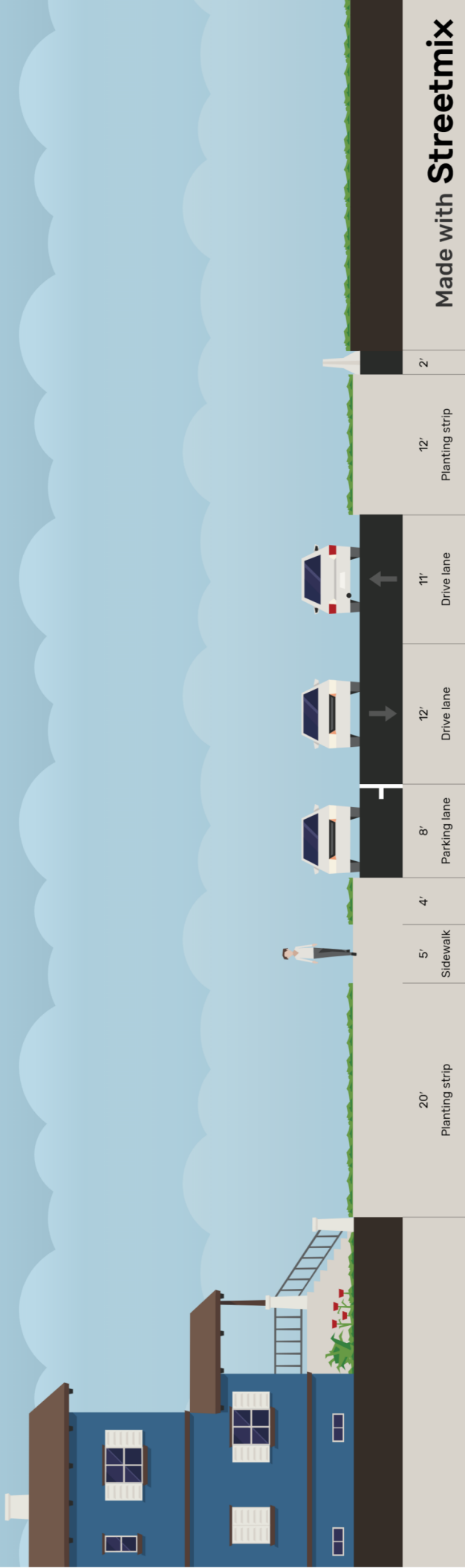
Public Engagement:

In preparation for the June 2022 DPW Commission Meeting, staff are preparing for a public neighborhood meeting later in the month of May. This meeting will allow residents and property owners of Plattsburg Ave to learn more about the proposed bike lane concept and provide feedback. Residents and property owners will receive either a mailing or flyer in advance of the meeting, and will also be invited to provide feedback ahead of time if they are not able to attend the neighborhood meeting. Following the neighborhood meeting and evaluation of feedback, Plattsburg Ave residents and property owners will then receive a subsequent notice of staff's recommendation and the June DPW Commission meeting information.

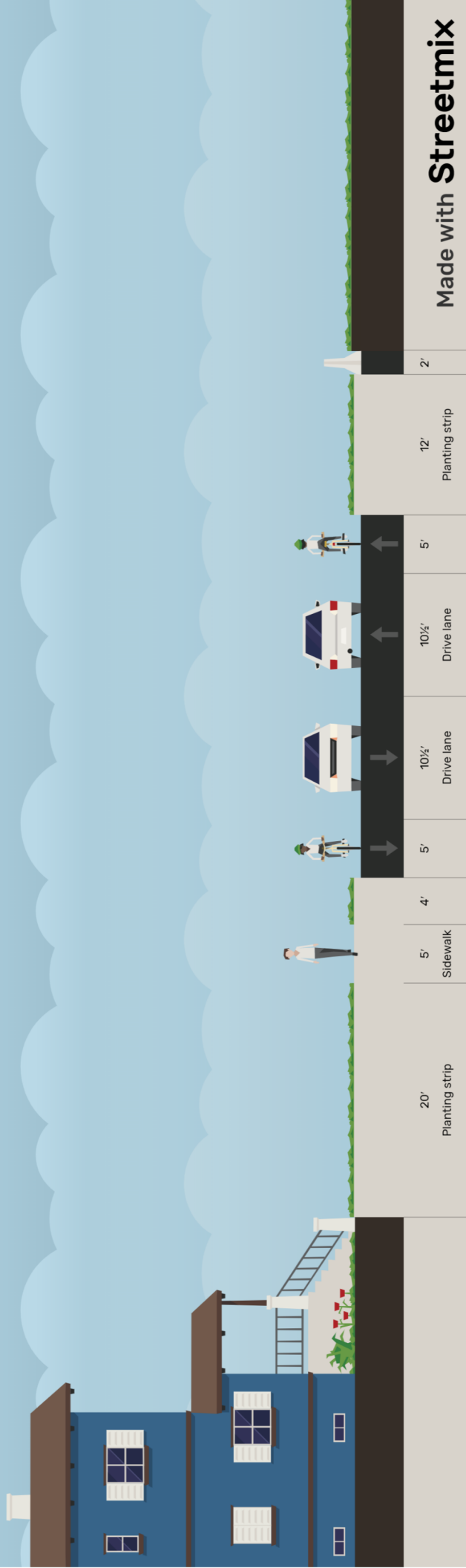
Attachments:

1. StreetMix Concepts (Existing and Proposed)

Plattsburg Ave - Existing Conditions



Plattsburg - Potential Proposed Concept





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Department of Public Works

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Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: May 18, 2022

To: DPW Commission

From: Laura Wheelock, P.E., Senior Public Works Engineer
Olivia Darisse, P.E., Public Works Engineer

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services
Robert Goulding, Public Information Manager

Subject: Great Streets - Main Street Project Update

In April 2022, a Main Street project update was provided to the DPW Commission by the DPW and Consultant project team. The team presented a slide deck which outlined the design concepts, engagement efforts, and next steps. The presentation highlighted different approaches to stormwater management, plantings, public art, cross section configurations and parking impacts.

The project team continues to track public input and inquiries received and issue project updates to email contacts. The project website, www.greatstreetsbtv.com, provides up-to-date information regarding project concepts and upcoming project events. The project team administered a project survey which was open from February through May 14th. The project team held a second Neighborhood Meeting on April 28th and a Business Owner Meeting on May 6th to present concept alternatives to the general public and collect feedback. The project team also attended the May Parks, Recreation and Harbor Commission and Marketplace Commission to seek support to bring the concept to the City Council.

City staff is returning to the Public Works Commission this month to provide a final overview of the proposed Main Street concepts, take in additional feedback from the Commission and respond to questions. Additionally we are seeking the Commission's support as we bring the proposed concepts to the City Council on May 23rd, 2022 for approval.

We will continue to visit the Public Works Commission to provide updates as refined versions of the concept become available. Feel free to contact us with any questions or comments (Laura Wheelock, lwheelock@burlingtonvt.gov or Olivia Darisse, odarisse@burlingtonvt.gov). Thank you.

Main Street Project

www.greatstreetsbtv.com

Update to Public Works Commission
May 18, 2022



Agency
Landscape + Planning





COMMUNITY ENGAGEMENT UPDATE

Engagement by the numbers



30 **5** **5 Listening sessions and 30 City meetings**
Sessions included BIPOC residents, seniors and persons with disabilities, youth, business owners, and immigrants

22 **Online survey responses**
This is ongoing, so if you have not participated, follow the link in the chat!

5300 **Website visits**
The website is also a place to find out about other Great Streets Initiative projects.

60 **Participants in Main Street kick-off**

50 **180** **500** **Lots of advertising!**
50 signs in Downtown, 500 postcards distributed, over 180

City Engagement



City Council - Public Hearing	1/10/2022
Ward 1/8 NPA	1/12/2022
Ward 2/3 NPA	1/13/2022
Aging Council	1/18/2022
Ward 5 NPA	1/20/2022
Virtual Business Meeting with Mayor	1/21/2022
Board of Finance/City Council	1/24/2022
January Transportation Energy and Utilities Committee (TEUC)	1/25/2022
Ward 4/7 NPA	1/26/2022
Project Neighborhood Meeting #1	2/1/2022
Business Outreach Meeting #1	2/2/2022
Burlington Bike Walk Committee	2/2/2022
Ward 6 NPA	2/3/2022
Burlington Business Association - Waterfront Action Group	2/10/2022
February Church Street Marketplace Commission	2/16/2022
February DPW Commission	2/16/2022

Ward 5 NPA	2/17/2022
February TEUC	2/22/2022
Burlington Business Association - Downtown Action Group	2/22/2022
March Ballot Public Meeting	2/23/2022
Ward 4/7 NPA	2/23/2022
Ward 1/8 NPA	3/09/2022
Ward 2/3 NPA	3/10/2022
REIB Committee	3/15/2022
March DPW Commission	3/16/2022
March TEUC	3/22/2022
April TEUC	4/26/2022
April DPW Commission	4/27/2022
Project Neighborhood Meeting #2	4/28/2022
Business Meeting #2	5/06/2022
Board of Finance/City Council	5/9/2022

What We've Heard So Far



Residents

Main Street is **vital cultural and civic resource** for newcomers and Burlingtonians

It is a Gateway that should **represent the diverse and rich culture, history and identity** of all residents

Main Street should be lively and welcoming with **places for arts and programming for all ages**

Accessibility and safety of pedestrians is paramount

A clear **parking and wayfinding strategy** will support business success

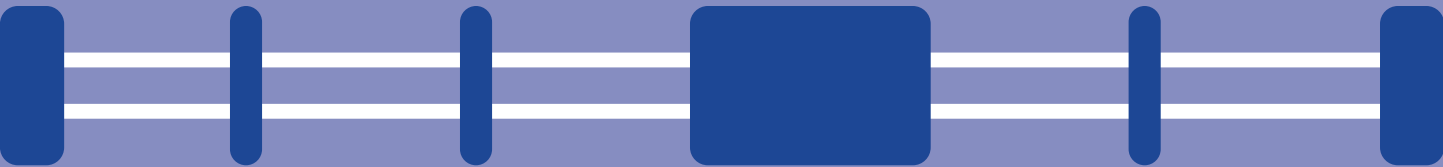
Businesses

Investments today need to support future needs and last for years to come (**maintenance!**)

The main street project needs to be **coordinated with other city priorities**

Feedback from the Community

High level feedback from the neighborhood meeting on April 28th



Breakout Room A:

Artful Gateways



Comfort

- Better places to park ~around~ downtown
- Improve transit for less cars on the street
- Really like the added trees and shade
- Make sure there is enough seating



Natural Systems

- Trees in ordered way speak to a modern downtown
- Be mindful of existing drainage issues
- Could added shade lead to Net Zero



Safety & Access

- Proper Bike separation is needed
- Find opportunities for raised intersections
- Scramble Light at intersections
- Visibility at intersections



Activation

- Understanding of the Art selection process by the city
- Public Art / Chalk Wall for public use
- Support existing activation of the street

Feedback from the Community

High level feedback from the neighborhood meeting on April 28th



Comfort

- Movable and interactive furniture for congregation
- Intentionally placed trees to provide more shade
- Really like the added trees and shade



Natural Systems

- Bold design option - Burlington needs to decide if it wants to be normal or adventurous
- Diversity is better
- Do naturalistic forms support urban character



Safety & Access

- Space between Church and St. Paul is becoming less safe
- Meandering bike path may slow down bikes
- Cars need to drive slower on Main Street



Activation

- City Hall Park has been transformed and is a positive space
- Improved use of lost space / empty lots
- West End feels activated - August First sidewalk



Breakout Room B:
Lake, City, Mountain

The background is a blue-tinted illustration of a snowy street scene. It shows a perspective view down a street with yellow double lines. On the left, there are bare trees and multi-story buildings. On the right, there are more trees and a row of parked cars. In the distance, a hill is visible under a cloudy sky. The overall style is that of a watercolor or pastel painting.

PROJECT OVERVIEW

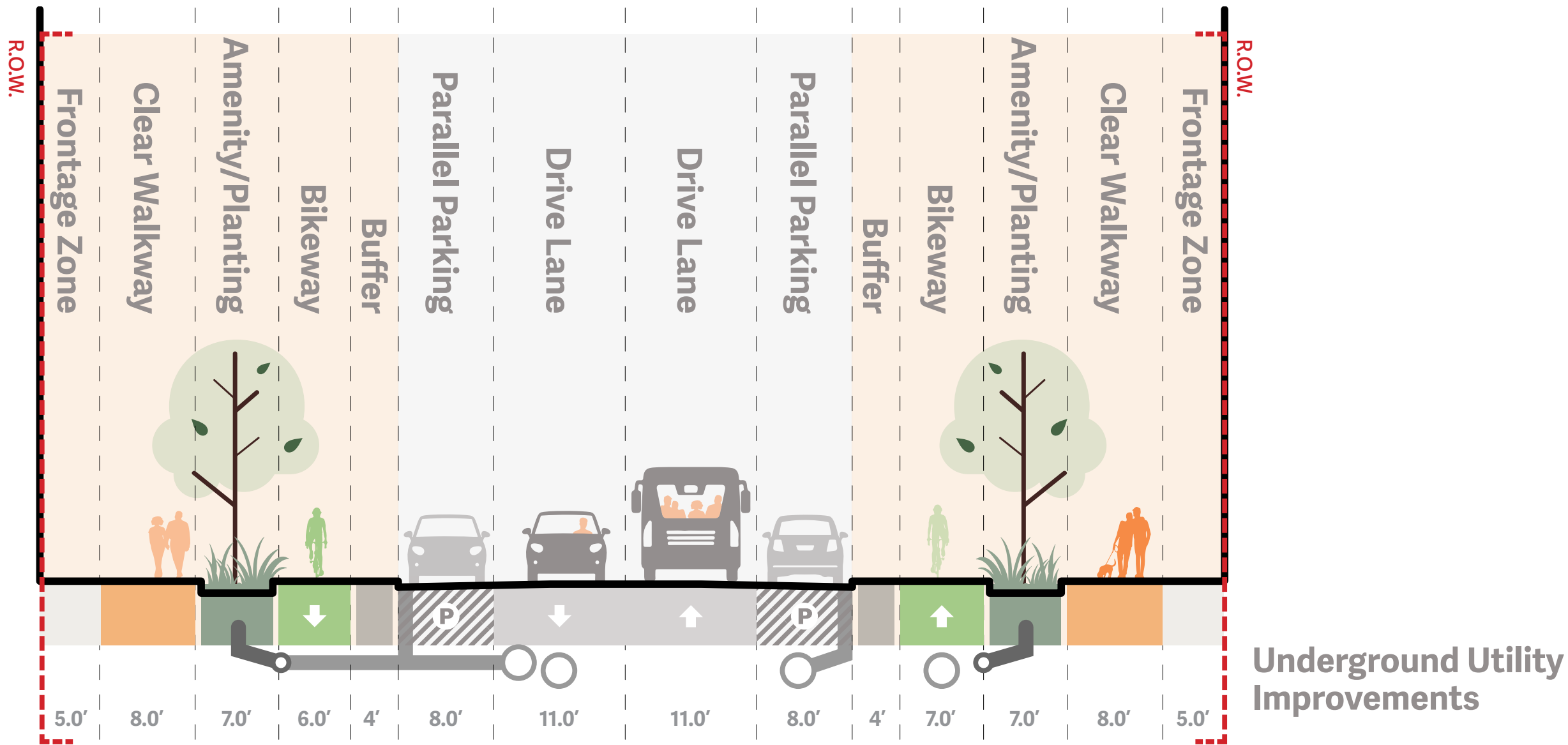
“Down on Main Street” by Vermont Artist Peter Huntoon

www.peterhuntoon.com

Typical Main Street Cross Section



The cross section will vary, especially where there are R.O.W. encumbrances



Toolkit - Amenities!



Amenity/Feature	Existing Conditions	Proposed Concept
-----------------	---------------------	------------------

Roadway Pavement Width	50' - 70'	40'
Parking Spaces	157	90
Bike Lanes	None	Separated lane - each direction
Sidewalk Width (each side)	5' - 26'	13' - 18'
Stormwater Treatment	None	Generous spaces available
Green Space (each side)	0' - 15'	6'-15'
Plazas/Public Art Spaces	Limited	Good opportunities

Ways to Support Parking Changes



Leverage technology –

- Parking management aps
- Variable /peak hour pricing
- Real-time feedback on available parking locations

Create incentives –

- Reinvest parking fees into non-motorized travel modes
- Incentivize loading to occur in off-peak hours
- Employee parking programs

Build out infrastructure –

- Increase visible/secure bike parking
- Improve transit accommodations
- Wayfinding signing
- EV charging stations

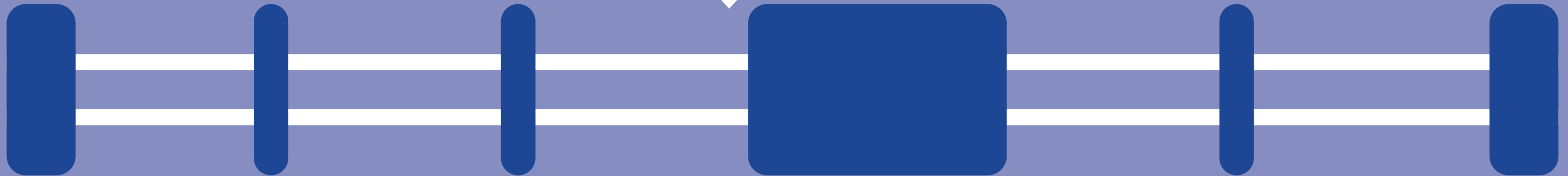
Vary parking restrictions to reflect –

- Land use
- Seasonal demand
- Flex spaces for parklets and “streateries” during warmer months

Design Approach Option One:

