



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 x 3 VOICE
802.863.0466 FAX
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

DPW COMMISSION MEETING AGENDA

April 27, 2022

6:30 – 9:00 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 3-16-22 & 2-16-22
 - B Parking Adjustment in Front of 58 Pearl Street
 - C All Way Stop at Loomis Street and Mansfield Ave
 - D CY22 Street Reconstruction Program Complete Streets Forms
- 5 15 Min Towing Fee – Ordinance Change
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 6 15 Min 2 Pearl St Lot Monthly Parking – Ordinance Change
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 7 30 Min Main Street Concept
 - A Communication, O. Darisse & L. Wheelock
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None

- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 **Adjournment & Next Meeting Date – May 18, 2022**



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 x 3 VOICE
802.863.0466 FAX
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

DPW COMMISSION MEETING AGENDA

April 27, 2022

6:30 – 9:00 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 3-16-22 & 2-16-22
 - B Parking Adjustment in Front of 58 Pearl Street
 - C All Way Stop at Loomis Street and Mansfield Ave
 - D CY22 Street Reconstruction Program Complete Streets Forms
- 5 15 Min Towing Fee – Ordinance Change
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 6 15 Min 2 Pearl St Lot Monthly Parking – Ordinance Change
 - A Communication, J. Padgett
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote
- 7 30 Min Main Street Concept
 - A Communication, O. Darisse & L. Wheelock
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None

- 8 10 Min Director's Report
- 9 10 Min Commissioner Communications
- 10 **Adjournment & Next Meeting Date – May 18, 2022**

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING MARCH 16, 2022
DRAFT MINUTES**

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

Commissioner Absent – Commissioner Munteanu (*Note: Commissioner Barr needed to depart the call early at approximately 8:05 p.m.*)

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:31 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to approve the agenda.

Commissioner O'Neill-Vivanco seconded

Director Spencer stated there was a request for edits in the minutes you can approve with draft or move to item 4.1.

Commissioner Barr was in agreement with the motion

Commissioner Hogan stated we could also move them to next month meeting.

Commissioner Barr stated he was amendable to moving them to next month.

Commissioner O'Neill-Vivanco seconded

Mr. Goulding stated the changes to the minutes were circulated late so he takes responsibility for the Commissioners not receiving them earlier.

Commissioner Barr stated he accepts the agenda with removal of draft minutes to April.

Commissioner O'Neill-Vivanco seconded

Unanimous approval

ITEM 3 – PUBLIC FORUM

Scotia Jordan stated she was against the homeless pods on Elmwood Avenue. She would like to see the list with the nine other locations that were under consideration for this project.

Mary Abair Albarelli also stated she was here to speak about the homeless pods on Elmwood Avenue. She owns an eight apartment house on Monroe Street and states that there is already many problems in the neighborhood with the homeless there during the day. What is going to happen? Who is going to supervise this area and what about cooking and bathroom facilities? I am concerned that the neighborhood will be

downgraded. Please put the pods in another area of the city, somewhere other than the Old North End.

Nicholas _____ is a landowner in the neighborhood. He has received several phone calls over safety and fear in their residential neighborhood. This is going to be a wet development where drinking will be allowed. What about drugs? Why weren't we homeowners notified about where this location was going to be?

Sharon Bushor called and wanted to first thank the Public Works staff for reaching out to the residents of East Avenue in reference to the work that will be done in their neighborhood. She also expressed her support of the homeless pods. She stated that there was no notification to the neighbors and neighborhood about what was happening. There should be a meeting to hear from the neighbors not having everything laid out. Should identify other sites so the public can be informed.

ITEM 4 – CONSENT AGENDA

- A – Approval of Draft Minutes 2-16-22
- B – 343 North Street Reallocation of an Accessible Parking Space
- C – Shelburne Street Roundabout Traffic Regulations
- D – No Parking Zone at 12 Overlake Park

Commissioner Hogan stated that Item 4a has been removed from the agenda. We will be voting on Items 4B, 4C and 4D.

Commissioner Barr made a motion to approve the consent agenda
Commissioner Bose seconded
Unanimous approval.

ITEM 5 – CLEAN WATER RESILIENCY PLAN AND INTEGRATED PERMIT UPDATE

Assistant Director Megan Moir did a review of the aging Wastewater and Storm Water infrastructure.

- Excess phosphorous from wastewater and storm water
- Sewer overflows – excess soil erosion
- Explain clean water resiliency
- Where we are presently at.

Voters approved \$30 Million in 2018 – 2018 bond money will be 80% programmed by end of 2022.

Engineer Martin Lee spoke about the aging infrastructure stated that key upgrades at all three wastewater treatments plants is done. All three plants we replaced the disinfection system with modern equipment. Main plant were replaced the central computer system.

Flynn Avenue replaced two old pump stations

Fletcher Place pump station

Water pipe rehab 7600 feet

Collection system pipe rehab 48,000 feet

Higher impact project locations water relining on Home Avenue, North Prospect Street, Ledge Road, Deforest Road and Overlake Park (if funding available)

Sewer replacement at several locations in the city.

There will be full width paving is part of the work at North Prospect, Lakewood Parkway and Tallwood Lane.

Division Director Moir went on to explain about the risk scores for systems at the Burlington Wastewater Treatment Plants. There has been some progress but still a lot to do. We need an additional \$150 Million for these plants alone; we will consider the availability of federal funding; consider long term bonds (35-50 year); a possibility of east plant consolidation with the main plant. We also have to consider other infrastructure money for wastewater, storm water and drinking water.

Jenna Olson is in charge of the Stormwater Program at the Water Resources Division and she went into an explanation of what are the threats to the lake health. She went onto explain how the blooms happen in Lake Champlain and explained what is a load - which is how much treated wastewater or storm water runoff enters a water body each year which would equal how many pounds of phosphorous is delivered to the water body.

Project Portfolios

Portfolio Options

Preferred portfolio

CSS mitigation efforts

Urban Streamflow Restoration

And the next steps that need to happen.

Commissioner Kennedy asked about rain gardens and how locations are determined. What model is being used for that?

Jenna explained that the series of gardens that we installed last summer in the south end were sited in those areas because they are within an area of the collection system that contributes to Pine Street CSO and they have appropriate soil conditions to promote infiltration. Looking for sandy soils to a decent depth and looking for a good separation to ground water and things like that.

Director Moir stated that we take any sort of large scale road reconstruction as an opportunity for our staff to look and see what are the opportunities.

Vice Chair O'Neill-Vivanco – Martin you had mentioned 7600 feet of water pipe rehab and 48000 feet of collection pipe rehab. What percentage of the total is that? What percentage of the total is that and how much more do we need to do?

Engineer Lee stated we have roughly 110 miles of water and something of that magnitude is about one percent.

Director Moir is recalling it is roughly 57 miles of sewer and maybe 56, it's roughly the same because it's largely based on the streets. It is roughly 48 miles, it is a chunk, we went through a whole map of; we filmed 20% of the system based on our risk or consequence of failure and of the ones we filmed, we are tackling those pipes.

Commissioner O'Neill-Vivanco stated she liked what she said that we are dealing with those first. You also talked about the storm water outfall improvements so with having that help the slope stabilization, especially along Manhattan Drive, because that bang for the buck affects more of the infrastructure. You also mentioned six other high-risk areas. Is there a priority list how to tackle those? Is it based on a funding risk?

Jenna Olsen explained that there is a scoring framework that has been developed over the last several years and has recently been updated by our new Asset Manager Rocky Vogler. The next round of outfalls is based on a number of criteria specifically surrounding risks.

Commissioner Overby asked what is the CSO? GSI Old North End item that was on your slides? Is that one of the outfalls areas along Manhattan Drive?