Artful Gateways

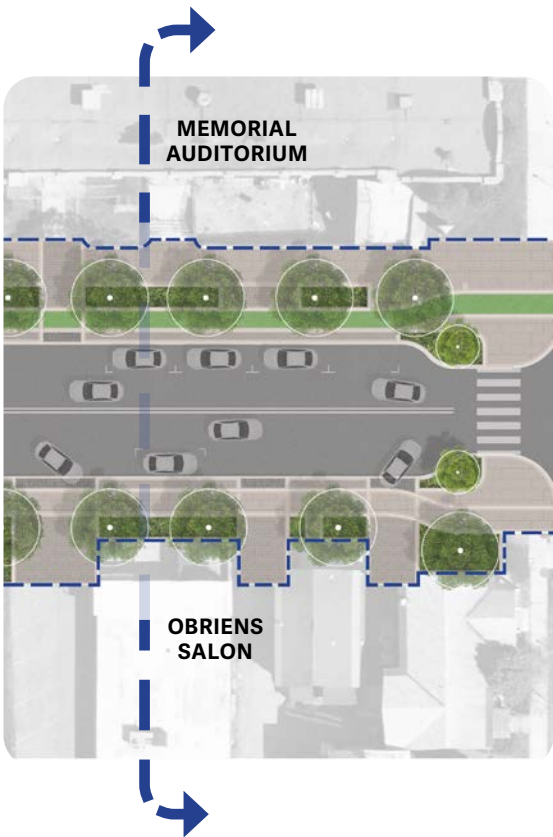
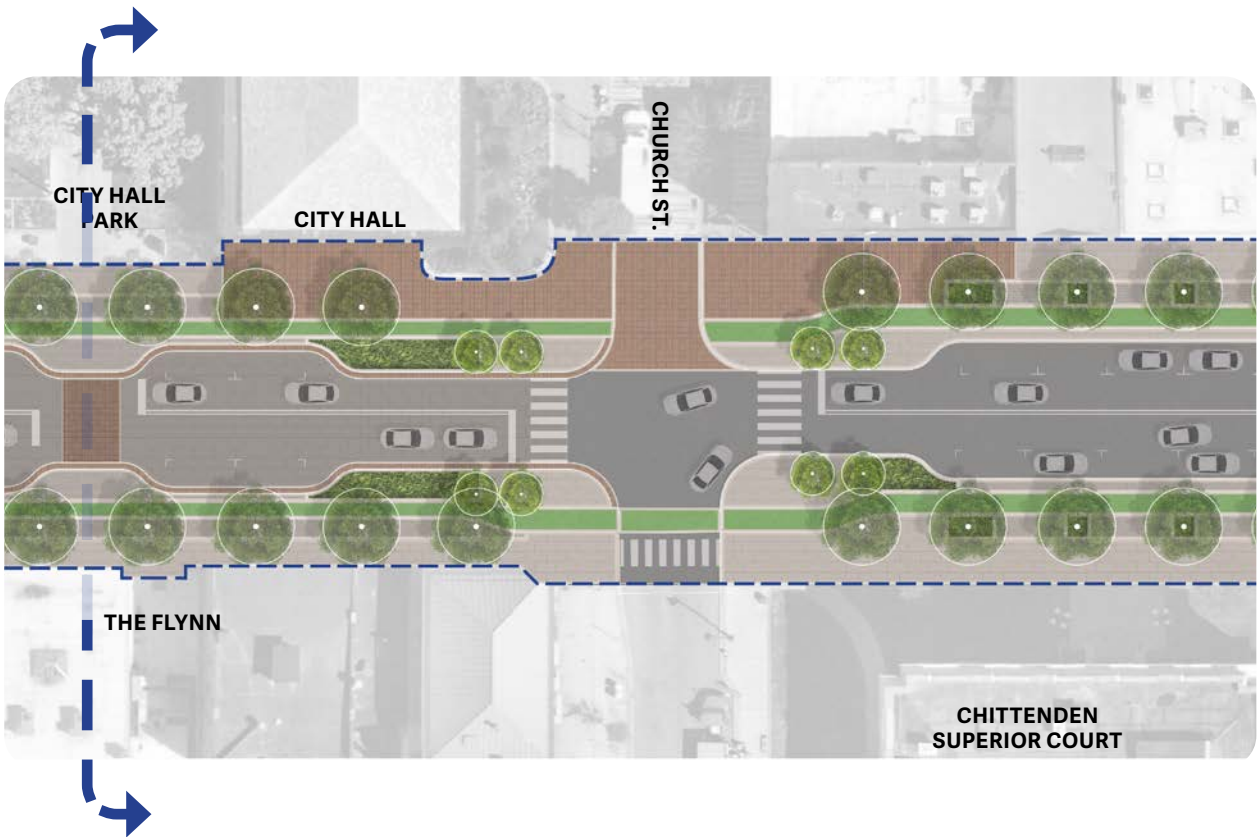
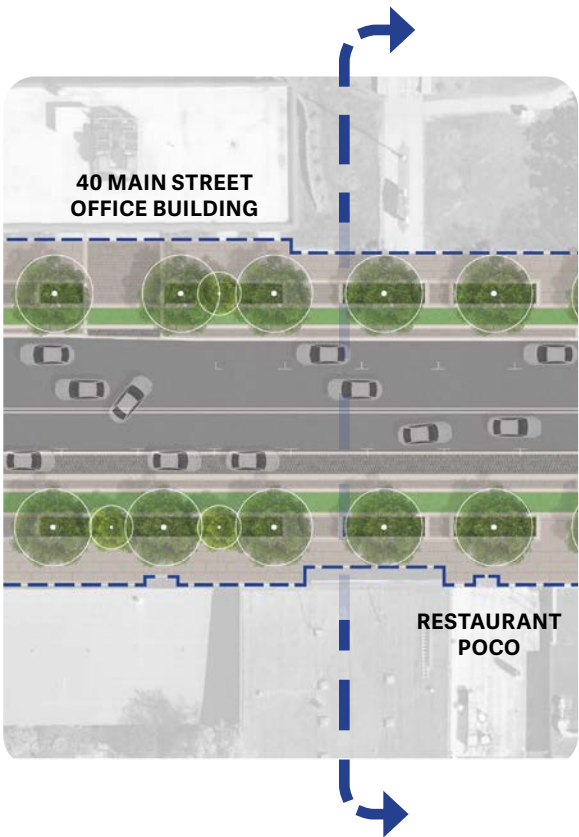
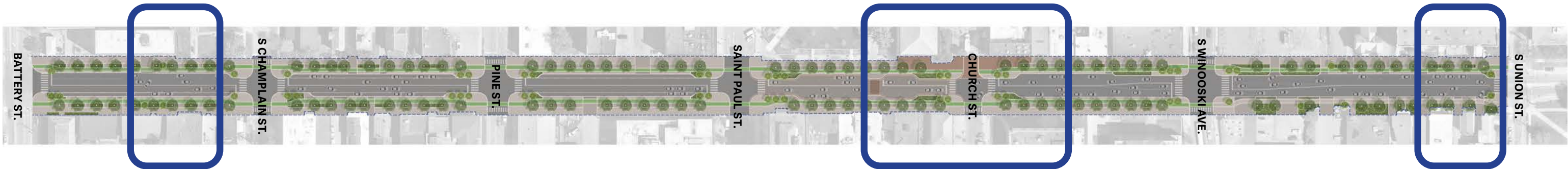
A **Dignified** and **Continuous**
Streetscape for all Six Blocks



Emphasis on Place-making
focused at **Crossroads** and
Gateways

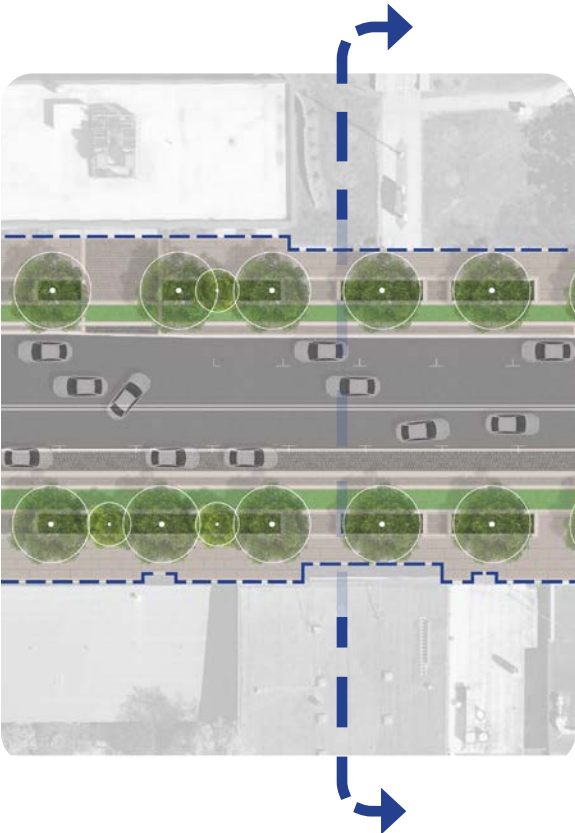
Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: West

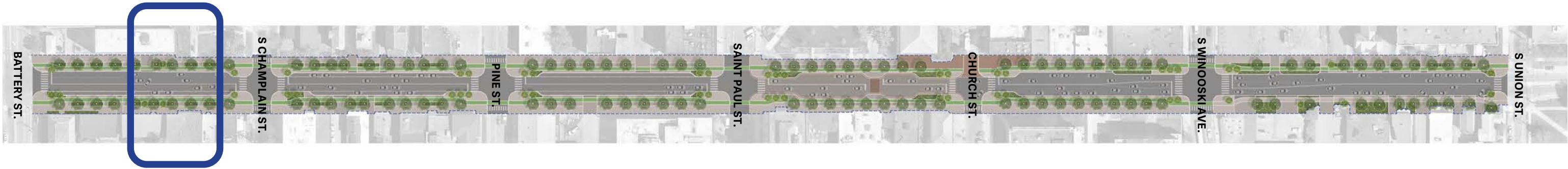
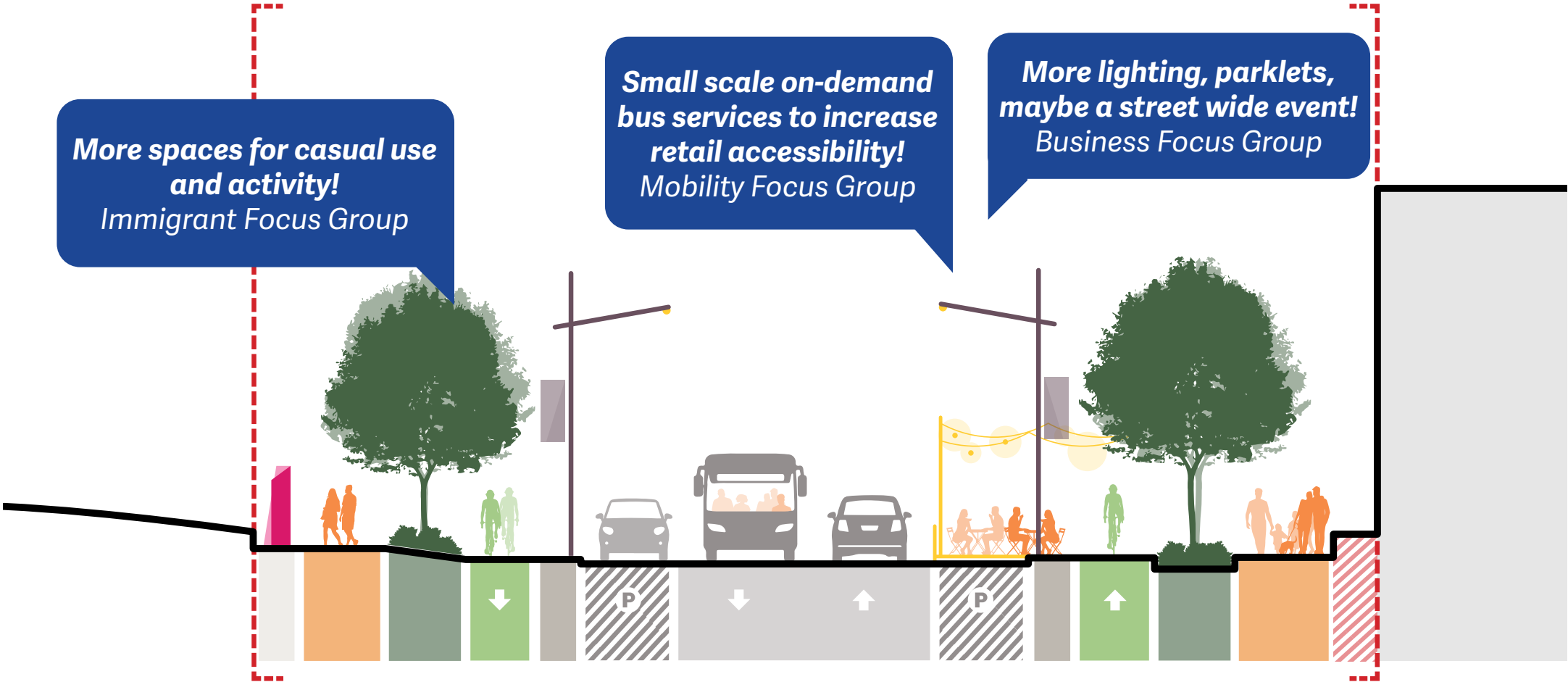
A dignified and continuous streetscape with special emphasis at crossroads



More spaces for casual use and activity!
Immigrant Focus Group

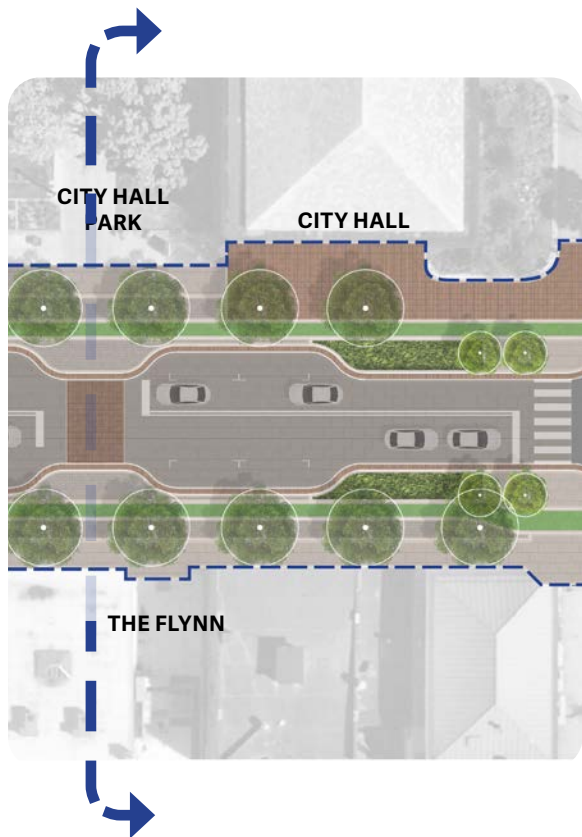
Small scale on-demand bus services to increase retail accessibility!
Mobility Focus Group

More lighting, parklets, maybe a street wide event!
Business Focus Group



Artful Gateways: Central

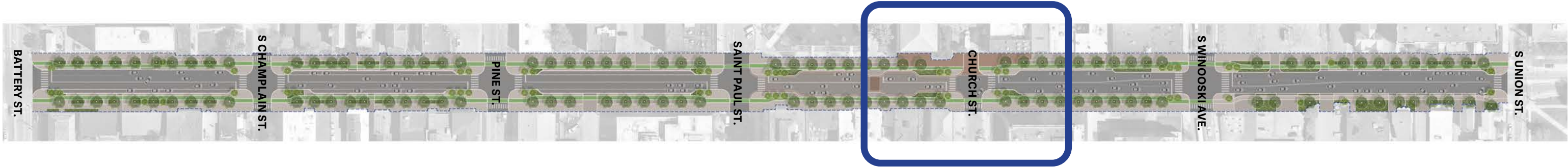
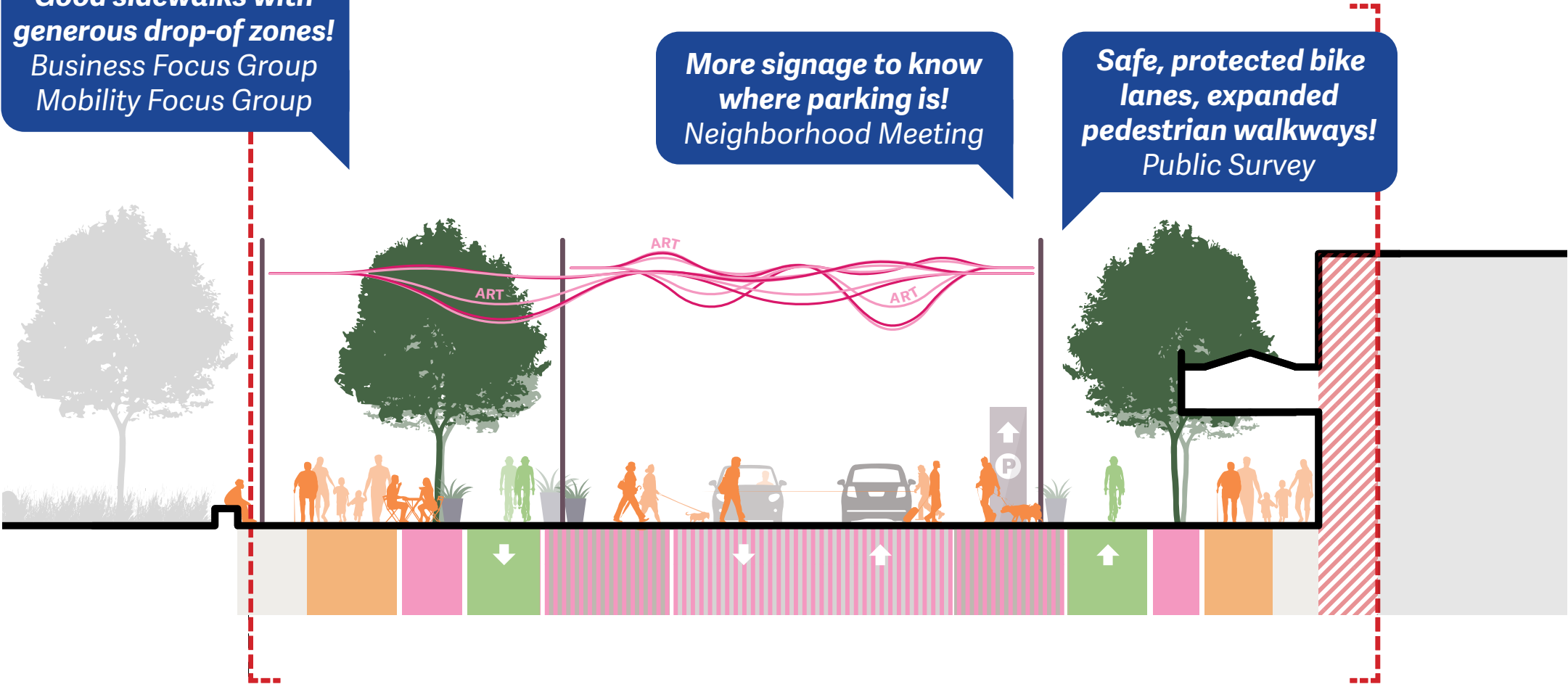
A dignified and continuous streetscape with special emphasis at crossroads



Good sidewalks with generous drop-of zones!
Business Focus Group
Mobility Focus Group

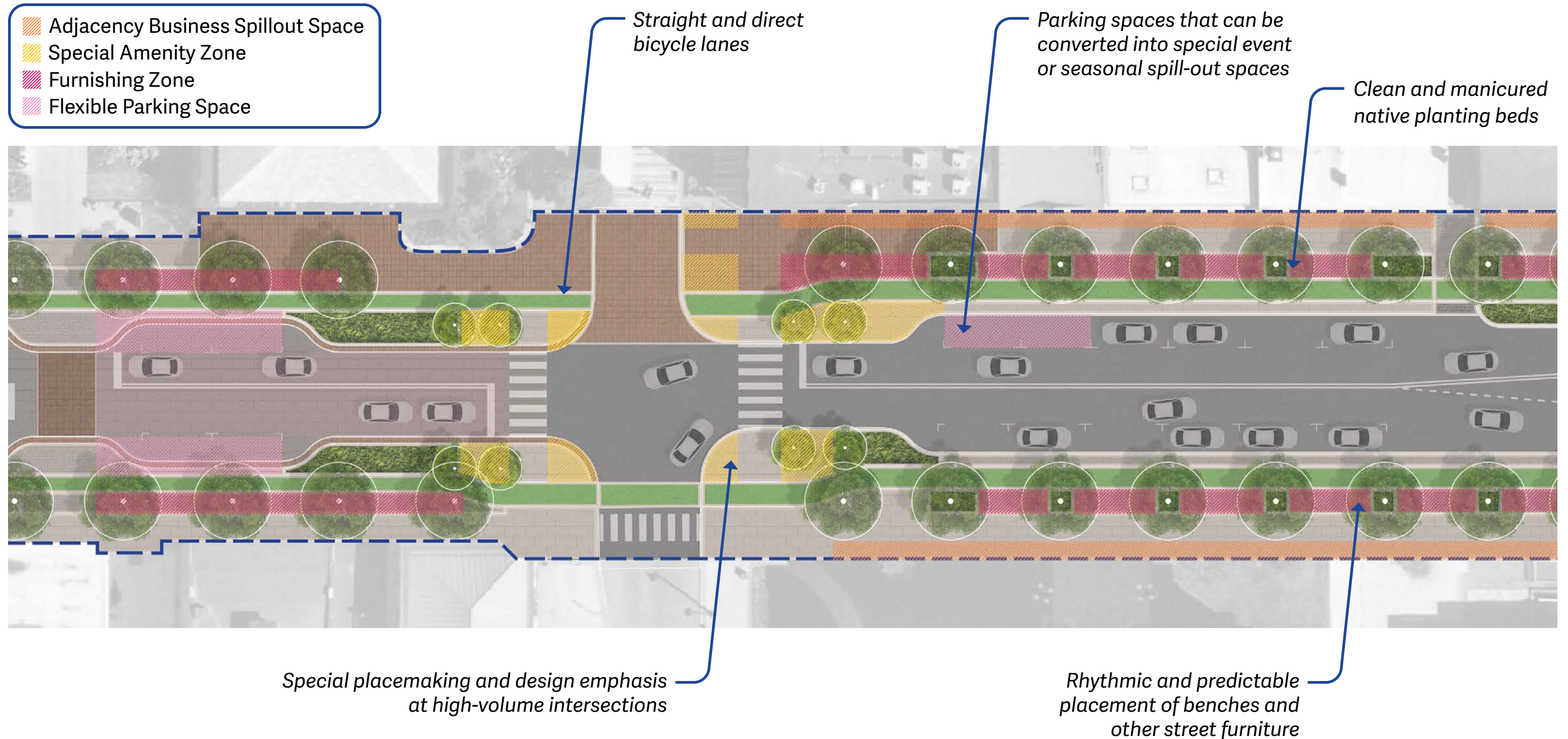
More signage to know where parking is!
Neighborhood Meeting

Safe, protected bike lanes, expanded pedestrian walkways!
Public Survey



Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads



Design Approach Option Two:

Lake, City, Mountain

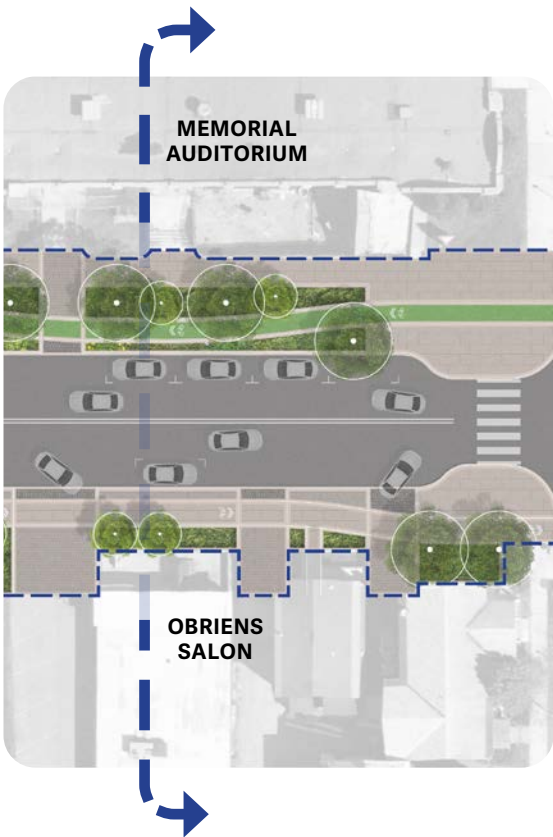
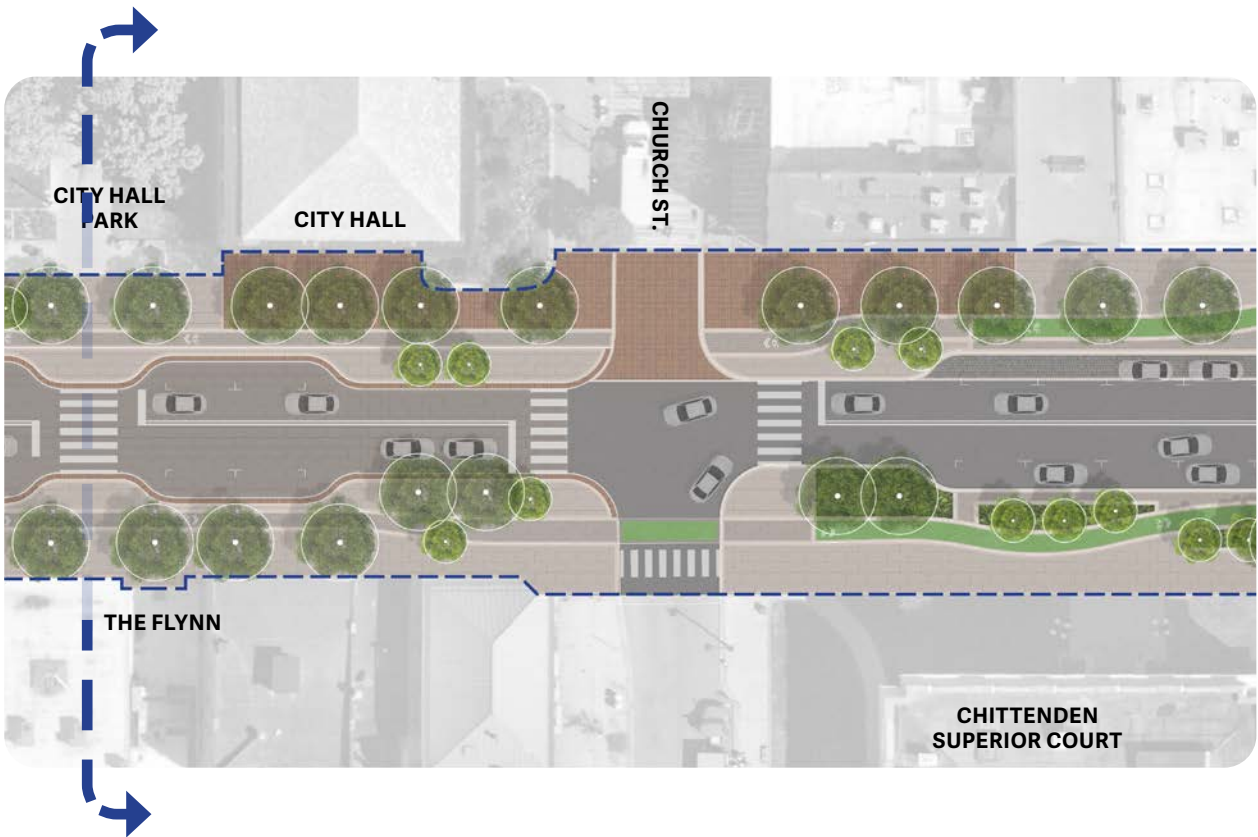
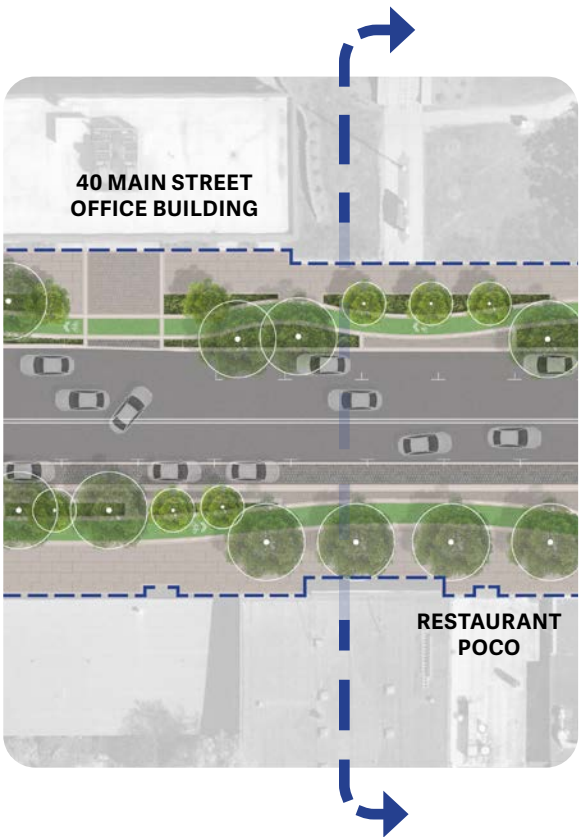
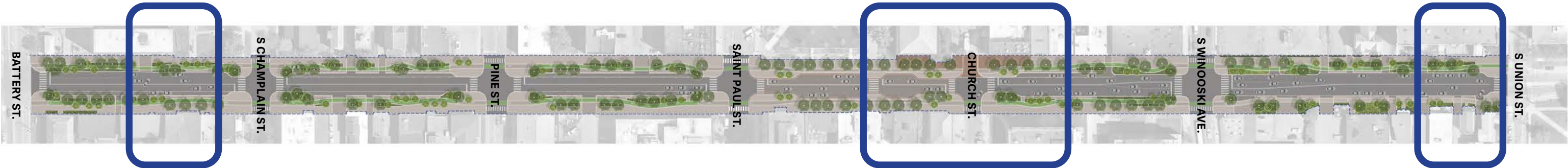
Three **Distinct** Zones



Landscape changes to express the character of **Lake Champlain**, the **Cityscape**, and **Green Mountains**

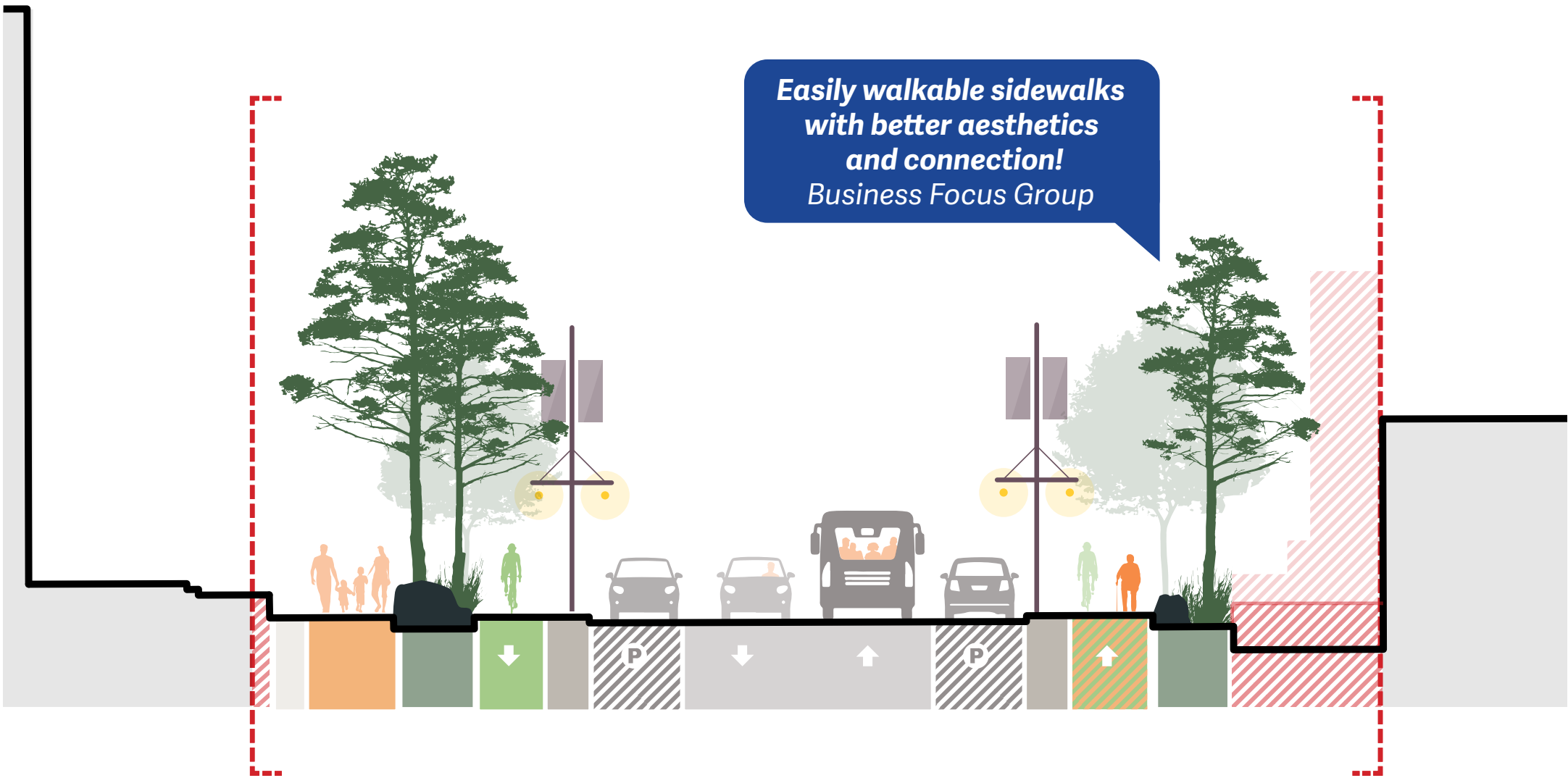
Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington



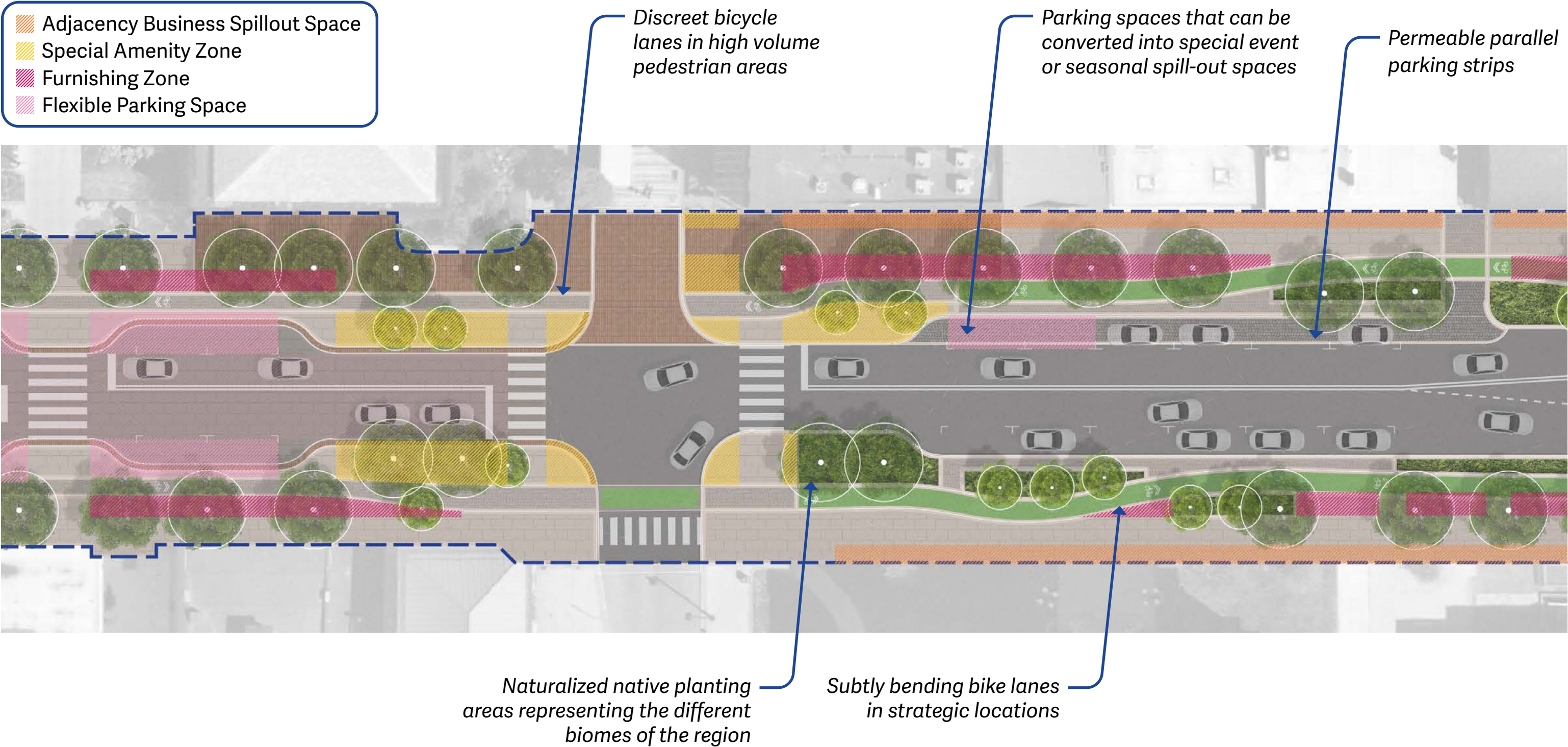
Lake, City, Mountain: East

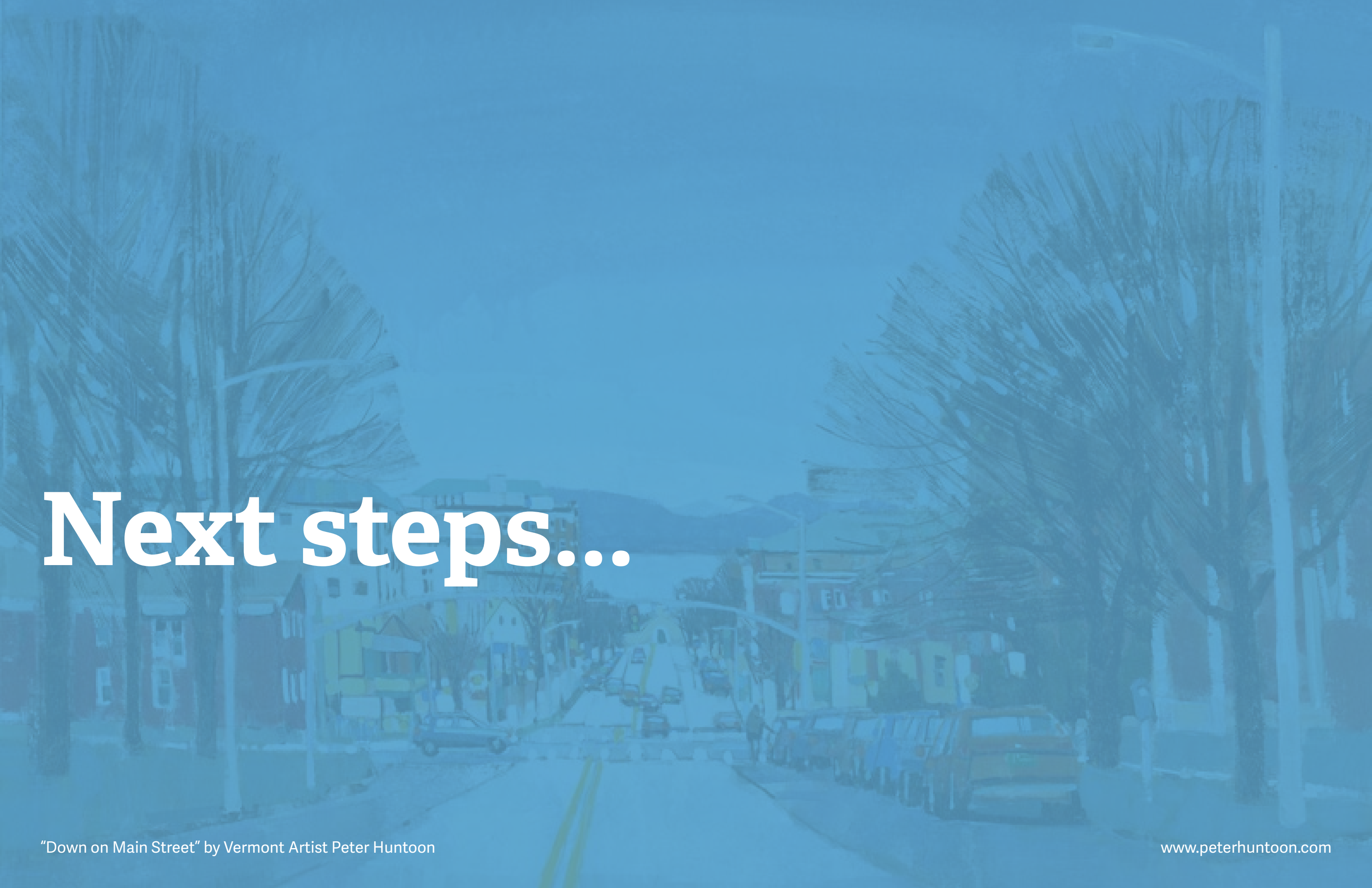
Landscape changes to express the character of three zones in Burlington



Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington





Next steps...

Preparing for the Preliminary Plans



PLAN NEXT STEPS

After the **April 28th neighborhood meeting** and **May 6th Business meeting**, the team will incorporate feedback from tonight and additional feedback up to May 14th into the concept plans.

Follow up with five listening session participants to **gather additional guidance from underrepresented groups**.