Jenna Olsen explained that that is actually the next phase of projects that we came to you guys about last spring. That was a millions dollar grant that we got at the end of 2018. The next phase is two sub surface systems on Rose and School Street in the Old North End.

Commissioner Overby asked what the protocol was when the rain gardens were put in for keeping them cleaned out. I've had a comment from somebody who lives on Grant Street about the one that is there is not well maintained.

Jenna Olson stated that there is a contractor that takes care of the gardens. IF there is an issue with the one on Grant Street they should contact us.

Commissioner Overby one of your slides talks about the risk systems what is the definition of a system that you're using.

Division Director Moir stated that was more of a clarifier it's a cursor quick way to kind of try to quantify it. I wanted folks to know that not all systems call the same amount. Commissioner Overby you mentioned a basement surcharge prevention program what was that?

Division Director Moir stated that it is when there is a basement that has any plumbing fixtures in the basement and when there is large rain events water/sewage comes into the basement per code they are supposed to have a device that prevents that from happening. We would like to help people who have inherited old houses that do not have that device help them bring it up to code.

The rebate to help people scope their sewer system. Can you just discuss what that is. You're talking about when the company actually puts a camera through their system you have a program where people can maybe get a rebate on that? Jenna Olsen explained people can get up to \$250.00 for their sewer inspection back. They can also get up to \$75.00 back for purchasing water sense on certified fixtures that save water.

Commissioner Bose - I appreciate the fact that you lay out the short and medium term cost of doing this work but also the cost of not doing this work. We are paying for decades of underinvestment so I think it's really good that you continue to emphasize that. I also like in your report that you are laying out there are other points where we are seeing more of the problem being produced in terms of lake health but I like the fact that you zeroed in on okay this is what we need to focus on.

Commissioner Hogan raised a question on risk scores. Looking what we did in the last couple years and looking at what we're doing in the next couple years could you elaborate on that?

Director Moir stated that the bars are slipping because things are getting that are in the C category right now that we can't have enough money to tackle keeps escalating down it gets older. Being old is obviously one of our measured risks.

Engineer Lee added that the infrastructure at the water plant is a lot more mechanical. Director Moir stated the consolidation of East Plant and Main Plant would turn a lot of the assets at East Plant into potentially longer life assets and convert some of it's value into an actual force main.

Commissioner Hogan the proposed masters performance chart.

ITEM 6 – SHELTER POD PROPOSAL AND ELMWOOD AVENUE SURFACE LOT

In December 2021 the Mayor released an action plan to fulfill the promise of housing as a human right. This included the creation of a low barrier shelter pod community in Burlington. CEDO was tasked with developing a plan to procure shelter pods and associated infrastructure, a suitable location and engage a trusted community partner to manage the project and ensure delivery of social services.

The pods are designed to provide electricity, heat, and a place to sleep and a space to store belongings. Contracts for the pods have been signed and are in production. We have analyzed ten potential sites and the Elmwood Avenue Parking lot has been identified as the location that would best meet the needs of the project because of its proximity to transportation services and amenities and ease of its connection to municipal power, water and sewer. We are proposing to use the parking lot for 36 months to serve as a location for this emergency shelter.

There are 70 permitted parking spaces for use Monday through Friday and DPW has verified that the Lakeview and College Street Garage has the capacity to house the current permit holders at the Elmwood Avenue lot. DPW anticipates moving the lessors from Elmwood Avenue to Lakeview Garage with no loss of revenue expected.

Marcella working with CEDO for six years. Working on projects for folks experiencing homelessness. Established the resource center during the pandemic and it has become more than that and is now the Community Resource Center. Working with various outreach teams working around the city for the emergency program. Lots of different reasons why people want to come to this shelter and do not want to go to the hotels. Looking to have a community that is around the shelter, this is a model that has been used around the country.

Samantha Dunn the site was selected as the top priority site and this Commission has jurisdiction over the use of that parking lot and we're really here to make a request of this Commission to temporarily decommission this parking lot for parking for up to 36 months to support this project. I have been working with Jeff to make sure the city can accommodate the people who are currently using the parking lot in other facilities. We know that is the case. There is also another request to this commission to be able to accommodate them in the garage with the existing rate that they are paying for their permits.

Commissioner Hogan stated that the Commission's role here is to deal with the parking.

Commissioner O'Neill-OVivanco there are concerns of community members around the homeless and mental health issues already there. When will the community have a better oversight of what this community? Communication between the residents of the pods and the residents who live there and the property owners need to be key. People in the pods are in essence our neighbor. Do they have to follow the city standards of no fires, noise and safety as well.

Director Pine stated there is an oversight plan we are in the process of developing, we want this to be operation by July 1st. We are in discussion with organization to monitor this site, there will be a code of conduct, I do not have details yet but we have a commitment to develop a management plan.

Marcella stated the state has shelter staff and we are seeking funding from OEO for staffing of the site. There are very strict requirements around discharge. There are standards and we will be working with that.

Samantha Dunn stated that following the same rules and regulations as all the other neighbors in the neighborhood follow that is absolutely the intent of this project. The site will be staffed 24 hours a day and there will be a process of community meetings before this project opens for operations. Marcella was talking about a project of

engaging with neighbors and others in the community throughout the operation of this temporary facility. We can all learn from one another when we all engage with one another and that's the intent with how this facility would be operated.

Commissioner O'Neill Vivanco the need for responsiveness and underscoring the safety of the residents. What kind of reporting do we need to see how this project is going again if we are stewards of the infrastructure.

Director Pine this is a temporary approach and we need to establish what part of matrix do we need to report on. Reporting will be done in a fully transparent way at the City Council. We will certainly share that with the Commission.

Commissioner Overby had extensive communication with CEDO Director Pine and shared that in a document which was obviously distributed to you late today.

Commissioner Overby asked who was consulted about this location. We are making a decision about houseless people being in these pods. There was no conversation with the folks evicted from Sears Lane. We need to have more information about this. My primary concern people who are homeless have an unusual way to live. Downtown businesses and owner why not space out? There were nine other locations asked about in the paperwork. Will the Community Resource Center be relocated?

Director Pine stated they CRS was operating out of the VFW since the pandemic. The lease is coming up and they deserve to have a high quality facility on Elmwood Avenue that is staffed. This is a connection to housing and meals. To operate in multi locations will cost a lot more money.

Paul Dragon of CVOEO stated the VFW is coming to an end. They provided daily hot meals and there are advocates there daily. The new resource center will have hot showers and washers and dryers available, counseling services and private offices for the people who will be working there.

Commissioner Overby asked about the management and how there are no commitments from anybody and Director Pine stated that CVOEO staff resource are speaking with organizations.

Commissioner Bose this is a challenge we need to focus on the question at hand. No place no connection with. Hard to move forward. There is a sense of urgency of this. Would appreciate having conversations with people. Resource Center could be located somewhere else. Short term emergency effort. Is there a time limit on the decommission, move people back to the site?

Division Director Padgett stated that it is a three year decommission and they will be in the Lakeview/College Street garage for three years.

Commissioner Kennedy will there be any cost to the residents of these pods to stay there?

Director Pine stated no the costs are covered by federal funds as part of the American Recovery Plan Act.

Commissioner Padgett do you have a rough breakdown on the cost between acquiring pods versus administering staff.

Samantha Dunn stated this breaks out the capital costs for the infrastructure, the 30 shelters, the bathhouse unit will provide six full bathrooms is estimated at about \$750,000.00; operating costs estimated at about \$850,000.00 over three years. All these funds are through the ARPA funds.

Nicholas Pena, Janelle Pina, Scotia Jordan and Mary Abair Albarelli were all opposed to the pods being located in Elmwood Avenue. They shared concerns about it being a wet encampment and the safety of the residents in the area.