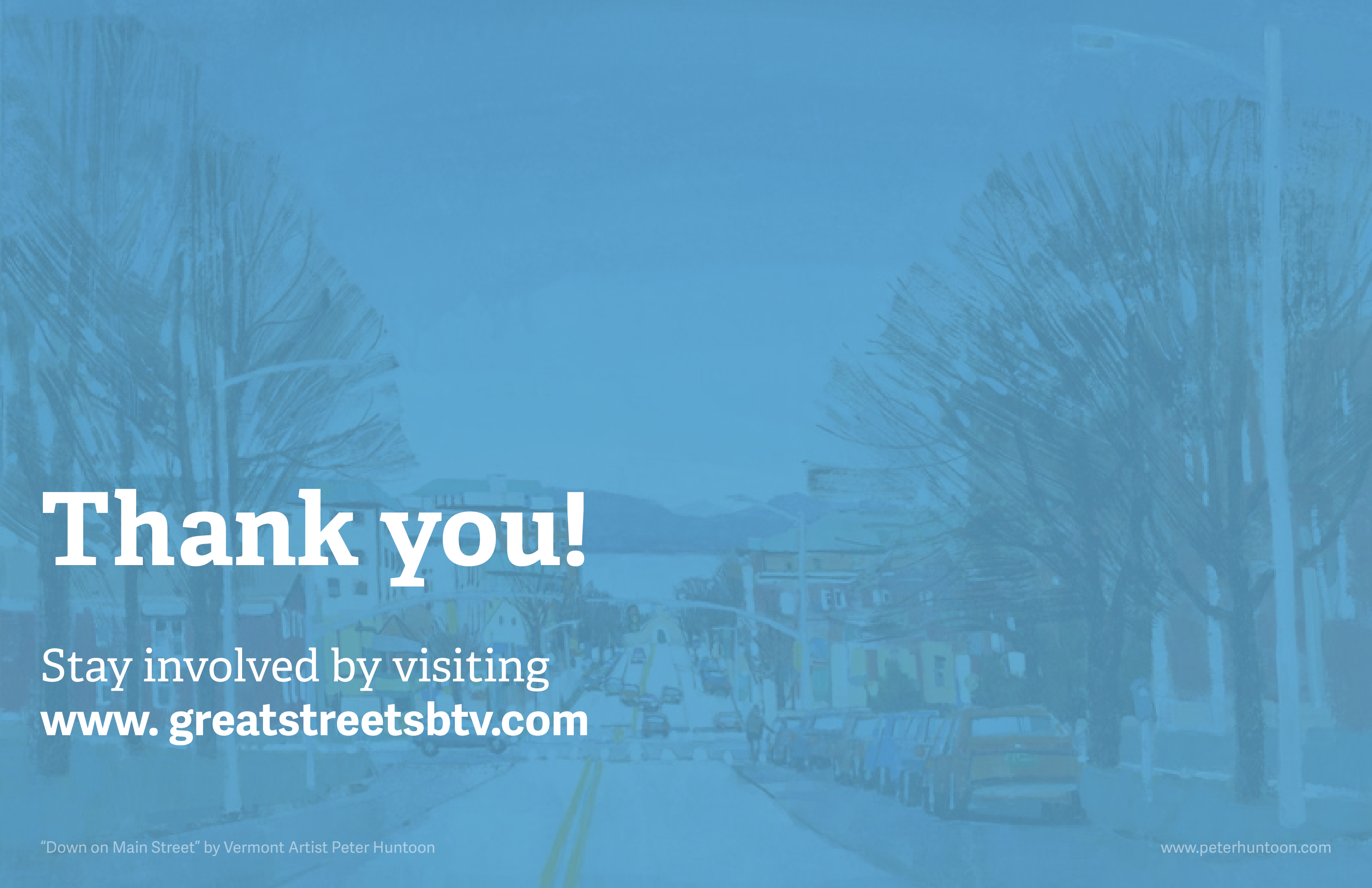
On May 18th, share concept plan direction with DPW Commission and Church Street Commission.

On May 23rd, seek approval of the Concept Plans through **City Council**.

HOW YOU CAN ENGAGE

Head to www.greatstreetsbtv.com

Email comments and ideas to
Olivia Darisse at
odarisse@burlingtonvt.gov



Thank you!

Stay involved by visiting
www.greatstreetsbtv.com

Marketplace Garage

ENGINEERING REPORT
PUBLIC WORKS COMMISSION
MAY 18, 2022



The Challenge of Aging Infrastructure



1975

Nearly 50 Years old

- Built in 1975
- Opened in 1976

2014

Engineering Assessment/Report

- Short Term Repairs
- Medium Term Repairs
- Long Term Repairs

2015-2018

Short Term

- \$1M worth of Short Term Repairs Completed
- Mechanical Room Overhaul, Storm Pipe Repairs, Elevator Cab Replacement, Deck Patching

2018

Medium Term Plans called for extensive repairs that required a major shutdown

2020

Revised Medium Term Planning developed to minimize closure and extent life

2022

Revised Medium Term Engineering / Construction – **PENDING**

2022 *Revised* Medium Term Work



Beam Repair



Beam Replacement



Spall Removal and Sealing



Deck Patching



**Brick Façade
Removal and Replacement**
(west face, northern ramps)



Garage will remain open with a maximum of 80 spaces impacted (345 capacity, <25%)

Project Timeline

- May 20th – Publish Bid
- June 3rd – Bids Due
- June 6th – Bid opening
- June 20th – Board of Finance / City Council Approval
- June 21st – Award Project

**Construction:
July – October**



Estimate Project Cost



Engineering	\$59K
Repairs	\$252K (estimate)
◦ Beam	
◦ Spalls	
◦ Deck	
Replacement	\$250K (preliminary estimate)
◦ Spandrel Beam	
◦ Brick Façade	
Estimated Total	\$561K

The Future (?)

The Marketplace Garage is getting old.

A decision is needed in 3-5 years:

- Major capital reinvestment?
- Construct a new facility?

Reinvestment? – There are challenges

- Many old infrastructure components (water/sewer/drain/electrical/elevator)
- Notably: Post-tensioned concrete slabs with insufficient concrete cover
- All result in ongoing costly, extensive repairs.

New Facility? – Planning effort needed

- Public process to determine the future vision
- Planning funds are in the FY'23 Parking Facilities Fund budget to begin a.



Thank you

Questions?





CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

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

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: May 18, 2022

DPW FY'22 Workplan Progress Report

Attached you will find our progress report on the Goals and Objectives we presented to the Commission at the beginning of FY'22. As you will see, the Department has made major progress on almost all of the 23 objectives listed. We thought this progress report may be helpful in conducting the annual reviews for the two DPW appointed positions – the Director and the City Engineer. Feel free to reach out with any questions or feedback. For more info, contact Chapin Spencer, cspencer@burlingtonvt.gov.

Main Street Public Input and Council Decision

We are continuing to advance the conceptual design for the generational rehabilitation and the re-envisioning of the six blocks of Main Street (Union to Battery). We have attended over 35 meetings, proactively met with underrepresented groups, hosted an online survey and met one on one with key stakeholders along the corridor. More information is at: <http://greatstreetsbtv.com/>. The public survey is open until May 14 and we encourage Commissioners to weigh in. For more info, contact Olivia Darisse, odarisse@burlingtonvt.gov.

Contract Award for Initial Champlain Parkway Construction Phase

On April 25, the City Council unanimously approved the award of the initial construction contract for the project. I have provided the Notice of the Award to the contractor. We are on target for a late June construction start. Past project litigants have indicated that they will be filing a motion for an injunction. We will review the motion once we receive it, but are confident in our position and are proceeding with our preparatory work for construction. For more info, contact Corey Mims, cmims@burlingtonvt.gov.

Water Plant Chlorination Incident

On April 28, DPW issued a VT Alert notice to the public alerting them of potential taste/odor issues in the municipal water supply due to a brief introduction of higher than normal chlorine levels. Samples taken from various points in our distribution system were within safe and acceptable standards. We were in communication with the State throughout the day and during the week following. We issued the notice to make sure that users are aware of the situation and they may wish to flush water faucets until any unusual chlorine taste or odor dissipates. Staff is conducting an after incident report and I can provide the Commission more information at the meeting. For more info, contact Megan Moir, mmoir@burlingtonvt.gov.

Thank you Nicole Losch!

After 15 years of leading many of our transportation innovations, **Nicole Losch** has been hired into a new position at the Clerk Treasurer's Office to help identify and secure grants for the entire City and not just DPW. We are very sad she is leaving DPW, but pleased she will continue working with us in her new City role. I personally want to thank her for helping our department skillfully navigate some of the most challenging projects over those 15 years and working so hard to advance our bike, pedestrian and traffic calming infrastructure. We are quickly analyzing our future planning needs

and determining whether we should adjust the job description before it is posted for hire. For more info, contact Norm Baldwin, nbaldwin@burlingtonvt.gov.

FY'23 Budget Development

We will be presenting our DPW FY'23 budgets to the City Council on May 16 and May 19 next week. Commissioners are welcome to attend if interested. The presentation materials and the meeting information will be on Board Docs in the next couple of days (<https://go.boarddocs.com/vt/burlingtonvt/Board.nsf/Public>). For more info, contact Chapin Spencer, cspencer@burlingtonvt.gov.

Construction Has Started!

We are well underway with our construction season. Projects include a critical upgrade to an old water main on Home Avenue and sidewalk rebuilding in the Old North End. Paving starts later in June. You can visit burlingtonvt.gov/construction for more info. We are visiting the NPA's and you can see a version of our attached presentation in the packet (attached).

Thank you all. Please don't hesitate to reach out with any questions.



2022 Construction Season Preview



- **95 miles of roadway**
- **127 miles of sidewalk**
- **75** signalized intersections
- **1** water plant
- **110 miles of water mains**
- **3 Wastewater Treatment Plants**
- **49 miles of sanitary sewer**
- **45 miles of combined sanitary / storm sewer**
- **37 miles of storm sewer**
- **25 pump stations**
- **102** storm water outfalls
- **2,000+** catch basins
- **900** fire hydrants
- **12,000** residential units served by recycling
- **1,053** parking meters, **3** parking garages
- **300** city vehicles serviced and maintained
- **2** post-closure landfills
- **33** crossing guards
- **541** excavation, obstruction permits / year
- **76** traffic requests received / year
- **2,500+** customer service requests / year
- **3,500** tons of salt / year
- **3** fuels supplied at fueling station
- **1,014** crosswalks, stop bars & turn arrows maintained
- **1** great team that makes it all happen

What Informs Our Work

- Residents
- Funding
- City Plans & City Council Priorities
- Federal & State Policy and Permits (W, WW, SW)
- Intergovernmental Coordination
- Private Development

SeeClickFix



GREAT
STREETS
BTV

City of Burlington
Downtown Street Design & Construction Standards
Adopted April 16, 2018

*An Infrastructure Plan for a Sustainable City
Stewarding & Strengthening Burlington's Foundation
for Future Generations*



Sustainable Infrastructure Plan Update

- Proposed in 2016, passed overwhelmingly by voters; additional bond approved 2022
- Core Asset Investment:**
Sidewalks, Streets, Water Infrastructure
- Clean Water Resiliency Plan (SIP Phase 2), proposed & passed overwhelmingly in 2018 - focuses on initial round of urgent upgrades to Wastewater & Stormwater Infrastructure

Capital Reinvestment	Pre-2017 Annual Investment	Average per year since 2016 Bonds	TOTAL since Passage of 2016 Bonds	2022 Plans
Paving	~2 mi	3.7 mi	18.5 mi (20% of City)	~6 mi (including State)
Sidewalk Reconstruction	~1 mi	3.2 mi	15.86 mi	3.2 mi
Water Main Rehab	No regular dedicated funding	~1.9 mi (not including 2020, COVID)	7.6 mi	~1.3 mi

Funding Updates

- Will begin to draw down new March 2022 bond funding
- Federal infrastructure bill is targeted
- Construction prices are up, inflation is up and the supply chain has been stretched

ASPHALT PRICE ADJUSTMENT

STATE OF VERMONT AGENCY OF TRANSPORTATION
2022 MONTHLY AVERAGE POSTED PRICES FOR ASPHALT

MONTH	\$/TON
January - 2022	\$580.00
February - 2022	\$605.00
March - 2022	\$624.00
April - 2022	\$655.00
May - 2022	\$719.00

Construction Season 2022 HAS Started

Sidewalk Repairs on Murray & N Champlain to Begin!

ONE Central - No. 5461 • Customer Service

Apr 6, 2022

DPW crews will begin sidewalk spot repairs as early as Monday. This

- North Champlain Street between North Street and Peru St.
- Murray Street between North St and Peru St.

DETAILS

Work takes place Monday - Friday, 7AM-3PM. Construction schedule circumstances, and we thank you for your patience. There may be oc

IMPACTS

- There will be stretches of the street where parking may be prohibited any on-street signage.
- Properties with any sidewalk in front of driveways will be given at least 24 hours advance notice of impacts.
- The limits of work extend to 1 foot on either side of the sidewalk. Please ensure that any personal possessions, including flowers, etc are clear from the work zone during this project.

With the additional public support for infrastructure work, we are continuing our efforts at the enhanced rebuilding of our 130 mile sidewalk network. You can learn about the projects we have planned at <http://burlingtonvt.gov/construction> (still in the process of being updated for 2022).

Thank you for your patience during this project. For any questions, please feel free to reach out to customer service at 802-863-9094 or dpw-pinecustomerservice@burlingtonvt.gov.



UPCOMING SIDEWALK WORK!

ALL OR PART OF THIS SIDEWALK IS GETTING REBUILT SOON

Updates: burlingtonvt.gov/construction

Questions? Call 802-863-9094 or email dpw-pinecustomerservice@burlingtonvt.gov

Brought to you by Burlington's Sustainable Infrastructure Plan



UPCOMING PIPE REHAB WORK!



QUESTIONS?

call: (802) 863-4501

email: water-resources@burlingtonvt.gov



UPDATES:

burlingtonvt.gov/water/projects



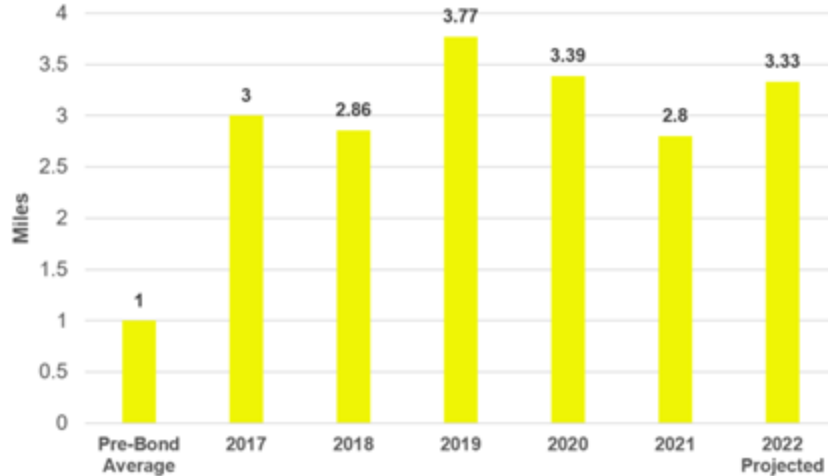
Clean Water Resiliency Plan

- **Wastewater Plant Disinfection System (all 3 Plants) and Main Plant Computerized Controls Upgrade - Completed**
- **8+ mi of Stormwater & Sewer Pipe Repair – Ongoing**
 - *Pine: Bank to College Sewer Replacement (mid-summer)*
- **Wastewater Pump Station Improvements - 2 Completed in 2021 (Flynn Ave and Fletcher Pl)**
- **Green Stormwater Infrastructure**
 - South End completed in 2021
 - **ONE planned in 2022: Rose & School St**
 - Other GSI work underway on other projects
- **Water Resources will be visiting NPA's later this summer**



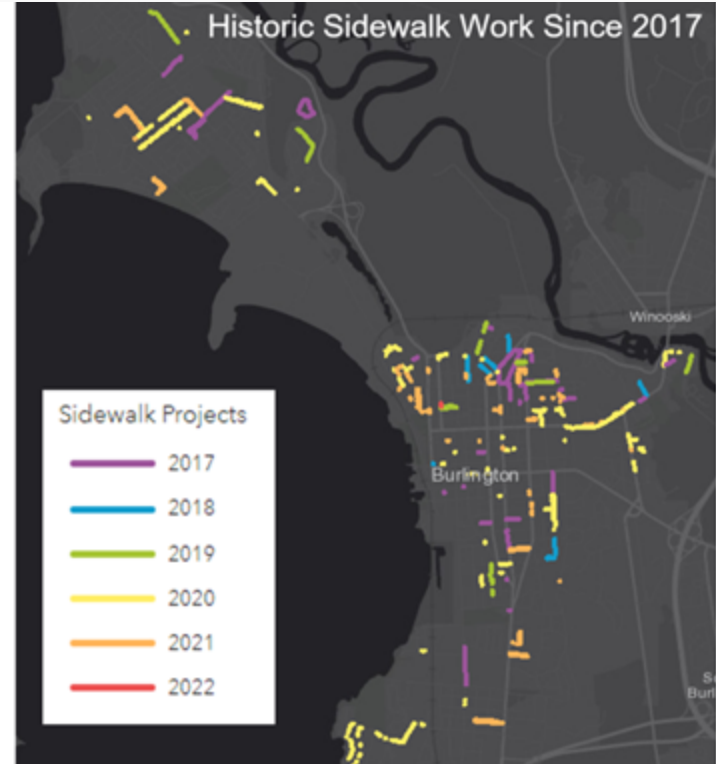
Sidewalk Reconstruction

Sidewalk Progress Since Bond Passage in 2016



- 15.82 miles of sidewalk replaced since passage of 2016 Bond (not including 2022).
- Sidewalk network is 130 miles.
- Current trajectory keeps us on the 40 year replacement cycle.

Historic Sidewalk Work Since 2017



Sidewalk Rebuilding – DRAFT Wards 2/3 List

Street	House #	Ward	Street	House #	Ward
BOOTH ST	28	2	GEORGE ST	71	3
BOOTH ST	36	2	MANHATTAN DR	171	3
CLARKE ST	22	2	MURRAY ST	42	3
CLARKE ST	36	2	MURRAY ST	46	3
GRANT ST	33	2	MURRAY ST	49	3
GREENE ST	30	2	MURRAY ST	59	3
HYDE ST	105	2	MURRAY ST	29	3
ISHAM ST	16	2	N CHAMPLAIN ST	65	3
ISHAM ST	38	2	N CHAMPLAIN ST	84	3
LOOMIS ST	57	2	N CHAMPLAIN ST	104	3
MANHATTAN DR	489	2	NORTH AVE	251	3
PEARL ST	152	2	NORTH AVE	263	3
SCHOOL ST	46	2	NORTH ST	23	3
SCHOOL ST	53	2	NORTH ST	67	3
WALNUT ST	93	2	PARK ST	79	3
CENTER ST	17	3	PEARL ST	88	3
COLLEGE ST	210	3			
COLLEGE ST	214	3			



City Paving

- Allen St: ALL
- Birchcliff Pkwy: ALL
- Flynn Ave: Rail – Oakledge Park
- Franklin Square: ALL
- Lakewood: All (after sewer main replacement)
- North Ave: Ethan Allen Pkwy – Shore Rd
- North Prospect St: Pearl to North (after water main relining)
- Plattsburg Ave: North Ave – Turf Rd
- Route 127: Mill & Fill Bridge
- Tallwood: All (after sewer main replacement)
- University Place
- ***Additional funds set aside for more durable patch repairs throughout City***



Paving & Crack Sealing 2017-2021

Warm weather marks the start of pothole-patching season



By Katharine Huntley
Published: May 11, 2022 at 4:58 PM UTC

BURLINGTON, Vt. (WCAX) - Potholes are starting to disappear around our region now that hot mix asphalt plants have opened for the warm weather months.

Every spring, potholes open up from the long hard winter, but there's typically a delay before they can get filled because hot mix asphalt plants operate best during the warmer months.

State Paving

2022 State Paving List

- Main St:
 - N. Willard eastbound to City limits
- Willard St:
 - Main St to Riverside Ave
- Riverside:
 - N. Winooski to Winooski City limits

VTRANS PAVING COMING 2022

PROJECT - BURLINGTON NH PC22 (1)

State of Vermont Agency of Transportation (VTrans) has proposed repaving U.S. Route 7, U.S. Route 2 and ALT. U.S. Route 7 starting in 2022 and continuing in 2023.

SHELBURNE ST: City Limits to South Winooski Ave

S WILLARD ST: Shelburne St to Pearl St

N WILLARD ST: Pearl St to Riverside Ave

ST PAUL ST: Shelburne St to Howard St

S WINOOSKI AVE: St Paul St to Pearl St

N WINOOSKI AVE: Pearl St to Riverside Ave

RIVERSIDE AVE: N Winooski Ave to Winooski City Limits

MAIN ST: N Willard St to City Limits

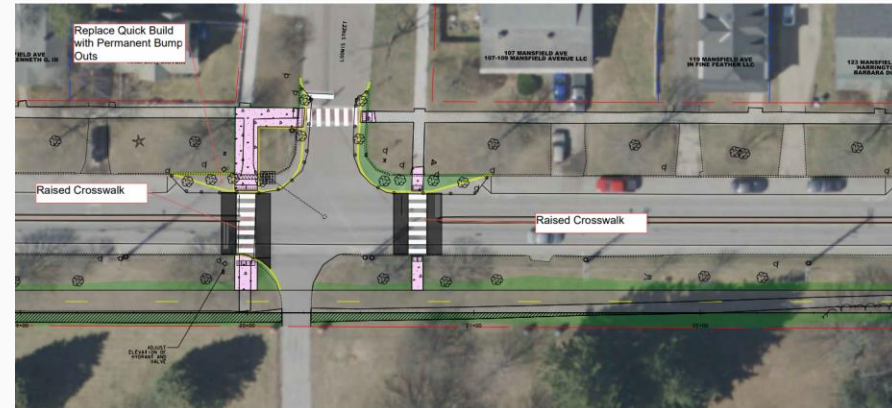
Within the City of Burlington this work will be performed as night work occurring between the hours of 7PM -7AM.

Additional information can be found at the VTrans website: vtrans.vermont.gov/find-a-project



Transportation

- North Champlain 2 way protected bike-lane – *tentative this year*
- Mansfield Shared Use path
- University Place
- Plattsburgh Ave bike-lanes – *community meeting upcoming to discuss*
- Expansion of bikeshare system

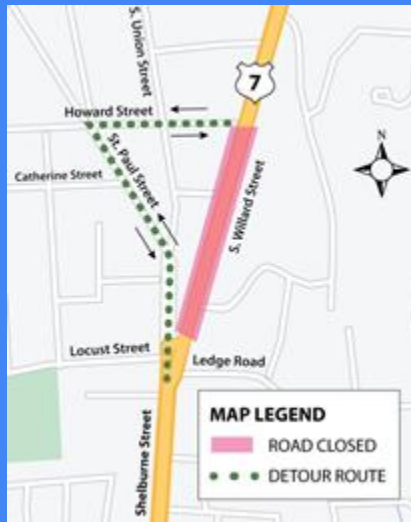


Shelburne Street Roundabout

Projected Completion: Summer 2023

Hotline: 802-496-8956

info@ShelburneStreetRoundabout.com



Champlain Parkway

First Phase scheduled to start
July 2022 and completed in
2024

Contact:

Info@champlainparkway.com

www.champlainparkway.com

802-496-8956

OFFICE OF MAYOR MIRO WEINBERGER
149 Church Street | Burlington, VT 05401 | (802) 865-7272

FOR IMMEDIATE RELEASE
April 25, 2022
Contact: Dan McLean
802-734-0617
dmclean@burlingtonvt.gov

**After 35 Years of Project Limbo, Administration Secures
Unanimous Council Support to Execute \$45 Million Champlain
Parkway Construction Contract**



Initial contract involves upgrades to Lakeside Ave & section of Pine between Lakeside & Kilburn, as well as the construction of the Parkway from Home Avenue to Lakeside. More specific information on the timing and location of upcoming work activities will be shared as those details are developed.

BURLINGTON SOUTH END PROJECT SEQUENCE - Last Updated on 03-03-2022

Project/Segment	2021	2022	2023	2024	2025	2026	2027
I-189 Ramps Class 1 Paving	CONSTRUCTION						
US 2, US 7 & US 7 Alt Class I Paving		CONSTRUCTION					
Vermont Rail & Amtrak Railroad Upgrade Projects		CONSTRUCTION					
Shelburne Street Roundabout		CONSTRUCTION					
Champlain Parkway Home Ave to Lakeside Ave (C2) & C1 Path	PERMITTING & DESIGN	CONSTRUCTION					
Champlain Parkway Lakeside Avenue			CONSTRUCTION				
Champlain Parkway Pine Street from Lakeside Ave to Kilburn St				CONSTRUCTION			
Main Street - Great Streets (Battery to Union)		DESIGN	CONSTRUCTION				
Railyard Enterprise Project	NEPA, DESIGN, PERMITTING & ROW				CONSTRUCTION		
Champlain Parkway I-189 to Home Ave (C1)				PERMITTING & DESIGN	CONSTRUCTION		
Champlain Parkway Pine Street from Kilburn St to Main St						CONSTRUCTION	



Great Streets BTV

Main Street Revitalization

The Great Streets Initiative is a culmination of many years of planning and project development to make new investments in Downtown Burlington's public infrastructure - ensuring that Burlington residents have a downtown that is a **vibrant, walkable, and sustainable place to be.**

Concept Plans for the Great Streets Initiative Main Street Project are currently being developed by the Department of Public Works in collaboration with a consultant team and with the Burlington community.

The City's DPW and consultant team will go to the City Council in May to seek their support for the proposed reconfiguration of Main Street that will:

Rebalance allocation of space for various modes of transportation:

- Narrower drive lanes for motor vehicles
- Wider sidewalks
- Dedicated bike ways in both directions
- Accessible streets and signs that support movement of people of all ages and abilities



Replace aging water and sewer infrastructure:

- Replacement and relining options
- Oldest/failing lines to be replaced



Enhance and increase stormwater mitigation:

- Functional and attractive stormwater treatment areas
- Enhanced landscaping/plantings
- Reduces runoff to Lake Champlain
- Improves stormwater quality

Activate space for public gathering:

- Flexible plazas and seating areas
- Public art installations
- Celebration of Burlington's diverse culture
- Gateway opportunities



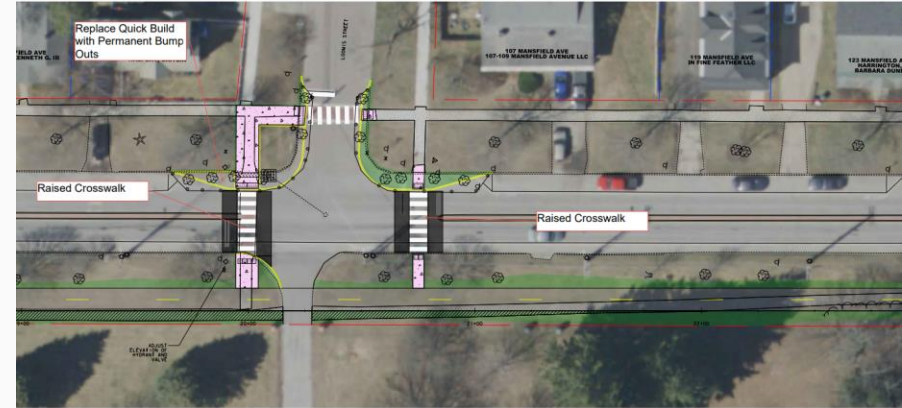
Help shape the future of Main Street!

Visit the project website: <http://greatstreetsbtv.com> to take the online survey, add your email to our contact list, and see past presentations and community feedback summaries.



Other Projects of Note

- **University Place:** a reconfiguration of University Place converting vehicle traffic to one-way, construction of buffered bike lanes in each direction, pedestrian facility improvements and ADA upgrades, new curbing, widened and new sidewalk, signing and pavement marking, decorative lighting improvements, and related work. Additionally, relining of water and wastewater services are part of this project.
- **Mansfield Ave Sidepath & Traffic Calming:** consists of constructing 1600-foot long, 10-foot wide asphalt multi-use sidepath, ADA accessible ramps and crossings, signage, and pavement markings which will replace the existing 5-foot wide asphalt/concrete sidewalk on the eastern side of Mansfield Avenue from North Street to Colchester Avenue. The project also consists of installing traffic calming components along Mansfield Avenue, including three raised crosswalks, and a permanent bump-out at the Loomis Street intersection which will modify and replace the existing Quick-Build.

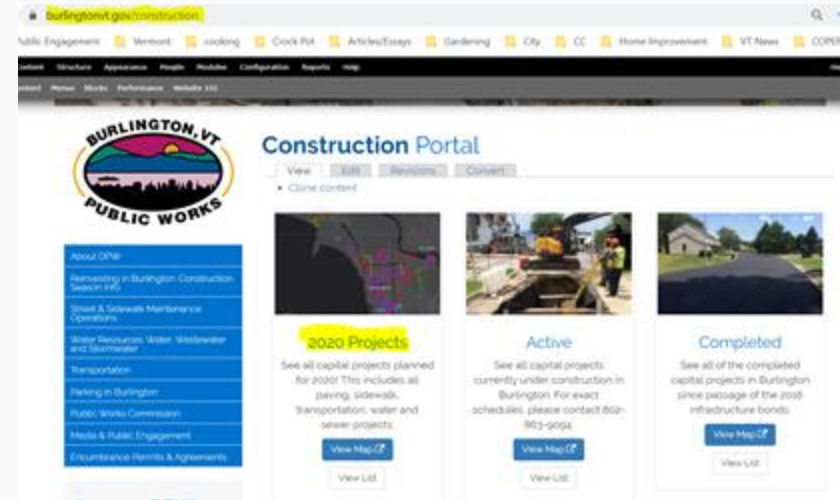


Upcoming Key Dates

- Through 5/14: Main Street survey available at GreatStreetsBTV.com
- 5/18: DPW Commission: Main Street Concepts presentation
- 5/23: Great Streets Main Street - City Council for regulatory decision
- 5/24: Transportation, Energy, Utilities Committee: *Sidewalks, Champlain Parkway & More*

Resources

- **Call 802-863-9093 or 802-863-4501 (Water)** for interpretation or to request translation through Tele-language
- **Construction Portal:** burlingtonvt.gov/construction
- **Maintenance & Infrastructure Requests:** See Click Fix, 802-863-9094, dpw-pinecustomerservice@burlingtonvt.gov
- **VT-Alert:** burlingtonvt.gov/BTV-alerts
- **DPW Public Information Manager:** Rob Goulding, RGoulding@burlingtonvt.gov, 802-881-2278



From all of
DPW,
Thank You!

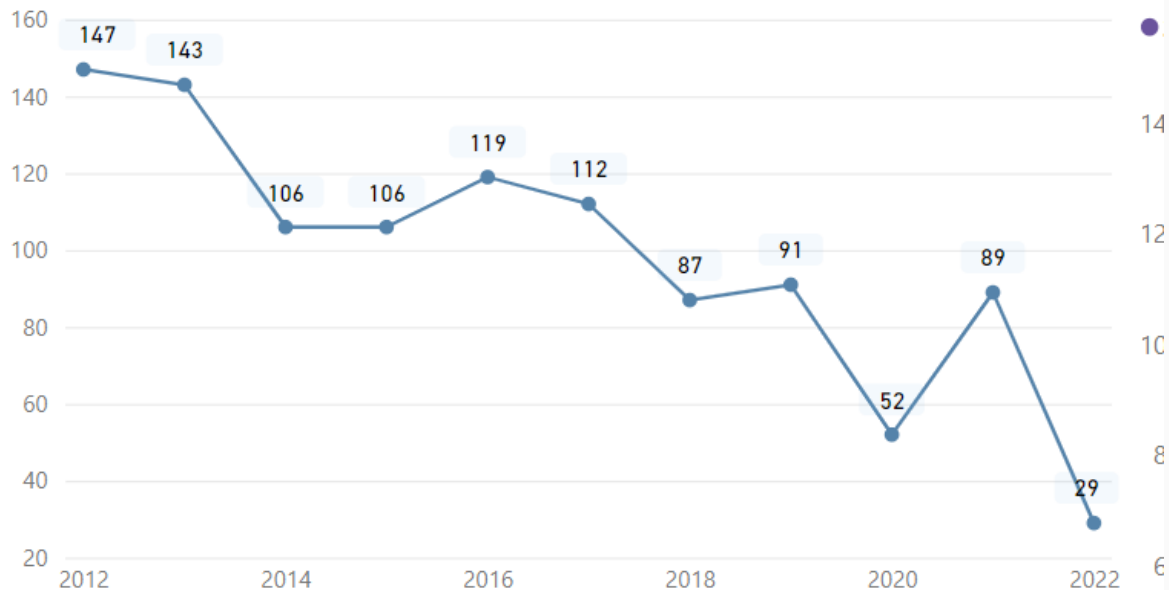


Supplemental Slides

Pedestrian Safety & Injury Data

- In 2017, planBTV Walk Bike called for 20 intersection improvements by 2026 at key intersections to improve pedestrian safety. As of 2021, we have completed key upgrades at 11 of these intersections including rebuilding the challenging Five Sisters intersection with crosswalks and pedestrian actuated signalization at each crossing; adding pedestrian signals at Battery & Maple to connect the Maple neighborhood more safely with the waterfront; pedestrian activated signalization at Colchester/Barrett/Riverside.
- We have replaced approximately 16 miles of sidewalk (tripling the normal amount) under the initial capital bond, passed in 2016 and shaved nearly 1,000 segments of sidewalk to reduce tripping hazards. With this work we upgrade curb ramps for ADA compliance.
- The Quick Build program has installed at least 24 curb extensions at 9 intersections - shortening crossing times
- Since 2016 and largely in coordination with projects supported by the Sustainable Infrastructure bond, we have built or enhanced dozens of crosswalks throughout Burlington.
 - Using a mix of federal, state and local funding we have added approximately 15 rapid flashing crosswalks since 2013. This includes 5 on North Avenue, as highlighted in the North Ave Corridor study.
 - DPW Installed 18 new crosswalks in 2019 alone. This came on the heels of a historic year of capital investment made possible thanks to the use of the initial Sustainable Infrastructure Plan bond funding . See this article for more: <https://www.burlingtonfreepress.com/story/news/local/2019/12/16/burlington-pedestrians-new-crosswalks-construction-projects-completed-2019/2661786001/>
- We recently secured a \$1M grant for an Intervale Rd path and a \$300K grant for Penny Lane path/sidewalk connectivity. Securing federal or state resources does alleviate the local tax burden, but also carries with it additional obligations which adds times to project completion.
- Great Streets work has shortened crossings on St. Paul while Main St is currently under design to improve pedestrian safety and increase pedestrian space
- Active Traffic calming programs are also being implemented, while data is being collected on other streets where requests are in.

Activity By Year



GOALS

28 miles of new bikeways

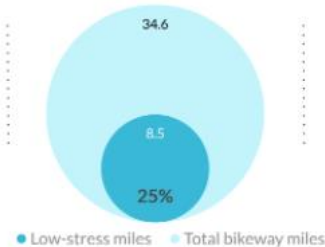
65% of bikeways are low stress

20 priority intersection safety upgrades

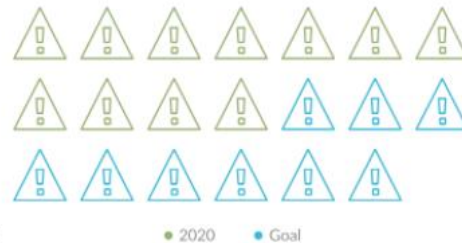
PROGRESS



- Greenride Bikesare expansion underway
- 10 businesses participating in Street Seats
- Bicycle-friendly ordinance changes approved
- Standardized bus / bike conflict markings



- Updated winter cycling maintenance plan
- Updated bicycle parking zoning ordinance
- Increased staff capacity



What's next?

- More low-stress bikeways
- More intersection upgrades
- Streets redesigned for slower speeds and fewer crashes

Highlights of planBTV Walk Bike Progress

- New bike lanes on Austin Drive, Colchester Avenue, Ethan Allen Parkway, Flynn Avenue, North Avenue, Park Street, Pearl Street, Pine Street, Sherman Street, Winooski Avenue
- Burlington's first protected bike lanes and Neighborhood Greenways
- Intersection improvements at 11 priority locations: Bank St / S Winooski Ave, College St / S Winooski Ave, Main St / S Winooski Ave, Main St / St Paul, Riverside Avenue sidepath crossings, Loomis St / N Prospect St, Pearl St / N Winooski Ave, Cherry St / S Winooski Ave, North St / N Winooski Ave, Barrett St / Colchester Ave, Maple St / Battery St, Howard St / St Paul
- Regulatory changes that allow people bicycling to cross signalized intersections using pedestrian signals

Sidewalk Reconstruction - Long Runs -- approved by Council April 2022

Table 1 - CY22 Contracted Sidewalk List

<u>Street Name</u>	<u>Limits of Work</u>	<u>Total LF of Sidewalk</u>
Spruce St	Willard - Union: North Side, South Side Partial	1635
North Ave	Simms – Northgate	753
Ledgemere/Margaret	All, North Side partial	1150
Marshall Dr	Gosse - Heineberg, both sides	1300
Holly Ln	All	780

Public Works FY'22 Goals Objectives :: May 2022 Review

Our Mission: To steward Burlington's infrastructure and environment by providing efficient, effective and equitable public services



	OBJECTIVE	DPW GOALS			METRICS	DIVISION	COMMISSION ROLE	FY'22 STATUS
		Operational Excellence	Exemplary Cust. Serv.	Culture of Innovation				
	DPW-wide Objectives							
1	Go live with asset management program to advance City's data-driven stewardship of City's assets	✓	✓	✓	Fully implement Enterprise Asset Management (EAM) / Commuterized Maintenance Management System (CMMS) tool in FY'22.	DPW-wide	Provide feedback on draft plan	Achieved. Went live with Asset Management tool VUEWorks in Fall 2021. All Divisions currently using the tool. Additional training and functionality continuing to be rolled out. Asset Management presentation provided to Commission in March 2022.
2	Continue to close capital funding gaps across asset classes (Water, WW, Stormwater, Fleet, Streets, Sidewalks, Signals, Facilities) by developing and implementing funding strategies with stakeholders	✓			Advance next 3+ year Capital Plan (FY'23-FY'25). Budgeted Funding vs. Actual investments vs. funding targets for each asset class. Service reliability (number of main breaks / year).	DPW-wide	Evaluate and recommend funding strategies	Continued progress. Produced 3 Year (FY'23-25) Capital Plan. Voters approved \$23.8M GF bonding. \$7M W/WW/SW relining contract progressing. Robust CY'22 construction season underway. Applying for Fed grants (Winooski Bridge, Cherry St), using TIF (Main St) and pursuing other sources to minimize property tax impact.
3	Enhance growth opportunities within department through professional development, job shadowing, succession planning, etc. to best position department to meet the future needs of the City	✓	✓	✓	% of staff participating in a professional development opportunity each year. % of positions that are filled internally.	DPW-wide		Work in progress. Several internal promotions occurred during FY. 96% of safety trainings completed on time in 2021. Pandemic limited some professional development training. Continued attention will be needed in FY'23.
4	Increase engagement of under-represented constituencies through enhanced outreach efforts while also ensuring capital project and maintenance prioritization does not inadvertently underinvest in these areas of the community	✓	✓	✓	Implement City's new Equity Toolkit. Capital project, program and maintenance prioritization evaluated for equity. DPW staff and engaged community members reflect the diversity of our city. Be an active participant in reshaping our workplace culture to strengthen equity and inclusion for both internal and external customers.	DPW-wide		Continued progress. Contracted with Telelanguage for real-time translation services. Expanded Main St Great Streets outreach to target underrepresented demographics. Translated key DPW materials for snow bans, boil water notices, etc. Filled out Equity Toolkit for new projects such as the Railyard Enterprise Project.
5	Reduce injuries through strengthened safety program that includes active safety committee and online Learning Management System	✓	✓		DPW Safety Team meets monthly. Department meets majority of FY'22 safety goals. Reduction in recordable incidents and lost time injuries. Reduction of late injury reports.	DPW-wide		Continued progress. Safety Committee meets monthly. Injury data trending in right direction, but still above industry standards. 11 recordable injuries in 2021. Doing Safety Cmte site assessments at different job sites every couple of months. Former Safety Manager got poached, we're now rehiring.
6	Expand preventative maintenance program of pavement, pavement markings, sidewalk, guardrails, railings, fences, valves, hydrants, sewer mains, fleet and other infrastructure that has historically not been adequately maintained -- and better prepare the department to maintain new assets	✓			Number of potholes, sewer plugs, main breaks decrease. Percent of fleet PMs to repairs increases. Maintenance crews trained and provided maintenance schedule for new assets. Consider new maintenance worker positions cost shared between General Fund and Water Resources. New Asset Management program will better capture these metrics.	DPW-wide		Continued progress. Main break numbers decreasing. Increased % of PMs to repairs for fleet. We're proposing to hire two additional Street Maintenance workers in FY'23 to better maintain W/WW/SW infrastructure. It is a massive effort to catch up on decades of underinvestment, but trending right direction.
7	Provide effective coordination with private projects through project review and coordinated investments	✓	✓		Deptment turns material review in agreed upon timelines. Assists applicants with helpful guidance. Cambrian Rise, 79 Pine St, Cambria Hotel, CityPlace progress according to timelines.	DPW-wide		Successfully ongoing. Reviewing and helping 77 Pine, Cambrian Rise, and other potential or underway development projects proceed through the development review, permitting and construction process. Pushed to have Cambrian Rise to make North Ave improvements, coming in 2023.
	Cross-Division Objectives							
8	Develop engineering standards that will efficiently direct future investments.	✓		✓	First phase of engineering standards compiled in FY'22.	Tech Services, Water Resources	Recommend adoption of standards to Council	Work in progress. This has advanced, but more slowly than desired due to other more urgent items and due to staff vacancies.