Damon Lane also owns property near the Elmwood Avenue lot and he is in full support of this project. Does not feel that the noise level will be any different than if college kids were around having a party

Vice Chair O'Neill-Vivanco (*from chat log*): "For the record, my comments were about the challenge of first securing the site before engaging in any outreach."

Commissioner Hogan stated they were to vote on this decommissioning of the parking lot.

Commissioner Bose – Aye
Commissioner Kennedy – Aye
Commissioner O’Neill-Vivanco – Aye
Commissioner Overby – No
Commissioner Hogan – Aye

ITEM 7 – ASSET MANAGEMENT UPDATE

Asset Manager Gustave Sexauer stated that we have implemented Vue Works for a little over a year now and stated it will give highest level of service for least cost, several departments are working together with this. We are configuring historic data, tech upgrades, training integration, data clean up, ARC G.

Vue works has asset inventory, service requests, quick responses.

Rick Vogler also made a presentation with Vue Works on how the Water Division is using this for inventory and work orders. Mr. Vogler will also be taking over for Mr. Sexauer after he leaves his position in April.

ITEM 8 – DIRECTOR’S REPORT

Thank you to the citizens of Burlington for approval of the General Fund Capital Bond as well as the Downtown TIF-funded Main Street Greats Streets Project.

Pleased with how the Asset Management is working for the city.
The Park Management Plan for North Winooski Avenue

ITEM 9 – COMMISSIONER COMMUNICATION

Commissioner O’Neill-Vivanco wanted to say thank you for the signs on South Union Street in front of Edmunds School. Thank you to the staff for dealing with this project.

Commissioner Overby stated there was concern about Intervale Road potholes along the railroad tracks. The city says the condition of the road by the railroad tracks is the responsibility of the rail company. There is a lot of traffic going down to the farms and the condition of the road by the railroad tracks needs to be repaired before someone gets hurt. We need to make an escalated effort to repair this. There is a lot of frustration in trying to contact VTRANS about fixing the road by the railroad tracks.

Commissioner Hogan also expressed his appreciation for the signage in front of Edmunds.

ITEM 10 – ADJOURNMENT –NEXT MEETING MARCH 16, 2022

Commissioner O’Neill-Vivanco made a motion to adjourn
Commissioner Bose seconded
Unanimous Approval

Meeting Adjourned 9:30 p.m.

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING FEBRUARY 16, 2022
DRAFT MINUTES**

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

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:31 p.m.

ITEM 2 – AGENDA

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

ITEM 3 – PUBLIC FORUM

Michael Long commented on Ballot Item 4. DPW and the city are not allowed to advocate on a project just inform the citizens. Item 4 is advocated. There is a lot of misinformation on how TIF works and it does affect the taxpayers.

Caryn Long seconded what Michael Long stated and also stated that things can go wrong. City Place is supposed to pay for schools but who is going to pay for additional police protection and fire protection. TIF is robbing the education fund. TIF is the biggest sales pitch fund this with a bond.

Sharon Bushor stated that the process that changed regarding traffic calming. We got a notice about a preferred solution and the residents were not asked about the preferred solution. The process is too lengthy. The residents are not asked about the process. I am asking the Commission to reflect on the process you were involved in; there is a concern about parking being removed. There needs to be communication and dialogue.

ITEM 4 – CONSENT AGENDA

A – Approval of Draft Minutes 1-19-22

Chair Hogan stated there were proposed edits that were circulated earlier. Robert Goulding, DPW Public Information Officer, stated that he sent another copy of the minutes with some changes he made to spelling of names and a comment in public forum. Commissioner Overby had changes in the minutes as well.

Commissioner Hogan asked about the proposed edits

Mr. Goulding stated they involved the Main Street Great Street presentation and also the phrasing in Director Spencer's report about the COVID 19 operations.

Commissioner Munteanu made a motion to accept the minutes with the changes

Commissioner O'Neill-Vivanco seconded with the approved amended minutes.

Commissioner Barr abstained from voting, as he was not present at last month's meeting.

Unanimous approval.

ITEM 5 – ANNUAL LAKEVIEW/COLLEGE STREET GARAGE OCCUPANCY UPDATE

Division Director Jeff Padgett stated we have delegated authority to enter into monthly agreements with customers wishing to rent space in the parking garages.

The occupancy rates were still low in 2021 at 30-40% full and there were a couple of peak times where occupancy was at 85%. There are 700 workers who have permits for free parking and currently we see 125 parking on a daily basis, we will be evaluating this because we don't need to have this many spots for free parking when for the most part only 125 are being used take some away but will give them back if needed.

Starting in March 1st, we will be transitioning to Park Mobile in the garages. There are some issues with parking groups. The 100 Bank Street tenants nothing has changed there is still an allocation of 200 spots.

Commissioner Munteanu asked who was eligible for the free parking spots and asked if we are encouraging use of other means of transportation.

Division Director Padgett stated the businesses downtown are for the front line workers. This is part of the removal of the two hours free parking from the Marketplace Garage. This is not encouraging bike/ped but that is not my job but we do have bike racks in stock we just need to figure out where we can place them.

Commissioner Munteanu asked about the bike lockers in the Market Place Garage if they were being rented. Assistant Director Padgett stated that there are no bike lockers at Lakeview Garage.

Director Spencer stated that the bike lockers were used to store stuff long term we need to figure out how to provide secure bikes.

Commissioner Overby stated she never supported the free parking for employees and asked if switching to Park Mobile will, there no longer be cash or credit card payments will it have to be done through the app.

Division Director Padgett stated it would work the same as we have on the street now. There will be a kiosk for payment.

Questions about the 100 Bank Street and their 200 permits that are available and was informed that the allocation hasn't changed. How can we get more people to visit the garages? They are not attractive and we need to make more signage for people to know where the entrances to the garages are.

Commissioner O'Neill-Vivanco asked if they could track the employee parking and if 700 are used on a daily basis. Assistant Director Padgett stated with the use of Park Mobil we will know who is parking there.

Commissioner O'Neill-Vivanco asked how we are encouraging net zero energy while our department needs revenue. There are not ample transit options that run in the evening.

Division Director Padgett stated doesn't see job as generate more traffic we want to make the garages attractive and say let's go to that garage it is fast and efficient place to park.

Commissioner Hogan questioned the usage of the Marketplace Garage about encouraging pattern validation program worked. AD Padgett stated the program was too hard to use, too many avenues to pay and with Park Mobil you get a free hour of parking.

ITEM 6 – SOUTH END CONSTRUCTION COORDINATION PLAN UPDATE

DPW Engineer Cory Mims stated that we are going to give an overview and update on projects in the city. We have completed concrete crack repairs on 189 and Winooski Bridge. In 2022 VTRANS will have a Class 1 paving in Burlington and Winooski.

Vermont Rail and Amtrak project will be finished in the spring

The roundabout is a little behind but is scheduled to be finished in 2023

Champlain Parkway went out to bid and we had a mandatory pre-bid meeting. March 18th bids will be received and we will award it in April.

The first phase of the project will be Home Avenue to Lakeside to Pine and Pine to Kilburn, there will be a shared use path. This will start in 2022 and completed in the Fall of 2024.

Main Street Great Streets we have some designs on that. City Engineer Baldwin stated the scope of work is going for a TIF vote in March and we will be engaging stakeholders in conversations. This is one to two years before the design process.

The railyard project we will start the outreach with stakeholders in early March and we will provide an update. We are working on engaging the public and using different languages to get more people involved.

Commissioner Bose stated it would be helpful to outline public engagement several times and chart out construction with stakeholders. Make it very clear about the way the department is heading with the projects. The roundabout is a good example of getting updates.

Commissioner Overby asked about the Champlain Parkway require stoplights and not roundabout for safer intersection, does the current bid plan have any or are we required to spend money for stoplight at the intersections?