9	Improve capital project accounting with enhanced systems, provide leadership in the development of formalized policies and procedures, and transition to multi-year capital budget accounting	✓	✓	Written policies and multi-year capital budgeting in place. Consider structural enhancements to strengthen financial management across divisions.	Tech Services, Water Resources		Continued progress. Consultant hired. New systems being developed. Hired Capital Program Director to assist with coordination. Working collaboratively with Clerk/Treasurers Office.
10	Advance high priority capital projects (Champlain Parkway, Amtrak, PlanBTV Walk/Bike, Railyard Enterprise, Downtown Great Streets) in accordance with project schedules	✓		Projects advance according to project schedules. Annually budgeted capital projects completed. Adjust staffing to increase project management resources.	Tech Services, Water Resources	Review and approve ordinance changes related to projects.	Success. Roundabout under construction. Parkway under contract. Amtrak service to start July 2022. Main St Great Streets advancing. Plan BTV Walk/Bike projects advancing (N Champlain St, Plattsburg Ave, N Winooski). Railyard Enterprise secured \$20M from State/Fed, design advancing
	Division Objectives						
11	Co-locate and integrate Parking Services and Parking Operations at 645 Pine; streamlining staff management, unifying provision of parking products and services, maintaining financial accountability and budget/charter compliance.	✓	✓	Build off Phase 1b integration and work strategically through the redefinition/creation of positions articulated in Phase 1c, seeking City Council approval as needed. Physically relocate Parking Services to DPW in FY'22.	Parking & Traffic	Provide feedback and input on integration plan.	Completed. Now focused on upcoming merger of Parking Services Agents and Garage Parking Ambassadors into one larger team that serves both on street and off-street parking.
12	Unify parking resources within DPW, branded as ParkBurlington, providing a singular parking resource		✓	Continue integration DPW-managed, Parks-managed and third party parking assets unthe the management of Park Burlington	Parking & Traffic	Review and approve parking operations agreements and policy changes	Continued progress. DPW working collaboratively with Parks to have City parking management unified. Trying to secure off street parking along N Winooski.
13	Improve parking experience through new services, technology and metrics management.	✓	✓	Provide improved signage, communication tools and service (online and in person). Metrics dashboard for on-street and off-street parking system.	Parking & Traffic	Review and provide input	Continued progress. Overhauling garage system to match and unify it with on-street system so all City parking has consistent options. Rebidding enforcement/compliance software now.
14	Increase utility of Impact Fees for signalization capital projects	✓		Clear record of impact fee usage, balance and plan for future capital projects, prioritized	Parking & Traffic	Review and provide input	Continued progress. New Signal Engineer is taking fresh stock of signal assets and developing prioritized capital plan. Coordinating signal upgrades with roadway and bike/ped improvement projects.
15	Continue to increase City's EV Fleet in accordance with Net Zero Goals established by the Administration and City Council		✓	Percentage of EV/Hybrid vehicles purchased over fiscal years.	DPW Maintenance		Success. Number of electric vehicles increasing by year. 2019 - 0 EVs. 2020 - 1 EV. 2021 - 6 EVs. 2022 - 9 EVs. FY'22 purchases included 38% new EVs. Working with BED to apply for Fed/State grants for more charging infrastructure.
16	Expand use of transportation options while increasing safety of system and reducing overall environment impact consistent with City plans		✓	Implement second phase of Winooski Corridor Study in FY'22. Increase traffic calming implementations and reduce waiting list. Non-SOV mode share increases. Annual # of crashes decreases	Technical Services	Review and approve ordinance changes related to projects.	Continued progress. Forged a path forward for North Winooski at the City Council. Main St Great Streets includes dedicated, protected facilities. Other projects (N. Champlain, Plattsburg advancing). Secured two grants - one for Intervale Rd sidepath and one of Lake St bike/ped connection. Continue tripled sidewalk production.
17	Transition solid waste collection system for garbage, recycling and organics to a more integrated system		✓	Get City Council direction on operating model in FY'22 and move decisively toward implementation (multi-year process).	Maintenance	Review study and recommend approval to City Council.	Developed a staff recommendation. Council did not approve recommendation. Staff now needing to pause project due to other priorities and staff vacancies.
18	Implement Phase II of Clean Water Resiliency Plan capital upgrades in FY'22	✓		Complete construction of South End Green Stormwater Infrastructure, 2 pump station upgrades, sewer and storm relining in FY'22. Complete design of Phase II Wastewater Treatment Plant refurbishments. Complete planning of next round of outfall improvements.	Water Resources	Recommend approval of CWRP borrowing to City Council.	Completed SE GSI, pump station upgrades. Relining underway. Advancing design of Phase II WWTP refurbishments.

19	Implement Council-approved rate restructuring and affordability program for Water, Wastewater and Stormwater utilities	✓	✓		New rates, affordability program, and rebates established in first six months of FY'22.	Water Resources	Review proposed rate structure, recommend to Council	Mostly completed. Council approved and staff successfully implemented July 2021. Phasing in affordability programs. Continuing to secure customer assistance funding from Feds/State to further help ratepayers during COVID.
20	Advance second phase of Water Resources staffing plan for increased operational sustainability	✓	✓		Advance second phase of WR Re-org with proposed hiring of Water Resources Technician and W/WW Operators in Training.	Water Resources		Continued progress. Hired WR Technician. Hiring for additional Water Plant Operator. Bringing tiering option to bargaining with AFSCME Union.
21	Complete Integrated Water Quality Management Plan for how City will meet its Clean Water Act regulatory obligations and its local water quality priorities & begin implementation	✓		✓	Acceptance of Plan by DEC. Secure Integrated Permit. Advance first phase recommendations.	Water Resources	Review and provide feedback on final draft of Integrated Plan	Continued progress. Draft Integrated Plan provided to DEC. They are reviewing. We expect integrated permits in coming months. Draft plan at: https://www.burlingtonvt.gov/water/integratedplan .
22	Improve cost allocations between DPW and other departments (ie. have Water credited for fire protection service, contain growth of PILOT payments, negotiate new Franchise Fee agreement for Water)	✓			More appropriate cost allocations between departments / funds. Would enable Water Resources Division to better reinvest in aging systems.	Water Resources, CT Office		Work in progress. Working with CT Office to contain growth of PILOT payments and to get a new Franchise Fee for Water.
23	Improve process for customer requests related to transportation, traffic calming, and parking regulations	✓	✓	✓	Reduce outstanding traffic calming requests and reduce time to resolution and closing customer requests in SeeClickFix.	Technical Services, Administration	Consider additional process changes for evaluating/processing requests.	Work in progress. Overhauled Traffic Calming program. Some streets progressing smoothly. Others providing insights on adjustments needed. See Click Fix response times are mostly within service level agreements (SLAs).



Burlington School District Travel Plan

CITY OF BURLINGTON, DEPARTMENT OF PUBLIC WORKS (DPW)

5/18/2022

PHILLIP PETERSON EI, PUBLIC WORKS ENGINEER

JULIA URSAKI EI, PUBLIC WORKS ENGINEER

Draft Plan Published for Comment



- ▶ <https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/burlington-school-district-travel-and-traffic-control-plan/>
- ▶ June 3, last day for comments



DRAFT BSD Travel Plan



- ▶ Five (5) Sections
 - ▶ Introduction
 - ▶ Recommendations
 - ▶ Community Engagement
 - ▶ Travel Plans
 - ▶ Appendices



DRAFT BSD Travel Plan



- ▶ Community Engagement
 - ▶ Community Surveys
 - ▶ Walk Audits
 - ▶ Principal Interviews
 - ▶ 325 Responses PreK-8
 - ▶ 120 Responses High School



DRAFT BSD Travel Plan



Introduction

Recommendations

Community Engagement

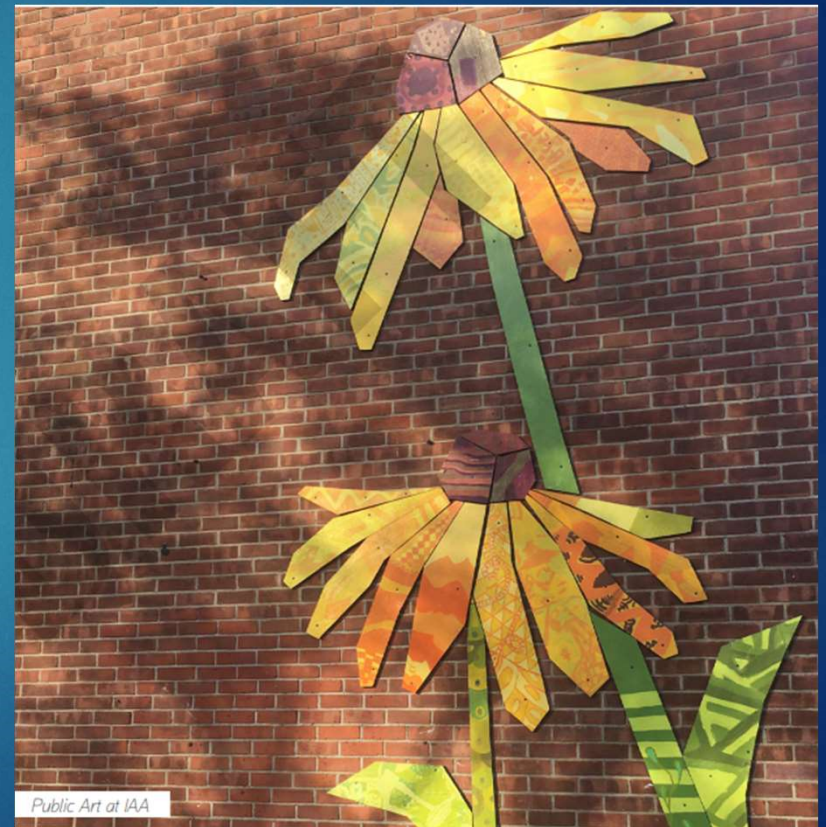
Travel Plans

Appendices



DRAFT BSD Travel Plan

- ▶ Recommendations
 - ▶ Transit-Related (BSD & GMT)
 - ▶ Crossing Guard (DPW & BSD)
 - ▶ ROW Infrastructure (DPW)
 - ▶ On campus (BSD)
 - ▶ Programming (BSD)



DRAFT Recommendations

- ▶ Transit Related (BSD & GMT)
 - ▶ Quarterly Meetings
 - ▶ Adjust School Schedules
 - ▶ Behavioral Issues
 - ▶ Assign BSD Staff



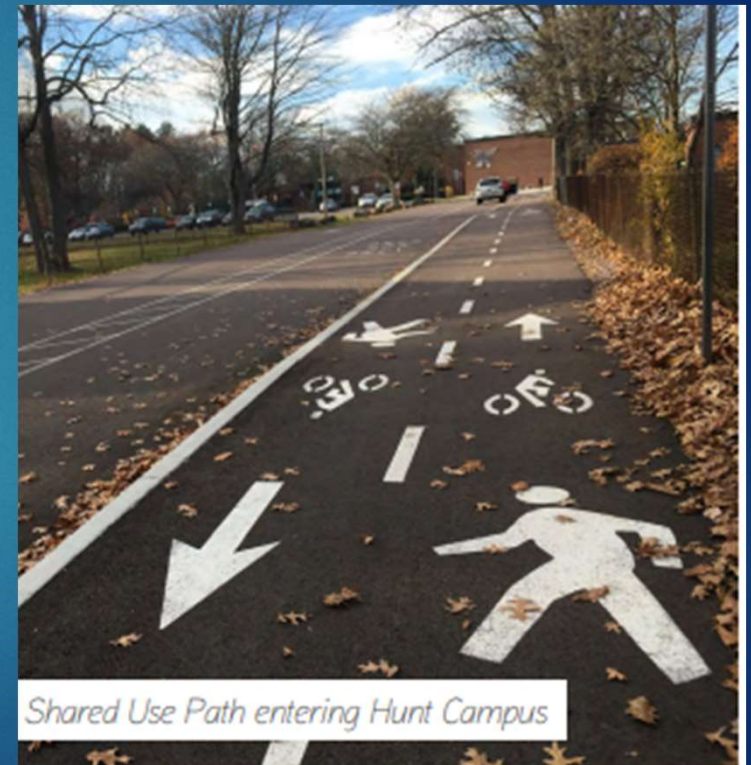
DRAFT Recommendations

- ▶ Crossing Guards (BSD & DPW)
 - ▶ Expand hires
 - ▶ Dual BSD position
 - ▶ Better communication
 - ▶ Monitor high priority intersections



DRAFT Recommendations

- ▶ Infrastructure (DPW)
 - ▶ Shared use paths
 - ▶ Bicycle improvements
 - ▶ Intersection/Crossing improvements
 - ▶ Multimodal corridor improvements
 - ▶ Sidewalks
 - ▶ Crosswalks
 - ▶ On campus improvements (BSD)
 - ▶ Bus stop changes (DPW & GMT)



DRAFT Recommendations

► Shared use paths



DRAFT Recommendations

► Bicycle improvements



DRAFT Recommendations

► Intersection/Crossing improvements



DRAFT Recommendations



► Multimodal corridor improvements



DRAFT Recommendations



► New Sidewalks



DRAFT Recommendations



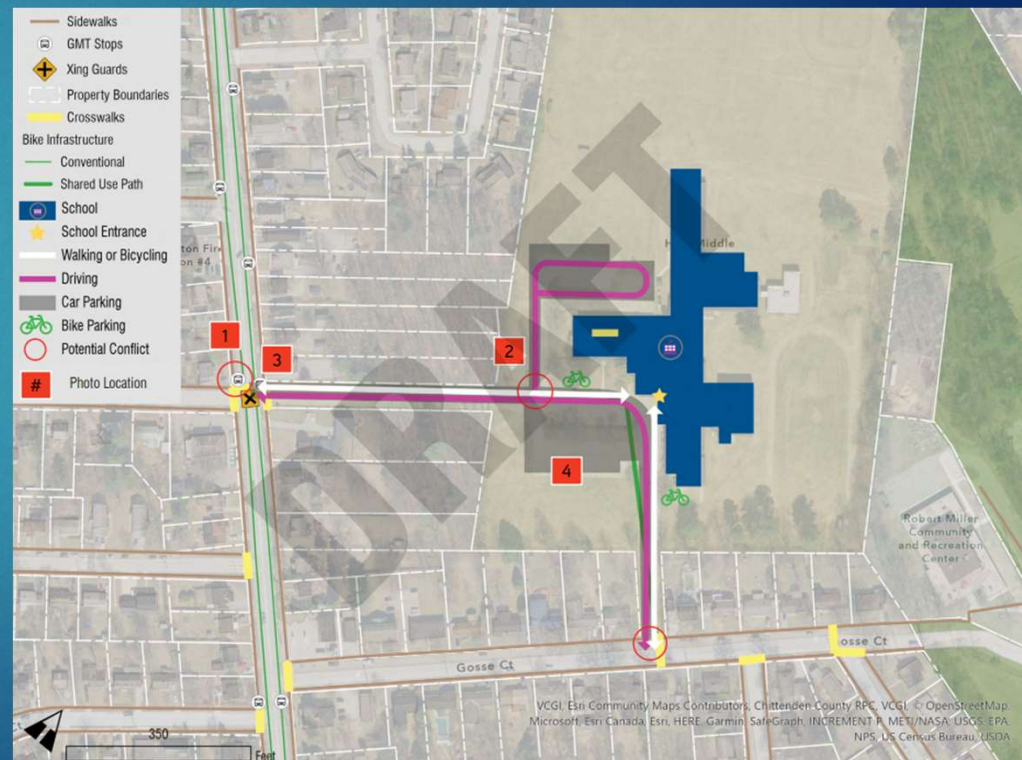
► New crosswalks



DRAFT Recommendations



► On campus improvements (BSD)



DRAFT Recommendations

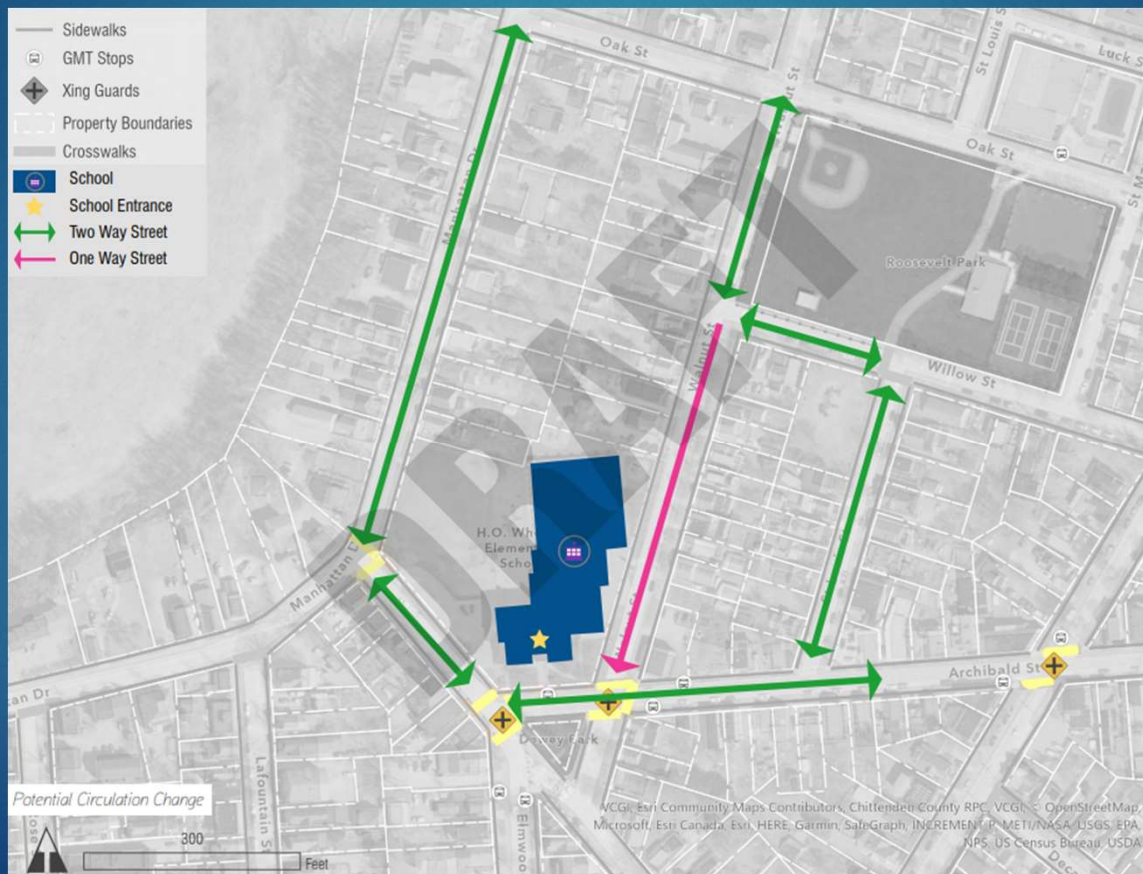


- Bus stop changes (DPW & GMT)



DRAFT Recommendations

► Misc. recommendations



DRAFT Recommendations

- ▶ <https://www.ccrpcvt.org/our-work/transportation/current-projects/technical-assistance/burlington-school-district-travel-and-traffic-control-plan/>
- ▶ June 3, last day for comments



Next Steps

- ▶ Review Public Comment
- ▶ Final Report
- ▶ Final Plans
 - ▶ Traffic Regulation Changes
 - ▶ Potential Construction Projects



Burlington School District Travel Plan

DRAFT April 2022





Contact:
Phillip Peterson E.I., Public Works Engineer
Department of Public Works
Desk: 802.598.8356
Email: ppeterson@burlingtonvt.gov



CCRPC Project website: bit.ly/BSDTravelPlan

From: Solveig Overby, Public Works Commissioner

Recommendation: Main Street intersections at So. Union, S. Winooski, Church, St. Paul, So. Champlain, Pine and Battery should be scoped for roundabout versus signal versus all-way-stop. That scoping would show metrics of delay for each mode, queues of vehicles, motor fuel/energy consumption, injuries projected, and equity.

Reasons for the recommendation:

- 1) Four of the Main Street intersection in the proposed Main Street Great Streets “generational redevelopment” proposal are on Vermont’s high crash list based on 2012-2016 data:
 - #1 highest crash location in Vermont is Main and South Winooski
 - #24 is Main and St. Paul
 - #31 is Main and Battery
 - #52 is Main and South Union
- 2) Roundabouts provide 24/7 traffic calming, and create safer intersection crossings for pedestrians and bicyclists while facilitating smooth traffic flow by slowing traffic. Negotiation between vehicles at intersections is separated from negotiation between drivers of vehicles and pedestrians making for safer passage. Eye contact is facilitated between all users passing through intersections resulting in safer passage for all.
- 3) Roundabouts avoid forced greenhouse gas emissions caused by vehicles idling at signals when their movement is prohibited even when there are no competing vehicles or pedestrians/bicyclists at the intersection. Roundabouts cut CO2 emissions by 20-30%.
- 4) Signals at intersections are challenging to program in ways to avoid vehicle idling or pedestrians waiting to cross, despite there being no other vehicles at an intersection. “Intersection waiting experiences” can induce drivers and pedestrians to unsafely ignore signals and move through an intersection without regard to the signals.
- 5) Compared to roundabouts, signals unfortunately induce vehicle drivers to step on the gas at yellow signals, causing collisions with other vehicles.
- 6) Compared to roundabouts, signals leave pedestrians vulnerable to being hit by turning vehicles.
- 7) Compared to roundabouts, signals leave motorcyclists and scooter riders vulnerable to being hit while turning or rear-ended while waiting to turn.
- 8) Roundabouts are less expensive to maintain, by not requiring electricity costs, mechanical repairs and equipment upgrades year after year.