City Engineer Norman Baldwin stated we have to advance with the design as proposed, there is no option. Project has to be built as designed.

ITEM 7 – BRIGHT STREET TRAFFIC CALMING – PARKING ADJUSTMENT

We are making a parking change on Bright Street through traffic calming from requests from members of the neighborhood. Our recommendation is to moving to the west side from the middle of the street to end. This would slow down the traffic and we could rehabilitate the curb on the southwestern side of the street and add some new greening. This would provide traffic calming and more beautification of the street. There is an accessible parking space from 48 to 41 Bright Street.

Commissioner Overby had some concerns about moving the parking to the west side of the street. There is a fire hydrant on that side of the street as well as the Bright Street Coop has a walkway there where their recycling is put on their pick up day as well as the six foot parking away from fire hydrant. Commissioner Overby asked what the other alternative was and was informed that there would be two mid-block curb extensions.

Commissioner Barr stated the chicane is a good tool if it is in place properly. Need to address the ADA space moving as it might make it difficult for the person using it. Commissioner Hogan asked about the logic for traffic calming and City Planner Nicole Losch stated that City Council granted \$300,000.00 for traffic calming to make headway on all the requests that we have. We have three other streets as well as this one that we are planning for traffic calming – Birchcliff Parkway, East Avenue and Scarff Avenue.

Commissioner Barr mad a motion to accept staff's recommendation.

Commissioner O' Neill-Vivanco seconded

Commissioner Overby "Nay"; Commissioner Barr "Aye", Commissioner Kennedy "Aye", Commissioner Munteanu "Aye"; Commissioner Hogan "Aye"; Commissioner O'Neill-Vivanco "Aye"

Approved 5 Ayes – 1 Nay

ITEM 8 – DIRECTOR'S REPORT

Traffic calming program has evolved and we are working to get down the list. Have listened to concerns of Mrs. Bushor on the East Avenue traffic-calming project. We will have more updates for next month's meeting.

Kudo to staff working on the water main break at Overlake Park over the weekend.

Thanks to staff for winter plowing during the storm

ITEM 9 – COMMISSIONER COMMUNICATION

Commissioner Barr commented on snow removal the sidewalks and roads were clear, salted, and walkable. Asked if recycling bins could be placed back where they belong instead of left in road or bike lanes.

Commissioner Overby mentioned the flowerpots on Main Street and South Winooski Avenue people are being forced out into the street, not a good idea to have that particular flowerpot there.

Commissioner Kennedy commending staff- car was towed and everyone was really nice and helpful when called to see where car was. Was wondering if there could be something online so we can find out where car is. Director Spencer stated this was a privacy issue with the plate numbers.

Commissioner Kennedy asked about College Street and South Willard Street no signal for pedestrians.

Commissioner Munteanu stated the quality of the sidewalks after the storm was good. Also had concerns about College Street and South Willard Street. Traffic goes fast and there is a high volume of pedestrian traffic at this intersection.

Commissioner O'Neill-Vivanco stated she has a friend who lives on Catherine Street and she admitted that the parking change is working well. Also had a question about fining people who have private plow who plows the snow into the sidewalk. Director Spencer advised her to call Customer service, we will let the Excavation Inspector know, and he will contact the property owner. Commissioner O'Neill-Vivanco stated the water main break on upper Cliff street was handled quickly, crews arrived within 45 minutes worked all night great job.

Commissioner Hogan also had issues with snow from private plowers. Appreciates work from storm clean up. What happens when there is a clear drainage issue? City Engineer Norm Baldwin stated there is follow up with property owners. The biggest issue is sump pump issues that drain from yards and the water freezes on sidewalk making it slippery.

ITEM 10 – ADJOURNMENT –NEXT MEETING MARCH 16, 2022

Commissioner Barr made a motion to adjourn meeting.

Commissioner Overby stated she remembered her other comment she wanted to make. This was in regards to the remediation of the sewer going under the municipal parking lot at Main and S. Winooski and down College Street. Stated sewer line was installed in late 1980s on College St. near the ~~there was some work done years ago at Fletcher Library~~ was falling. Does DPW ~~we~~ have access to that data from ~~when the library had problems with the ravine~~ sewer was assessed as too complex and expensive a problem

| to remediate? City Engineer Baldwin stated Martha had done an extensive study on the library and what was done for work.

Commissioner O'Neill-Vivanco seconded the motion for adjournment
Unanimous approval

Meeting Adjourned 9:10 p.m.



City of Burlington
Department of Public Works

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

Memo

Date: April 27, 2022

To: Public Works Commission

From: Elizabeth Ross, Planner

Subject: Parking Adjustment in front of 58 Pearl St

Background:

In December 2021, the Public Works Commission approved the removal of several parking spaces in front of 10 N Champlain St, in order to designate a new fire lane. This change was made in response to the upcoming plans to add a two-way protected bike lane on the west side of the street, which would otherwise force emergency vehicles to park in the one remaining travel lane.

During the December Public Works Commission meeting, staff were directed to look for areas where overnight parking could be made available, in an effort to help mitigate some of the parking loss at the southern end of N Champlain St. Staff have identified an area that could be made available for overnight parking, directly in front of 58 Pearl St.

Observations:

The length of this parking area is 58ft, so it could fit two or three cars, depending on the size of the cars and the way they are parked. This area is currently signed for Bus Parking from 7AM-2PM and 30 Minute Parking from 2PM-7AM. Staff are proposing to make parking UNRESTRICTED from 2PM-7AM, meaning that residents could park overnight until 7AM. The spaces will not be designated specifically for residents only, however, so other users could still park there.

The surrounding area has very few occupied businesses. The Vermont Department of Labor is located across the street and guests going to that location could still utilize these spaces. Staff spoke with Parking Services, who were fine with leaving the spaces unmetered, given their low levels of usage.

Conclusion:

Given the request from residents of 10 N Champlain St and Public Works Commissioners to find additional spaces where residents can park nearby, staff feel that removing the 30 minute parking from 2PM to 7AM for the spaces in front of 58 Pearl St would be a helpful change and would have very minimal impact on any surrounding businesses.

Recommendation:

Staff recommend the DPW Commission amend Appendix C as follows:

- Section 11-1 Thirty-minute parking.
No person shall park any vehicle, at any time, longer than thirty (30) minutes at the following locations:
(1)–(14) As written.
(15) ~~On the north side of Pearl Street beginning one hundred thirty two (132) feet west of Pine Street and continuing west for fifty eight (58) feet, effective from 2:00 p.m. to 7:00 a.m.~~
Reserved.
(16)–(17) As written.

Public Engagement:

In preparation for the 4/27/22 DPW Commission Meeting, staff mailed letters to the residents and businesses adjacent to the project area.

Attachments:

1. Mailing
2. Public Feedback
3. Ordinance Language



City of Burlington
Department of Public Works

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

Dear North Champlain St / Pearl St Residents / Businesses,

The Department of Public Works (DPW) was asked to look into locations where additional parking could be made available near 10 N Champlain St. This request was made in response to the recent approval given by the Public Works Commission to remove several parking spots at the southern end of N Champlain St.

We are glad to inform you that we have identified an area that we hope to make available for overnight parking, directly in front of 58 Pearl St. The length of this parking area is 58ft, so it could fit two or three cars, depending on the size of the cars and the way they are parked (please see back for a map of the area).

This area is currently signed for Bus Parking from 7AM-2PM and 30 Minute Parking from 2PM-7AM. We are proposing to make parking UNRESTRICTED from 2PM-7AM, meaning that residents could park overnight until 7AM. The spaces will not be designated specifically for residents only or for residents of 10 N Champlain St specifically.

This change will be considered by the Public Works Commission at their April 27, 2022 meeting. DPW is asking for your feedback regarding this potential change. You may submit feedback ahead of the meeting via email or phone or share feedback at the meeting. Please respond by April 27, 2022.

All meeting information, including time, location, and how to join virtually, will be posted here in the coming days:

<https://www.burlingtonvt.gov/DPW/Commission/Agendas>.

Thank you!

Elizabeth Ross

Email: eross@burlingtonvt.gov

Cell: 802-391-6808

127

N Champlain St

Pearl St

Pearl St

10

Vermont Job Services

Pearl St

Parking
area to be
adjusted

58

59

Vermont Department
of Labor



Public Feedback

None received as of 4/21/22.

Any feedback received by the 4/27/22 Commission will be circulated prior to the meeting or shared at the meeting.

CITY OF BURLINGTON

In the Year Two Thousand Twenty Two

A Regulation in Relation to

RULES AND REGULATIONS OF THE
TRAFFIC COMMISSION—
SECTION 11-1. THIRTY-MINUTE PARKING—
REMOVAL OF 30-MINUTE PARKING
RESTRICTION ON PEARL STREET

Sponsor(s): Department of Public Works

Action: _____

Date: _____

Attestation of Adoption:

Phillip Peterson

Associate Engineer, Technical Services

Published: _____

Effective: _____

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

1 That Appendix C. Rules and Regulations of the Traffic Commission, Section 11-1. Thirty-
2 minute parking, of the Code of Ordinances of the City of Burlington is hereby amended as
3 follows:

4

5 **Section 11-1. Thirty-minute parking.**

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

8

9 (1)–(14) As written.

10

11 (15) ~~On the north side of Pearl Street beginning one hundred thirty-two (132) feet~~
12 ~~west of Pine Street and continuing west for fifty-eight (58) feet, effective from 2:00~~
13 ~~p.m. to 7:00 a.m.~~ Reserved.

14

15 (16)–(17) As written.

16

17

18 ** Material stricken out deleted.

19 *** Material underlined added.

20

21 ER, TD: BCO Appx.C, Sec. 11-1 Thirty-Minute Parking—Removal of 30-Minute Parking Restriction on Pearl Street
22 4/20/2022



City of Burlington
Department of Public Works

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

Memo

Date: April 27th, 2022

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer
Olivia Darisse P.E., Public Works Engineer

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

Subject: All-Way Stop at Loomis Street and Mansfield Avenue

Staff Recommendations:

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

Background:

In October 2015, DPW Staff processed a neighborhood request for all-way stop control at Loomis Street and Mansfield Avenue, see Attachment-1. Based on the MUTCD stop sign warrant analysis all-way stop control at Loomis Street and Mansfield Avenue was not warranted; DPW Staff presented these findings to the Commission. Due to the amount of public support for all-way stop control (see Attachment-2) the Commission decided to table a decision until the November 2015 meeting. The Commission decided they would approve all-way stop control during the November 2015 meeting with the condition the Loomis Street and Mansfield Avenue neighborhood moved forward with a traffic calming request, see Attachment-3. Traffic calming is being installed along Mansfield Avenue this Summer; raised crosswalks will be installed at Mater Christi and Loomis Street. Consequently, DPW Staff are considering recommending the removal of unwarranted all-way stop control at Loomis Street and Mansfield Avenue.

Summary and Conclusion:

According to the MUTCD, Multiway stop control can be useful as a safety measure at an intersection if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

DPW Staff are unsure of future traffic volumes and conditions due to the upcoming installation of the Mansfield Avenue side path, and associated traffic calming. Given this, DPW Staff have decided to pause any regulatory recommendations until supplemental data can be observed after the side path and traffic calming have been constructed. DPW Staff will collect data on bicyclist, pedestrian, and vehicular activity at the Loomis Street and Mansfield Avenue intersection this Fall to make a determination on whether an all-way stop is warranted based on new volumes and behaviors.

Public Engagement:

In preparation for the 4/27/22 DPW Commission Meeting, Staff distributed flyers to residents in the vicinity of the Loomis Street and Mansfield Avenue intersection. Staff received twelve (12) emails, all of which support keeping the all-way stop sign condition at the Loomis Street and Mansfield Avenue intersection, see Attachment-4.

Attachments:

1. October 2015, Loomis Street and Mansfield Avenue Commission Memo.
 2. October 2015, Commission Meeting Minutes.
 3. November 2015, Commission Meeting Minutes.
 4. Public input correspondence.
-



MEMORANDUM

October 15, 2015

TO: Public Works Commission

FROM: Damian Roy, DPW Engineer Technician *DRR*

CC: Norman Baldwin, City Engineer *NB*

RE: 3-Way Stop Sign Request at Mansfield Avenue and Loomis Street

Background:

The Department of Public Works received a request from resident Jim Langan to install 3-way Stop Control at the intersection of Mansfield Ave and Loomis Street. Mansfield Avenue is a thirty-six (36) foot two-way collector roadway connecting North, Wilson, and Loomis Streets, along with McAuley Square, Saint Mary's Convent and Mater Christi School. It is a popular route for commuters in the New North End to access UVM, the UVM Medical Center, and Winooski. *See attached diagram of Mansfield Ave. showing crosswalk and sidewalk locations and traffic controls.*

Mr. Langan states that:

- Vehicles on Mansfield travel at high speeds causing unsafe conditions for pedestrians, bicyclists and vehicles at the Mansfield/Loomis intersection.
- Difficulty for vehicles turning onto Mansfield from Loomis due to poor sight lines causing vehicles on Loomis to inch forward for better views.
- Difficulty for pedestrians to cross Mansfield due to high speeds and poor sight lines.
- Vehicles traveling on Mansfield taking the turn onto Loomis at high speeds posing a danger to pedestrians crossing Loomis.

See the attached drawing and pictures showing vehicle sight lines at the intersection.

Mr. Langan feels strongly that installing 3-way stop control causing traffic on Mansfield to stop will solve these conditions.

NB 10/15/15

Observations:

In accordance with the MUTCD 2B.07 Multi-way Stop Application, staff visited the Mansfield/Loomis intersection during peak traffic times to observe the volume of vehicles using that intersection from each approach. The MUTCD states that Stop Control should be installed at intersections where traffic volumes are roughly equal representing a high level of conflict between the approaches with unclear right-of-way assignments between the vehicles. The MUTCD - along with many other Traffic Engineering publications - state that Stop Control should not be used to address a speed condition.

Staff contacted the Mater Christi School to identify the main pick-up/drop-off times for their students to help determine the peak traffic times. Staff observed traffic entering the intersection on September 2nd from 7:00am to 9:00am and again on September 3rd from 2:00pm to 4:00pm with the following results. Counts are differentiated by which direction the vehicle, pedestrian, or bicycle's approached the intersection.

- 7:09am through 9:09am
 - Mansfield Avenue: 737 Vehicles, 56 Pedestrians, 49 bicyclists
 - Loomis Street: 83 Vehicles, 34 Pedestrians, 40 bicyclists
- 2:05pm through 4:05pm
 - Mansfield Avenue: 673 Vehicles, 55 Pedestrians, 52 bicyclists
 - Loomis Street: 80 Vehicles, 8 Pedestrians, 9 bicyclists

The MUTCD Multi-way Stop Application states that vehicular volumes entering the intersection from the major street approaches (total of both approaches) must average at least 300 vehicles per hour for any 8 hours on an average day, for traffic approaching from the minor streets the average vehicles per hour must meet at least 200 vehicles.

- Traffic counts for vehicles approaching the intersection from Mansfield Avenue and from Loomis Street averages 353 vehicles per hour and 41 vehicles per hour during peak times respectively.

Staff contacted the Burlington Police Department to request all accident reports for the intersection within the previous twenty-four month period. BPD responded with a report indicating that no accidents have taken place at this location which falls below the minimum 5 or more reported crashes within a 12-month period required to warrant a stop sign as indicated by the MUTCD Multi-way Stop Application.