I provide three attachments to support my recommendation:

- 1) A document prepared by Transportation expert Tony Reddington listing crash statistics and costs at four high crash Main Street intersections based on 2012-2016 VTRANS data;
- 2) a document showing design specifications and photographs for a roundabout in Athens, Ohio. The information in that document makes it easier for people to visualize the aesthetics, safety and functionality of roundabouts. The Athens, OH roundabout document has been provided to the Department of Public Works and the Public Works Commission before, initially in 2020, to facilitate DPW understanding of the superior aesthetics, environmentally-sound functionality and safety of roundabouts.
- 3) Tony Reddington’s testimony regarding the “Great Streets” TIF Bond ballot item, 2/20/2022

Downtown and West End North Street Sites of 11 Burlington High Crash Intersections in the Latest 2012-2016 High Vermont High Crash Location Report from VTrans

Table 1: High Crash intersections/Injuries—Downtown and North Street

	Intersections	<u>Injuries</u>	<u>Total Economic</u>
		<u>10-year Per Year</u>	<u>Cost -10 years</u>
		<u>Per</u>	<u>(\$ Million)</u>
		<u>Intersection</u>	
North Street	5	32	0.6
Main Street	4	78	2.0
South Winooski Ave	1	26	2.6
South Union	1	10	1.0
Total:	11	146	—
			\$34.8

Source: Vermont Agency of Transportation Vermont High Crash Location Report 2012-2016 (Series)

<https://vtrans.vermont.gov/sites/aot/files/highway/documents/highway/Formal%202012-2016%20High%20Crash%20Location%20Report.pdf>

**Tabulated Burlington Intersections—19 signalized, 1 3-way stop control
(dollars per crash)**

CODE: # on VTrans list of 111 [worst #1]; intersection name; milepost; years of information/total crashes/total injuries/total PDO “property damage only” with today minimum damage of \$3,000 or injury requiring reporting to police].

**(VTrans value average value per crash) Total Crashes (per year):
crashes for all years in sample (crashes per year)**

DOWNTOWN—MAIN STREET

CODE: # on VTrans list of 111 [worst #1]; intersection name; milepost; years of information/total crashes/total injuries/total PDO “property damage only” with today minimum damage of \$3,000 or injury requiring reporting to police].

#52 Main/South Union 0.520 5 years/37 crashes/9 injuries/30 PDO

(Average cost per crash:\$30,689) Total Crashes 2012-2016: 37 (7.4 per year)

#1 S. Winooski/Main (Alternate US 7) 0.990 5 years/98 crashes/39 injuries/
90PDO, 90 per

(Average cost per crash: \$20,311) Total Crashes 2012-2016: 98 (19.6 per year)

#24 Main/St. Paul 0.250 5 years/39 crashes/7 injuries/32 PDO

(Average cost per crash:\$25,156) Total Crashes 2012-2016:39 (7.8 per year)

#31 Battery/Main 0.220 5 years/45 crashes/8 injuries/38 PDO

(Average cost per crash:\$25,276) Total Crashes 2012-2016: 45 (9.0 per year)

DOWNTOWN--SOUTH WINOOSKI AVE (except Main St)

#38 North Winooski Ave (Alternative US 7)/Pearl St 1.310 5 years/61 crashes/
13 injuries/51 PDO

(\$23,489) Total Crashes 2012-2016: 61 (12.2)

DOWNTOWN NORTH/SOUTH UNION

#20 North Union/South Union/Pearl 0.000 5 years/19 crashes/5 injuries/15 PDO

(Average cost per crash:\$32,211) Total Crashes (per year): 19 (3.8)

NORTH STREET—NORTH AVE TO NORTH UNION

#110 North Avenue/North St 0.180 5 years/20 crashes/4 injuries/17

PDO

(Average cost per crash:\$27,305) Total Crashes (per year): 20 (4.0)

#40 Park St/North St 0.280 5 years/19 crashes/4 injuries/16 PDO

(Average cost per crash:\$28,147) Total Crashes (per year): 19 (3.8)

#23 North St/North Champlain St 0.220 5 years/20 crashes/5 injuries/17

PDO

(Average cost per crash:\$30,219) Total Crashes (per year): 20 (4.0)

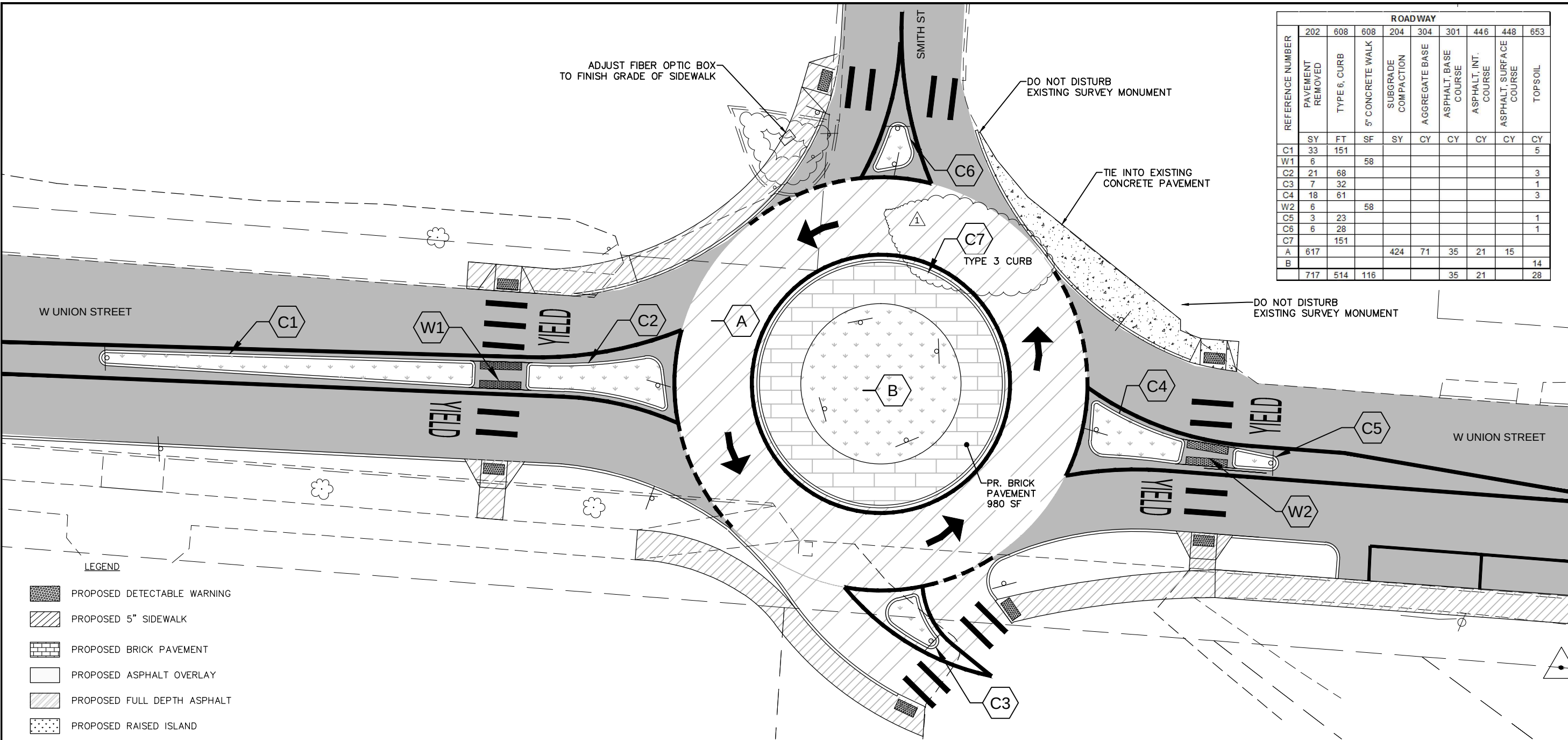
#46 North Winooski Ave/North St (Alternate 7)/North 1.620 5 years/19

crashes/3 injuries/16 PDO

(Average cost per crash: \$23,489) Total Crashes (per year): 19 (3.8)

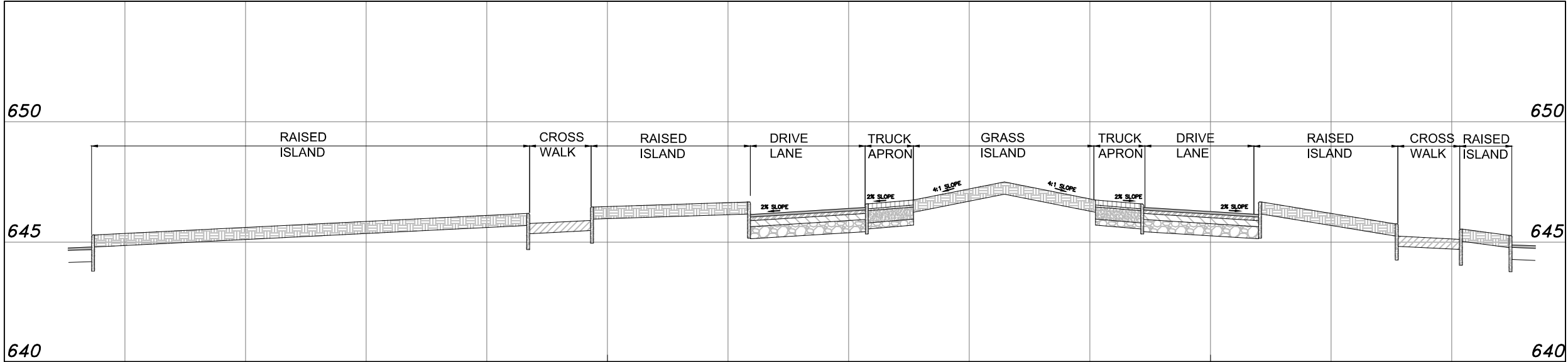
#87 North Union/North St 0.300 5 years/15 crashes/0 injuries/15 PDO **(3-way stop)**

(Average cost per crash:\$11,300) Total Crashes (per year): 15 (3.0)



REFERENCE NUMBER	ROADWAY								
	202	608	608	204	304	301	446	448	653
	PAVEMENT REMOVED	TYPE 6, CURB	5" CONCRETE WALK	SUBGRADE COMPACTION	AGGREGATE BASE	ASPHALT BASE COURSE	ASPHALT, INT. COURSE	ASPHALT SURFACE COURSE	TOPSOIL
	SY	FT	SF	SY	CY	CY	CY	CY	CY
C1	33	151							5
W1	6		58						
C2	21	68							3
C3	7	32							1
C4	18	61							3
W2	6		58						
C5	3	23							1
C6	6	28							1
C7		151							
A	617			424	71	35	21	15	
B									14
	717	514	116			35	21		28

- LEGEND
- PROPOSED DETECTABLE WARNING
 - PROPOSED 5" SIDEWALK
 - PROPOSED BRICK PAVEMENT
 - PROPOSED ASPHALT OVERLAY
 - PROPOSED FULL DEPTH ASPHALT
 - PROPOSED RAISED ISLAND



FILE NAME

05/30/14 - R

5-20 ADDENDUM

REVISION

CITY OF ATHENS

ATHENS COUNTY, OHIO

buckleygroup

CITY OF ATHENS

W UNION STREET

DATE

MAY 30,

SCALE

0

DRWN. RDB

C

JOB NO. 1349

SHEET NO.



ROUNDAABOUT
AHEAD

15
MPH







2/20/2022

Defeat the 430 million Burlington Main Street Proposal with its Four Vermont Four High Crash Intersections—Avoided Any Serious Safety, Equity and Climate Change Public Review and Analytics

Burlington voters decision on the The Burlington \$30 million Main Street vague investment, a so-called “Great Streets” design, on the March 1, Ballot item 4, remains a bad choice at a time of change where safety first along with equity and climate change which comprise the new paradigm for downtowns and neighborhoods must prevail.

Michael Long (<https://vtdigger.org/2022/02/18/michael-long-tif-districts-are-an-economic-development-boondoggle/>) “TIF districts are an economic development boondoggle” (VT Digger, February 18, 2020) details the diversion of millions of dollars from City’s municipal and school tax resources using “Tax Increment Financing” (TIF). What the \$30 million actual used for, vague at this point, also is equally disturbing at a time of transformative transportation change in what we invest and how we invest in downtowns and low income, racially diverse neighborhoods like the Old North End and King Maple which borders part of the Main Street, section from South Union (Edmunds Schools grounds) and westerly to Battery Street. Our Burlington core area suffers overburden with the majority of the City’s 20 high crash intersections (111 statewide), 11, generating 140 injuries a decade with great human suffering and overall costs of \$35 million estimated by VTrans.

The City in a decade has not addressed a single VT high crash intersection to maximize safety in the last decade with the single exception last year when the City Council overruled Public Works in the case of Colchester/East intersection. The four high crash Main Street intersections along generate 78 injuries per decade and \$15 million estimated costs using the most recent VTrans high crash report data. We live in a nation “trailing” other nations as US Department of Transportation Pete Buttigieg said in releasing a roadway safety strategy last month calling for a Safe System Approach in road investments to reverse the US three decade decline in safety from #1 in 1990, a decline which accelerated during covid and during a period 2010-2021 when pedestrian deaths increased

46%, disproportionately affecting people of color. (<https://www.transportation.gov/NRSS>)

Yes, our core area of downtown and adjacent neighborhoods are overburdened by traffic and its terrible price exacted in injury and death even though most of the streets involved feature 25 mph speed limits. Five of the six west end of North Street intersections, for example, are high crash intersections with a rate of 46 injuries per decade—the new standard intersection, the roundabout, at five Vermont downtown intersections recorded just one injury a decade in their first half century of operation. The weekly roughly one pedestrian or bicycle injury in Burlington (about 2 car occupants suffer injuries weekly) are concentrated in the core of the City where 32% of residents do not have a car and are dependent on walking and public transit. And yes those residents are in neighborhoods with the lowest incomes and highest concentration of people of color—and they disproportionately suffer from the historic and current lack of safety predominant in the carcentric age, an age now ready to shift to safety, to minimizing climate emissions, and ending the high injury rates in our City, particularly first and foremost to the City low income and persons of color.

The Main Street project includes the S Winooski intersection, highest crash intersection in Vermont and part of the four S Winooski blocks privately referred to as “Death Valley” for its lack of safety, but never mentioned as a safety issue in the hour long Great Streets City presentation February 1. (The words “climate change” and “equity” were never uttered either.)

Burlington City Council has adopted to major policies directly related to the Main Street proposal never discussed since the last public engagement on Great Streets date back six years to 2016 before Racism as a Public Health Emergency and Climate as a Public Health Emergency were adopted. Great Streets never address these issues nor was safety even a consideration in the original scheme.

Please vote “No” on Ballot item 4 when there is no rush, there has been no public process, and we truly are at an inflection point where transportation safety will finally be first priority combined with dealing up front with racial equity, the poor and climate change!

cannot in any way be supported if you care about the safety of residents and visitors, care about racial and income equity, or care about climate changes. The proposal fails all three tests. And the Tax Increment Finance scheme rejected in a recent Vermont Digger commentary itself adds to the fatal flaws for this question

Not only has there been no public engagement on this ballot question for six years until just days before ballots hit our mailbox about February 11, but the entire issue of safety has been ignored, a clear case of malign neglect on the part of Public Works and the consultants hired to promote it the proposal.

On February 1, the two hour zoom meeting on the proposed \$32 million Main Street investment—from South Union Street to Battery Street drew about 20 participants, the first public engagement in six years. In fact public engagement never took place in a serious way. No advisory committees, no involvement of Neighborhood Planning Assemblies (NPAs), no analysis of safety at some of the most dangerous intersections in Vermont. NPA Wards 2/3, NPA Wards 1/8 and NPA Ward 6 all touch the Main Street proposal roadway section and NPA Ward 5 a block south from Saint Paul to Battery Streets arguably deserve to be part of any discussion of roadway changes.

No plans, specifications, estimates, or intersection designs have been studied or presented—just really just some pretty pictures. Pretty pictures of trees, sidewalks and bike lanes but no pretty pictures of intersections. This is not sufficient to justify giving a \$32 million blank check to Mayor Weinberger and the Department of Public Works. Champlain Parkway need not be mentioned.

Worst of all, four of the seven cross intersections—So. Union (Edmunds Schools crossings), So. Winooski, Saint Paul and Battery are on the Vermont Agency of Transportation list of the 111 highest crash intersections in Vermont! See the data below on these intersections (PDO is “property damage only” crashes).

<https://vtrans.vermont.gov/sites/aot/files/highway/documents/highway/Formal%202012-2016%20High%20Crash%20Location%20Report.pdf>

And the downtown gateway So. Winooski intersections holds the honor of being the highest crash rating in Vermont!

The four high crash intersections record an average of 7.8 injuries per year, 58 total crashes and an economic cost of \$1.5 million a year. But until prompted by attendees the Public Works staff and consultants never brought forth the safety issue and declined to even acknowledge that So. Winooski/Main is the #1 highest crash intersection in the state and a roundabout, the gold standard

for pedestrian safety, is shown as a gateway and safety design in the recently completed Winooski Corridor study!

Burlington has 20 high crash intersections, 18% of the 111 current VTrans list while our City and its Public Works Department has refused to address safety as a priority for addressing at any of these intersections—its refusal to prioritize safety in the case of East Avenue/Colchester Ave was overruled this past year by the City Council who ordered if money were available the safest-for-all-modes roundabout would be installed. [Note the roundabout is the first Dutch type roundabout with a separate lane for pedestrians and cyclists--now very likely to go forward as UVM plans hundreds of students to be housed in new dormitories in the Trinity Campus area.]

The Great Streets proposal, truly a boondoggle, comes as the US Department of Transportation adopted a National Roadway Safety Strategy last month, essentially Vision 0, using a Safe System Approach on street investments along with Safe System Intersections. Secretary Buttigieg states the safety initiative must include not only safety but also equity and climate change elements—the words “climate change” never were spoken in the one hour consultant presentation last night. Nor for the matter was equity even though King Maple, our lowest income neighborhood and largest community of color in Vermont borders Main Street from Saint Paul to Battery! <https://www.transportation.gov/NRSS>

So please consider a “no” vote on the fatally flawed Great Streets proposal—an amount of expenditure it might be noted more than sufficient for the City share of a light rail line from the waterfront via Marketplace to UVMMC-UVM to University Mall!



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

MEMORANDUM

Date: April 27, 2022
To: Public Works Commission
From: Phillip Peterson E.I., Public Works Engineer
CC: Corey Mims P.E., Senior Public Works Engineer
Subject: CY22 Street Reconstruction Program Complete Streets

Background:

The City of Burlington has a longstanding commitment to provide a range of interconnected, safe, affordable, efficient and convenient transportation choices for residents, visitors and employees alike. Recently, this commitment has been formalized through state and local policies, but the real challenge is still ahead of us as we implement these policies -- making every Burlington street "complete."

In June 2012, the DPW convened local stakeholders, decision makers, advocates and municipal staff for a full-day workshop sponsored by the Environmental Protection Agency through their Sustainable Communities Building Blocks Program. Through collaboration at the workshop, an overarching vision was drafted to be a unifying guide for future planning studies that evaluate complete streets:

Burlington streets will evolve into complete streets corridors that provide safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders.

Within each neighborhood, the need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions within the corridor. The most effective use of finite public space will be determined through interdisciplinary collaboration with a wide range of community members considering economic, environmental, and equity concerns.

The corridor will develop into an attractive public space through creative streetscape, signage, and other site design features. The corridor will become more livable and desirable by promoting social interaction and public health.

DPW executes this vision through various construction projects throughout the City, with the annual Street Reconstruction contract contributing significantly. As part of this goal, each street paving is required to have an associated Complete Streets Form (Attachment A).

An Equal Opportunity Employer

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

Paving:

Attached are the Complete Streets forms for the streets this construction season: CY22 Street Reconstruction Program contract: Allen Street, Birchcliff Parkway, Flynn Avenue, Franklin Square, North Ave, and Plattsburg Avenue. Please note there are no exceptions being considered for this work under complete streets. These forms will be placed on record with the Clerk/Treasurer's Office and submitted to Vermont Agency of Transportation.

If you have questions, please contact me by phone (802)598-8356 or email ppeterson@burlingtonvt.gov

MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

Town:

Road:

Project Description:

Name of Municipal Official:

Position:

Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| ☐ Sidewalks: installation, repair, ramps, railing, etc. | ☐ Pavement Improvements: replacement, repair, etc. |
| ☐ Crosswalks: installation, repair, markings, etc. | ☐ Shoulder Improvements: widen with new pavement. |
| ☐ Lighting: street or pedestrian scale. | ☐ Bike/Shared Use: paths, lanes, etc. |
| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): |

2) Exemption – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.
Indicate project scope below.
- | | |
|---|---|
| ☐ Crack sealing | ☐ Culvert replacement |
| ☐ Emergency repairs | ☐ Guardrail replacement |
| ☐ High risk rural road (HRRR) projects | ☐ Ledge/slope projects |
| ☐ Pothole repair | ☐ Preventative maintenance, bridge maintenance |
| ☐ Roadside mowing | ☐ Road/shoulder sweeping |
| ☐ Shim/leveling projects | ☐ Sign replacement |
| ☐ Traffic signal equipment upgrades | ☐ Other miscellaneous maintenance activities |
| ☐ Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.) | |
- ☐ C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

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Position:

Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| ☐ Sidewalks: installation, repair, ramps, railing, etc. | ☐ Pavement Improvements: replacement, repair, etc. |
| ☐ Crosswalks: installation, repair, markings, etc. | ☐ Shoulder Improvements: widen with new pavement. |
| ☐ Lighting: street or pedestrian scale. | ☐ Bike/Shared Use: paths, lanes, etc. |
| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): |

2) Exemption – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.
Indicate project scope below.
- | | |
|---|---|
| ☐ Crack sealing | ☐ Culvert replacement |
| ☐ Emergency repairs | ☐ Guardrail replacement |
| ☐ High risk rural road (HRRR) projects | ☐ Ledge/slope projects |
| ☐ Pothole repair | ☐ Preventative maintenance, bridge maintenance |
| ☐ Roadside mowing | ☐ Road/shoulder sweeping |
| ☐ Shim/leveling projects | ☐ Sign replacement |
| ☐ Traffic signal equipment upgrades | ☐ Other miscellaneous maintenance activities |
| ☐ Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.) | |
- ☐ C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

3) Non-Compliance – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

Main Street Project

www.greatstreetsbtv.com

Update to Public Works Commission
May 18, 2022



Agency
Landscape + Planning



What We Have Heard...



...What We Are Doing

Intersection Control –

- Review Roundabout/Signalized

- Intersection Evaluation Matrix

On Street Parking Loss –

- 67 Spaces is will be significant to businesses and needs to be mitigated

- Parking Study (Updated Inventory of Need and Availability)

- Mitigation Options/Wayfinding

Shared-Use Path –

- Merge of bicycles and pedestrians from Union to Winooski

- Review Cross-Section Dimensions

- Relocate 6 Parking Spaces

- Review Parking Study if need to remove parking

Intersection Evaluation Matrix

Intersection	Option	Appropriate design size to accommodate truck route	Description of Existing Conditions	Safety and User Experience	Projected Traffic Operations	Adjacent Intersection Impacts	ROW Impacts	Activation Space Impacts	On-Street Parking Impacts	Stormwater Treatment and Street Trees	Roadway Grades	Utility Impacts
Battery Street	Signalized Intersection		Signalized currently with 2 lanes on each approach.								4.50%	
	Roundabout											
Champlain Street	Signalized Intersection (No signal is warranted at this intersection)		Stop Sign controlled currently with 1 lane on each approach.								3.30%	
	Roundabout											
Pine Street	Signalized Intersection		Signalized currently with 1-2 lanes on each approach.								4.50%	
	Roundabout											
St Paul Street	Signalized Intersection		Signalized currently with 2 lanes on each approach.								1.60%	
	Roundabout											
Church Street	Signalized Intersection		Signalized currently with 1 lane on each approach.									

Level of Service/Operation

ROW Impacts

Safety

Size

Parking

Stormwater

Activation Space

Roadway Grade

Utility Impact

Ways to Support Parking Changes



Assess Need and Availability

Leverage technology –

- Parking management apps
- Variable /peak hour pricing
- Real-time feedback on available parking locations

Create incentives –

- Reinvest parking fees into non-motorized travel modes
- Incentivize loading to occur in off-peak hours
- Employee parking programs

Build out infrastructure –

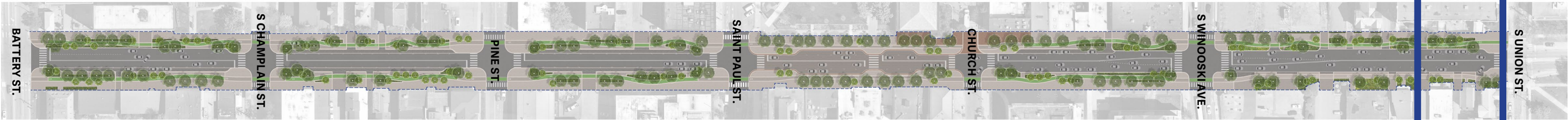
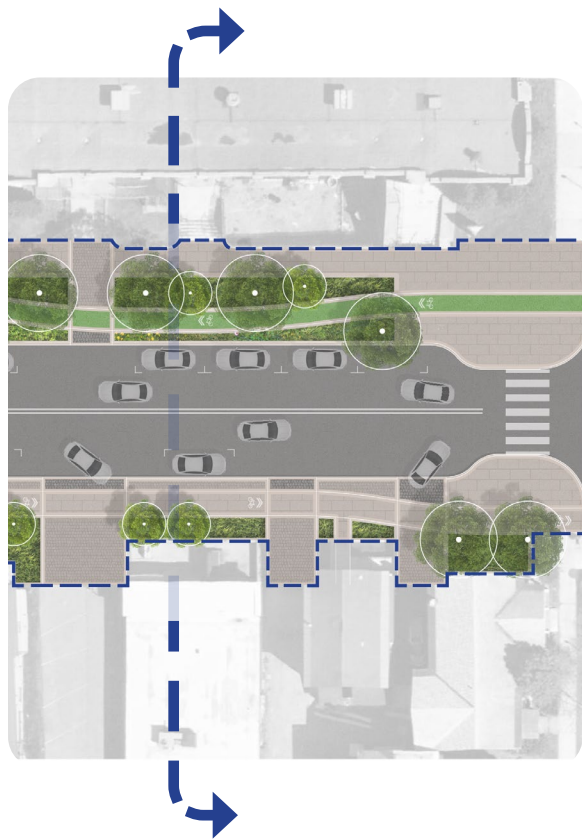
- Increase visible/secure bike parking
- Improve transit accommodations
- Wayfinding signing
- EV charging stations

Vary parking restrictions to reflect –

- Land use
- Seasonal demand
- Flex spaces for parklets and “streateries” during warmer months

Shared-Use Path

South Side of Main Street between Winooski Ave and Union Street

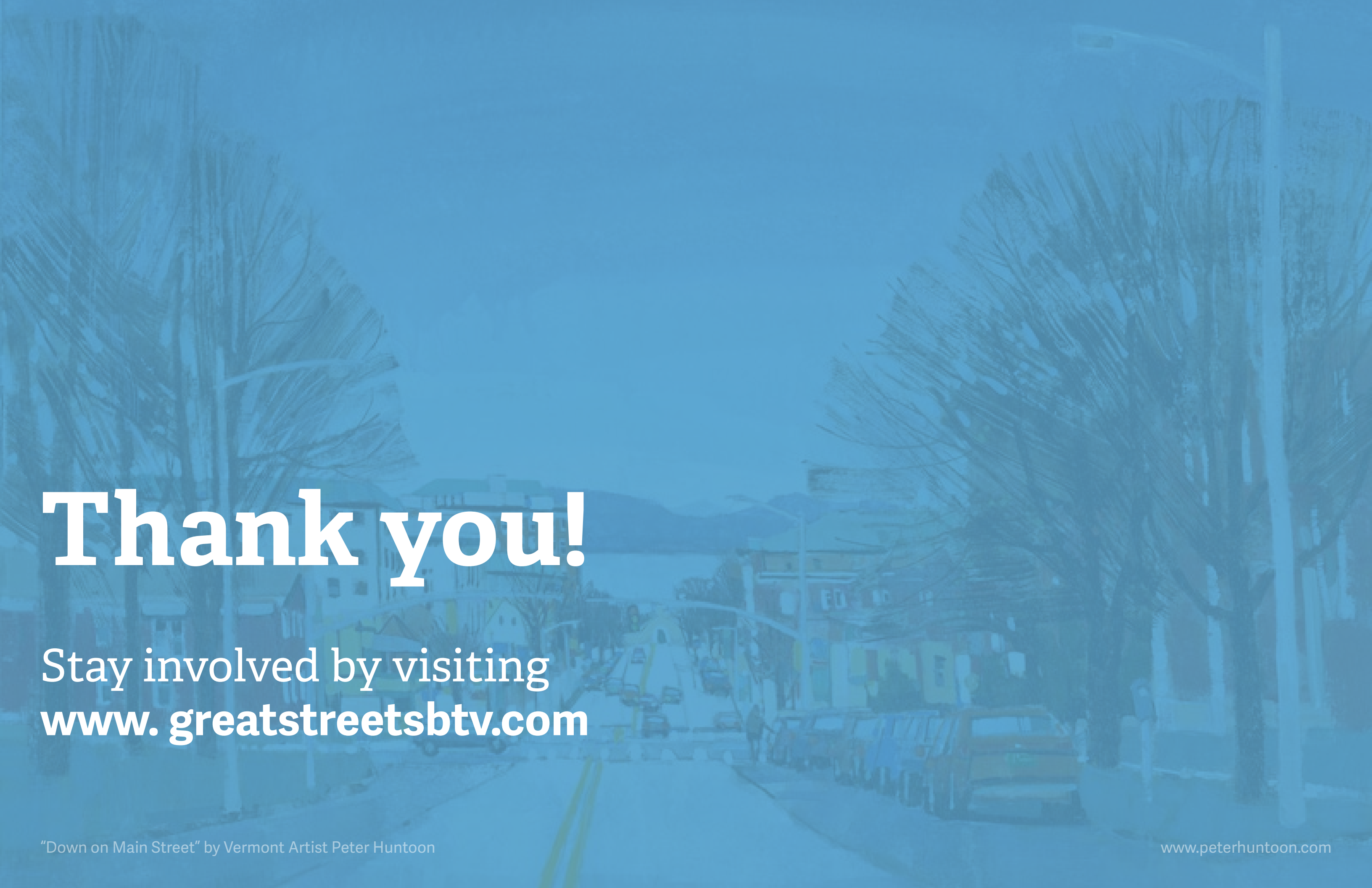


What We Are Asking



Proposed DPW Staff Motion:

Recommend the City Council approve the Great Streets Main Street concept design's proposed curb-to-curb width of 40 feet, reducing from an existing width of 50-70 feet, and effectuating the conversion of the on-street parking configuration from diagonal to parallel.



Thank you!

Stay involved by visiting
www.greatstreetsbtv.com

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING MAY 18, 2022
DRAFT MINUTES**

Commissioners Present: Commissioner Barr, Commissioner Bose (arrived 6:40), Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner O'Neill-Vivanco (Vice-Chair), Commissioner Overby

Commissioner Absent: Commissioner Kennedy

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:36 p.m.

ITEM 2 – AGENDA

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

ITEM 3 – PUBLIC FORUM

Jason Stuffle stated he was looking forward to the changes on Main Street to keep up with the city's goals. He also stated that cycling infrastructure should not be compromised for parking, and there should be separate bike lanes the length of the corridor.

ITEM 4 – CONSENT AGENDA

A – Approval of Draft Minutes 4-27-22
B – Old North End Car-Share Spaces
C – CY22 Street Reconstruction Program Complete Streets Forms
D – Plattsburg Avenue Bike Lane Proposal

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

ITEM 5 – MAIN STREET CONCEPT

Senior Engineer Laura Wheelock stated we are continuing to track public input and inquiries revived and issue project updates to email contacts. The project website

provides up to date information regarding project concepts and upcoming project events. The project team held a Neighborhood meeting on April 28th and a business owner meeting on May 6th to present concept alternatives to the general public and collect feedback. We also attended the Parks and Rec Commissioner meeting as well as the Marketplace Commission meeting to seek support to bring the concept to City Council.

We are returning to Public Works Commission this month to provide a final overview of the proposed Main Street concepts, take in additional feedback from the Commission and respond to questions. We are seeking the Commission's support as we bring the proposed concepts to the City Council on May 23, 2022 for approval. Commissioner Barr supports complete streets and supports to keep bike lanes. He also supports looking at a parking study and what the options in the winter would be if reduced cycling.

Vice Chair O'Neill-Vivanco concerns are the kids from Edmunds Elementary and Middle School. Would like to look at curb-to-curb width and evaluate a protected bike lane on Main Street between Winooski and Union.

Commissioner Overby had concerns with the intersection evaluation matrix. She does support roundabouts and would like to have proper evaluation done. She stated roundabouts are 24-7 traffic calming; avoid greenhouse gas emissions, signals induce drivers to speed up at yellow light, pedestrians are vulnerable to being hit and roundabouts.

Senior Engineer Laura Wheelock stated that the items that Commissioner Overby felt like were being missed but are not CO2 items can be added, there will be an environmental evaluation, change the diagonal parking to parallel will be drastic. There is still a lot of designing to do.

Commissioner Munteanu asked what is in it for the Public Works Commission in the future. Senior Engineer Laura Wheelock stated there will be permits, meter parking on each side of block. In the future, we will be working with businesses and how Appendix C will be, there will be changes to turning lanes. Commissioner Munteanu is a hundred percent in favor of dedicated bike lanes.

Commissioner Bose appreciates what has been done already. Concerns with the shared use proposal and the loss of parking. He is comfortable with what has been proposed so far.

Senior Engineer Laura Wheelock stated we have been in contact with the bike/walk council, business groups. This is a community full of bike groups. We never proposed shared use path, many concerns over parking loss. A proposed shared use path is an option.

Commissioner Bose stated we should ask for feedback. He supports the amended motion.

Commissioner Hogan supports the proposed amended language.

Mr. Miller stated the great danger to focus on making a street a great street we need a great city. Make decisions to find and have excellent signage to find parking in this block of development. Make use of parking within this great street and make a plan to help people find parking.

Jason Stuffie likes the update.

_____ is in support of the project but has concerns about shared use path, low value parking spaces. A shared use path is not right at this location with the steep street, a shared use path put pedestrians at risk.

Public Information Manager Robert Goulding stated he had a letter from North Star Sports who had concerns about his customers who brings bikes in for repair as some of them are older people and if they have to walk six blocks carrying their bikes or heavy bags it will make it difficult. He does not want to see reduced parking on Main Street.

Vice Chair O'Neill-Vivanco made a motion to approve the proposed amended motion to include a proper scoping study that Commissioner Overby requested.
Commissioner Barr seconded

Commissioner Overby stated the scoping study is being done after the fact the commitments are made.

Senior Engineer Laura Wheelock stated the intersections are being reviewed to see about signalized or roundabouts would work.
Commissioner Overby is not comfortable with that information. Would have specific plans in dealing with these four intersections.

Commissioner Barr stated he is open to a friendly amendment friendly to us.

Vice Chair O'Neill-Vivanco is also friendly to the adjustment.
The final motion for this project now is Recommend the City Council approve the Great Streets Main Street concept design's proposed curb-to-curb width of 40 feet, reducing from an existing widths of 50-70 feet and effectuating the conversion of the on-street parking configuration from diagonal to parallel – with strong guidance to evaluate all options to 1) continue the eastbound dedicated, separated and protected bike facility on the block between Winooski Avenue and Union Street; 2) relocate any impacted parking spaces to other locations along the corridor, adjacent to the corridor or removed as a last resort, and 3) have DPW staff return to the Commission and City

Council with updated plans later this year. 4) the intersection evaluation matrix include, identifying the safest, most functionally efficient, most environmentally sound and most long-term cost-effective intersections for Main Street in this “generational” redesign and rebuild of the Main Street.

Commissioner Munteanu “aye”; Commissioner Bose “aye”; Commissioner Barr “aye”; Commissioner Overby “no”; Commissioner O’Neill-Vivanco “aye”; Commissioner Hogan “aye”.

ITEM 6 – BSD SCHOOL TRAVEL PLAN FINAL DRAFT

Director Spencer introduces the newest Engineer at DPW Julia Ursaki will be helping with the Transportation planning. Julie worked for Dubois and King prior and has authored this travel plan.

City Engineer Philip Peterson stated that there has been much community engagement, several surveys, walk audits and conversations with the principals of each school in Burlington. Our recommendation are transit related (BSD&GMT) – crossing guards – ROW infrastructure – programming

Julia Ursaki stated there were quarterly meetings with GMT and there were problems with adjusted school schedules, behavioral issues of the children on the bus, need to assign BSD staff on the buses to help with the behavioral issues.

Commissioner Munteanu stated this is an awesome report, asked about winter mode usage if there are specific recommendations about the use paths. City Engineer Peterson stated no not at this time.

Commissioner Bose stated this was really interesting and questioned longer term planning around the bus stop

City Engineer Julia Ursaki stated it was to move it closer to the school and Hunt Middle School will be one door down.

Commissioner Overby stated she was looking forward to looking at the material.

Commissioner Barr stated he was pleased with the collaboration of the three departments in looking at a way of getting the kids to school safely.

Commissioner O’Neill-Vivanco asked if it was going to be in effect on South Union Street. I have received so many emails. Was there any notification from the school.

Commissioner Hogan suggested in list of bus service include general information.

ITEM 7 – MARKETPLACE GARAGE ASSESSMENT

Division Director Jeff Padgett stated there are major renovations coming to the Marketplace Garage – short term fixes are just band aids. We are going to repair beams, patch the decks, the brick façade is decaying. During the work we will take 80 spaces of parking but the garage will stay open. Bids will be going out this week and by the next meeting, the bids should all back to us.

Commissioner Barr stated this was a long time coming plan to make it safe

Commissioner Munteanu stated this was a good presentation and this is critical work
Commissioner Bose stated this was compelling and sobering
Commissioner Overby also stated this was compelling and sobering
Commissioner O'Neill-Vivanco stated this would be three to five years to get garage in a more suitable state.
Commissioner Hogan asked if the F^23 budget planning process for this half million is here.
Assistant Director Padgett stated we have the money for this now and we hope to have it done by October

ITEM 8 – DIRECTOR'S REPORT

We will have two opening for this commissioner come July applications are due by Friday
City Council approved the award of the initial construction contract for the project. We are on target for a late June construction start. There are some past litigants who have indicated that they will be filing a motion for an injunction. We are confident in our position are are proceeding with our preparatory work for construction.
There was a chlorination incident that occurred at our plant. We are looking into this and working through the issues.
Nicole Losch has left Public Works and has a new position at the Clerk's Office to secure grants for the entire city. We wish her well.
Budget Development is attached.
Construction has started.

ITEM 9 – COMMISSIONER COMMUNICATION

Commissioner Overby asked about the Intervale Road path and ramp. Director Spencer stated that there will be installed shared use paths on the west side of the road from Riverside to the end of the paved road. Commissioner Overby stated a concern for pedestrian safety in that area as many people use that road to go down to the farm fields.
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Commissioner O'Neill-Vivanco stated she had concerns about Institute Road going down to North and the speed in which some cars travel to the park entrance. Was wondering if there was any way to put out tickets to people for parking iin theBHS lot who go to the beach so they don't have to pay to go down to North Beach. Director Spencer stated that Parks and the School District are in talks about doing that.
Commissioner Hogan thanked us for the update on the chlorination issue.

ITEM 10 – EXECUTIVE SESSION – DIRECTOR & CITY ENGINEER ANNUAL REVIEWS

Motion to move to executive session.

Commissioner Bose made a motion to adjourn to executive session

Commissioner Barr seconded

Unanimous approval

ITEM 10 – EXECUTIVE SESSION – DIRECTOR & CITY ENGINEER ANNUAL REVIEWS

ITEM 11 – ADJOURNMENT & NEXT MEETING – JUNE 15, 2022

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING MAY 18, 2022
FINAL MINUTES**

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