Staff contacted the Chittenden County Regional Planning Commission (CCRPC) to set up Automatic Traffic Recorders (ATRs) along two locations on Mansfield Avenue from October 2nd to October 9th to measure and record vehicle speeds. Results of these ATRs conclude:

- The 85th percentile of vehicles are not operating in excess of 31 MPH.
- The average speed for all motorists is 26 MPH in both directions.

See attached CCRPC speed count data sheets.

Mr. Langan cited sight lines to be another factor causing unsafe conditions at the intersection of Mansfield and Loomis. Staff measured these sight lines both at the stop bar on Loomis and where vehicles would likely inch forward past the stop bar before entering the intersection. These sight lines, when measured assuming on-street parking on Mansfield is at full capacity, fall short of AASHTO's "A Policy on Geometric Design of Highways and Streets, 6th Edition" indicating a minimum stopping sight distance of 155 feet for entering a roadway with a set speed limit of 25 MPH. Staff proposes that eliminating one parking space immediately north of Loomis on the west side of Mansfield Ave will increase sight lines in accordance with AASHTO's guidelines. *See attached drawings showing existing and proposed sight line conditions.*

Staff distributed flyers along the full length of Mansfield Avenue from North Street to Colchester Avenue and on Loomis Street from Mansfield Avenue to North Prospect Street to solicit residents support or opposition to Mr. Langan's request to install stop signs at the Mansfield/Loomis intersection. Twenty separate responses were received by staff with nearly all residents responding in support of installing the stop signs. All of these residents offering support state that they perceive an unsafe condition at the intersection due to vehicles speeding on Mansfield Avenue and feel that stop signs would lessen the speeding condition. *See the attached emails from residents.*

Conclusions:

Per the MUTCD guidelines, multi-way stop control is applied:

- In conditions where the entering traffic volumes for each approach are nearly balanced.
- When a balanced volume condition represents a high level of vehicular conflict and unclear right-of-way assignments within the intersection.

Staff has identified the following conditions with which they have based their recommendations:

- Traffic counts during peak hours were well below the warrant thresholds for installing stop control.
- There is no accident history that would suggest the need for stop control.
- The CCRPC has determined that the speed condition on Mansfield Avenue is slightly elevated but within acceptable range.
- Sight lines for vehicles on Loomis Street entering Mansfield Avenue are inadequate per AASHTO guidelines when on-street parking on Mansfield is at full capacity.

Public outreach indicates that local residents heavily favor the installation of stop control at the Mansfield/Loomis intersection, however every resident who has responded state that this is due to a speeding condition. Speed data does not support resident's perception of this condition. Staff suggests that residents initiate DPW's Traffic Calming and Neighborhood Enhancements Program if they continue to feel that vehicle speeds are a problem in Mansfield Avenue and wish to seek installing traffic calming measures.

Recommendations:

Staff recommends that the Commission:

- Deny Mr. Langan's request to install 3-way Stop Control at the intersection of Mansfield Avenue and Loomis Street.
- Prohibit parking on the west side of Mansfield Avenue for a distance of one hundred eight feet north of Loomis Street.

BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION MEETING
DRAFT MINUTES, OCTOBER 21, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)

COMMISSIONERS PRESENT: Tiki Archambeau, Chris Gillman, Solveig Overby (via phone), Jeff Padgett, Tom Simon.

COMMISSIONERS ABSENT: Robert Alberry, Jim Barr.

Item 1 – Call to Order – Welcome – Chair Comments

Commission Chair Jeff Padgett calls meeting to order at 6:33pm; commenting on structural changes to meeting; notes public forum and public comment sections for each item, asking those commenting on particular agenda item to choose one of those times to comment; experimenting with 3 minute limit on comments to help all be heard; reminds commissioners about commissioner comment section for their comments and everyone of commission and departmental goals.

Item 2 – Agenda

Director Chapin Spencer requests tabling Item 5 until November meeting; Commissioner Tiki Archambeau makes motion to accept the agenda with the proposed revision and is seconded by Commissioner Chris Gillman; Commissioner Archambeau points out votes need to be done individually due to Commissioner Solveig Overby attending via phone. Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 3 – Public Forum

Marianne J. Danis, of Harrison Ave, supporting some type of banned or permitted parking on Harrison Ave; can't find parking in Lakeside Community during summer due to park visitors trying to avoid paying fees for parking at Oakledge park.

Jason Jodoin, of Harrison Ave, supports no parking on one side of street, or at least a certain section to the corner of Harrison Ave and Proctor Pl; people parking in front of driveway and is an issue mainly in summer – sometimes in autumn – especially on sunny days, weekends, and during events.

Joe Gaida, of Harbor Watch, concerned over Harrison Ave and Proctor Pl intersection at entrance; very narrow area that's hard to get through with all the traffic; concerns over emergency vehicles ability to enter Harbor Watch – several older infirm people live there; favors restricting parking to “Resident Only” on Proctor Pl; raises need for parking in whole Lakeside Community.

Paul Chorniere, of Harbor Watch, concerned over accessibility for emergency vehicles.

Tom Roland favors the motion concerning Harrison Ave due to safety, with a specific concern for bikers.

Jim Dunn, of Central Ave, speaks of a similar problem they had there; similar parking ban helped in the last year and supports the Harrison Ave request; real concern about parking on Proctor Pl because access to pump station often blocked off.

Sandy Wynne, of Mansfield Ave, speaks of needing a 3-way stop at Mansfield Ave and Loomis St intersection; Mansfield Ave is a drag racing street and is against DPW conclusion that new stop signs not needed; references every intersection with Loomis St has an all-way stop, except the one with Mansfield Ave.

Sean McKenzie favors 3-way stop at Mansfield Ave and Loomis St intersection saying it would make a lot of sense.

Paul Asbell, residing at corner of Germain St and Pomeroy St, says he would be drastically affected by proposed changes to parking on Germain St; supports the status quo, but if there are safety issues he wants to be good citizen.

Bob Kiss, of Germain St, says there's been parking on both sides of the street since he moved there in 1977; concerned public safety's being used as a trump card; suggests making Germain St a northbound one-way to add space to Right of Way; references firetrucks city specifically bought to operate in confined spaces; hoping commission recognizes no immediate danger.

Ms. Jodoin, of Lakeside Community, totally agrees with no parking on one side of Harrison Ave and Proctor Pl; doesn't like how St. John's Club patrons park in street; would like to see parking lines on street for specific spaces.

Item 4 – Consent Agenda

A. Harrison Ave Parking

B. State of Vermont Crosswalk Guidelines

Commissioner Archambeau gives friendly recommendation to staff to revisit Proctor Pl public comments since not part of Harrison Ave request; Commission Chair Padgett suggest leaving Harrison Ave item as is and during commissioner comment section blend in Proctor Pl input.

Commissioner Simon makes motion to approve and is seconded by Commissioner Overby. Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 5 – Germain St Parking

Tabled until November meeting during Item 2 discussion.

Item 6 – 3-Way Stop Control at the Intersection of Mansfield Ave & Loomis St

A) Staff Presentation by DPW Engineering Technician Damian Roy: request received from Jim Langan; staff reached out to surrounding streets, receiving a fair number of response, of which everyone favored installation of 3-way stop; staff collected speed and traffic volume data and, using MUTCD guidelines along with AASHTO policy, recommends not installing a 3-way stop at the corner of Mansfield Ave and Loomis St; suggests area residents look into city's traffic calming program.

B) Commissioner Commentary (see video)

C) Public Comment

Jim Langan, Ward 1, clarifies that he doesn't believe he used words "traffic calming" or "speed" for reason of request; concern is poor visibility on road for pedestrians and children accessing the school; believes traffic calming won't make it better and that traffic volume data should have included pedestrians and bikes; questions that the data may not be accurate; cites other stop signs approved by commission in last 18 months which didn't meet guidelines; cites large number of responses from residents and respectfully recommends that the commission deny DPW recommendation.

Ethan Platt, Ward 1, very much supports stop sign there; curious to see if data were removed from times when people cannot go fast, due to school drop off/pickup congestion, would it increase speed averages in data; says school zones are notorious speed areas and states that the poor conditions of sidewalk on east side of Mansfield Ave makes more people cross back and forth across street; there are lots of opportunities for improvement.

Rob Chandler, Ward 1, is very concerned about safety at crossing; thinks number of pedestrians in report undercounted due to people avoiding intersection; since people won't stop they have to wait to cross for an empty street; concerned that potential traffic calming devices would affect safety mission of fire station on Mansfield Ave.

Kevin Macy in favor of stop sign; says it took 4 years to get traffic calming on North St and that's too long to wait with 25 children – half under 10 – present; something needs to be done sooner rather than later.

D) Motion made by Commissioner Simon: table until November meeting

Second by Commissioner Gillman

Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Nay

Commissioner Tom Simon: Aye

Discussion

Commissioner Simon: strong sympathy for people but also notes DPW staff are experts; reminds everyone of school and amazed by comment that people are driving more aggressively in a school zone.

Commissioner Gillman: seems commission agrees there's a speed problem but notes stop sign may not be long term solution; notes there's no effective crosswalk.

Commission Chair Padgett: wants to make a motion to approve stop sign on condition that neighborhood applies for traffic enhancement program; if they did DPW staff would get go-ahead to install sign as soon as application made.

Commissioner Archambeau: would oppose Commission Chair Padgett's motion because staff made recommendation against based on data collected by DPW staff.

Commissioner Simon: wondering if because Mansfield Ave is not on the list for mid-block flashing light crosswalk are they restricted from getting on list.

Director Spencer: reminding commission they did pass "State of Vermont Crosswalk Guidelines" earlier; suggests one thing they can do is Item 6 until November; then DPW staff will have month to look at guidelines for flashing beacons and come back with something else.

Action: Motion Tabled

Item 7 – 132 N. Winooski Ave – Life Safety Appeal of Code Enforcement Order/Decision

A) Staff Presentation by Director of Code Enforcement Bill Ward: one of primary functions of Code Enforcement is to inspect rental housing to ensure they're okay under Chapter 18 (Minimum Housing Code); 132 North Winooski Ave is a 3 unit property – the 1st floor unit is the one being discussed here; last inspection found 5 issues that needed to be corrected with 4 issues ultimately corrected; 5th was need to install smoke/CO detector outside of bedroom(s) but within vicinity of bedroom(s); property owner disputes whether additional detector necessary, but the code is specific about detector locations; it's excellent of property owner to have detectors inside both bedrooms, but not having one outside gives less time for warning in event of fire; this needs to be resolved quickly because this is an occupied rental unit.

Appellant Presentation by Mr. Jeffrey Gilbert, property owner: bought property in 2008 and it passed code inspection; property has passed code inspection 4 times before and now a 5th person has come in and property doesn't pass inspection; he gave electrician no permission to pull electrical permit; property found compliant for 11 years and still should since nothing has changed in code.

B) Commissioner Commentary (see video)

Commissioner Simon, due to being friends with appellant witness, recused himself.

C) Public Comment

Chris Gilbert, retired Fire Marshall and appellant witness: code has not changed since 2004; the work was accepted by a master technician, not a code enforcement official with no expertise; building safe in his opinion; warns that the commission could open a can of worms by getting into the differences between city and federal standards; suggests commission seeks professional advice before interpreting national code.

Gene Bergman, acting as legal counsel for the commission: people should try not to mix up different codes, mentioning Habitability Laws and the Minimum Housing Code; informs commission they can choose to deliberate in public or private because the nature of the proceeding is quasi-judicial.

D) Motion made by None

Second by None

Discussion

Commissioner Archambeau: sounds like Director Ward is interpreting code to say another detector needed in common area; mentions 2 codes - minimum housing code and electrical code.

Commission Chair Padgett: all code is asking for is single smoke detector outside those 2 bedrooms; reminds appellant this is about a code inspection, not an electrical inspection when appellant brings up electrical inspection; potential fix may be by changing it to a 1 bedroom apartment.

Commissioner Overby: thinks code is clear; it does get improved over time and but we everyone still needs to follow it.

Commissioner Gillman: both bedrooms are labeled “bedroom” in schematic drawing; skeptical of appellant claim.

Commission Chair Padgett and Commissioner Archambeau: discuss space outside of bedrooms and specific requirements in code about distance of detectors away from kitchen and bathroom doors.

Commission Chair Padgett: asks if commission has received enough information to make a decision and do they need to go into private session?

Commissioner Archambeau: states that is usually what commission does.

Action: move to Executive Session after commission meeting on Attorney Bergman's suggestion that since it's quasi-judicial it can be held anytime.

Item 8 - Draft Minutes of 9-16-15

Commission Chair Padgett suggested to table minutes due to confusion over both September and July minutes and that he needs to look over July and September minutes and discuss structural and content issues with staff.

Commissioner Archambeau motions to table the approval of the September minutes to November meeting and is seconded by Commissioner Simon. Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 9 – Director's Report

Director Spencer informs that a special DPW work session focused on the City's three draft parking and transportation plans will take place Wednesday, October 28 at DPW, starting at 7pm; submitted comments to EPA on phosphorous TMDL document and circulated the City's comments to the Commission; major piece is how we manage it in Lake Champlain; regulation must be fair and flexible among parties in reducing phosphorous in the lake; noted he was not involved in Harrison Ave discussion due to owning piece of property on Proctor Pl; other updates are in written report.

Item 10 - Commissioner Communications

Commissioner Overby: people should pay attention to 3 parking reports; all are interconnected and important for how Burlington develops.

Commissioner Gillman: none.

Commissioner Simon: really respects all commissioners and feels that when they put their minds together they come up with really good solutions to problems facing city; references Mansfield Ave discussion as a tough one with respect to residents and staff recommendations and proud of result that came out of it.

Commissioner Archambeau: bring up issues that were heard tonight; listening to testimony and a call out on Proctor Pl and Pomeroy St comments to Engineer Technician Roy's attention; staff are best to evaluate this; not going to be in town for next Wednesday's parking meeting but will phone in.

Commission Chair Padgett: is for open conversation but says commission should stay away from design decisions; brings up idea of triage of RFS system to deal with issues, with staff doing this work so commission can address broader solutions; attended asset management meeting and says it was great; going to need to form a finance subcommittee to talk with City Council; informed by Attorney Bergman he would need to keep in mind how it fits into Open Meeting Laws.

Item 11 – Executive Session for Appeal

Moved to after commission meeting during Item 7 discussion.

Item 12 - Adjournment & Next Meeting Date - November 18, 2015

Motion made by Commissioner Simon: adjourn meeting

Seconded by Commissioner Archambeau

Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Meeting ended at 9:23pm.

Burlington Department of Public Works Commission Meeting
Draft Minutes, November 18, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)

COMMISSIONERS PRESENT: Robert Alberry; Tiki Archambeau (Vice Chair); Jim Barr; Chris Gillman (*via phone starting at 7:20pm*); Solveig Overby; Jeff Padgett (Chair); Tom Simon.

COMMISSIONERS ABSENT: None.

Item 1 - Call to Order - Welcome - Chair Comments

Commission Chair Padgett calls meeting to order at 6:32pm and makes opening comments.

Item 2 - Agenda

Commission Vice Chair Archambeau requests a special Public Forum for Mark Porter (running late due to an emergency) and to take Item D off the Consent Agenda – Item D is reassigned as Agenda Item 4.5. Commissioner Simon makes motion to adopt the amended agenda and is seconded by Commissioner Barr.

Action taken: motion approved;
“Ayes” are unanimous.

Item 3 - Public Forum

Item 4 - Consent Agenda

- A. North Street Accessible Space Relocation
- B. Convent Square Accessible Space
- C. State of Traffic Request Backlog - Consent Agenda

Commissioner Alberry makes motion to accept Consent Agenda and is seconded by Commission vice Chair Archambeau.

Action taken: motion approved;
“Ayes” are unanimous.

Item 4.5 - Additional Carshare VT Space in the Marketplace Garage

DPW Engineering Technician Damian Roy recaps Item 4.5. Commission Vice Chair Archambeau asks questions with DPW Director Chapin Spencer and Technician Roy answering.

Commission Vice Chair Archambeau makes motion to push Item 4.5 to 12/2015 meeting and is seconded by Commissioner Alberry.

Commission Chair Padgett opens special Public Forum allowing Carshare Vermont's Executive Director Annie Bourdon an opportunity to speak with the commission.

Commission Vice Chair Archambeau withdraws motion to push Item 4.5 to 12/2015 meeting. Commissioner Barr makes motion to approve Item 4.5 and is seconded by Commissioner Overby.

Action taken: motion approved;
Commissioner Gillman: N/A
Commissioner Barr: Aye

Commissioner Alberry: Aye
Commission Chair Padgett: Aye
Commission Vice Chair Archambeau: Nay
Commissioner Overby: Aye
Commissioner Simon: Aye

Commission Chair Padgett opens special Public Forum allowing Mr. Porter, Ward 1, time to talk about potential stop sign at North Williams St and Brooks Ave and the Residential Parking Plan.

Item 5 - Regulation of Parking on Sears Lane

A) Staff Presentation by Technician Roy where he speaks on the city's study and revaluation of on-street parking on Sears Ln.

Commissioner Gillman is called and joins the meeting via phone at 7:20pm

B) Commission Questions (see video)

The commission asks questions with Director Spencer, City Engineer and Assistant Director of Technical Services Norm Baldwin, and Technician Roy answering.

C) Public Comment

John Carlo, Ward 5, speaks in support of Item 5.

Rick Levinson, Ward 5 business owner, speaks against Item 5.

Roger Dickinson, representing Ward 5 developer Cresta Cooper Nedde LLC, speaks in support of Item 5.

D) Commissioner Discussion (see video)

E) Motion made by Commissioner Overby to accept Item 5.

Second by Commission vice Chair Archambeau.

Discussion

Commissioners Alberry and Simon would support Item 5 if the developer agreed to cost-sharing. Commission Chair Padgett and Commissioners Alberry and Overby talk about the safety needs of pedestrians. Director Spencer talks of high priority in 10 year plan to install sidewalks on north side of roadway.

Action taken: motion approved;

Votes need to be done individually due to Commissioner Simon attending via phone.

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Nay

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Overby: Aye

Commissioner Simon: Nay

Item 6 - Mansfield/Loomis Crosswalks

A) Staff Presentation by Technician Roy where he speaks on DPW's design solutions to increase pedestrian safety, installing traffic calming devices, and other proposed changes.

B) Commission Questions (see video)

The commission asks questions about the proposed project and public concerns.

C) Public Comment

Jim Langan, Ward 1, speaks in favor of a 3-way stop.

John Daly, Ward 1, speaks in favor of any work that can be done and a 3-way stop.

Rob Chandler, Ward 1, speaks in favor of a 3-way stop.

Rich Price, Ward 1, speaks in favor of a 3-way stop.

Hollie Shaner McRae, Ward 1, speaks in favor of a 3-way stop.

Glenn McRae, Ward 1, speaks in favor of a 3-way stop.

Sharon Bushor, Ward 1, speaks in favor of a 3-way stop.

D) Commissioner Discussion (see video)

The commission and the public engage in a discussion over Item 6.

E) Motion made by Commissioner Alberry to put in a 3-way stop.

Second by Commissioner Simon.

Commissioner Barr makes a friendly amendment to put in 3-way stop now while continuing to study pedestrian safety and traffic calming and Commissioner Alberry accepts. Commission Chair Padgett slightly alters friendly amendment so that putting in 3-way stop is contingent upon Mansfield Ave residents applying for the Neighborhood Enhancement and Traffic Calming Program which Commissioner Barr accepts.

Discussion

Action taken: motion with two friendly amendments approved;

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Aye

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Nay

Commissioner Overby: Aye

Commissioner Simon: Aye

Item 7 - Railyard Enterprise Project

A) Chittenden County Regional Planning Commission Presentation by Program Manager Eleni Churchill where she speaks about purpose and need of the Railyard Enterprise Project and the 3 alternatives (plans 1B, 2, and 5B) they're looking to forward to the City Council for approval.

B) Commission Questions (see video)

The commission asks questions with Manager Churchill and Director Spencer answering.

C) Public Comment

D) Commissioner Discussion (see video)

E) Motion made by Commissioner Barr to endorse the work the Railyard Enterprise Project steering committee put into the alternatives and the project's overall direction.

Second by Commission Vice Chair Archambeau.

Discussion

Action taken: motion approved;

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Aye

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Overby: Aye
Commissioner Simon: Aye

Item 8 - Draft Minutes of 10-21-15 & 10-28-15

Commission Vice Chair Archambeau makes motion to table 10/21/2015 minutes.

Commissioner Alberry makes motion to approve 10/28/2015 minutes and is seconded by Commissioner Barr.

Action taken: motion approved;

Commissioner Alberry: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Barr: Aye

Commissioner Gillman: Aye

Commissioner Overby: Aye

Commission Chair Padgett: Aye

Commissioner Simon: Aye

Item 9 - Director's Report

Director Spencer reports on Cliff Street sidewalk project, parking studies processes, FY17 Capital Budget details coming at 12/2015 meeting, and pay-by-cell parking pilot.

Item 10 - Commissioner Communications

Commissioner Barr comments on stop signs going in at Fleming and Colchester Ave intersection. Commission Vice Chair Archambeau would like to know more about Lakeside Ave and Pine St intersection project along with information on traffic circle at Mansfield Ave and North St. Commissioner Overby comments on having attended downtown parking plan meeting.

Item 11 - Executive Session for Appeal - 132 N. Winooski Ave

Moved to after meeting – Commissioner Simon, due to being friends with appellant witness, recuses himself.

Item 12 - Adjournment & Next Meeting Date - December 16, 2015

Motion to adjourn meeting made by Commissioner Simon and seconded by Commissioner Barr.

Action taken: motion approved;

Commissioner Alberry: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Barr: Aye

Commissioner Gillman: Aye

Commissioner Overby: Aye

Commission Chair Padgett: Aye

Commissioner Simon: Aye

Meeting adjourned at 9:54pm.

Attachment 4

Public input correspondence emails

Tue 4/5/2022 5:39 PM

I have expressed concerns about conflicting or inadequate communications from DPW on the Mansfield Ave. project, some of it surely due to the 4 years of meetings and design with the intervening pandemic. I appreciate Olivia's efforts to remedy some of that but now in the endgame the confusion continues with a second flier on my doorstep today. The first, over a week ago, saying that construction was beginning, and at least insinuating that the stop signs on Mansfield at Loomis were going as part of the design, and that was a decision made and not up for discussion as far back as early last fall. However the stop signs remain in the contract drawings

https://www.burlingtonvt.gov/sites/default/files/tiles/Mansfield%20Ave_Contract%20Plans.pdf

Now today we get a message from Phillip that DPW is "considering" removing the stop signs, and our feedback was welcome during DPW's evaluation, which we were told is already done. I am sure there is some technical/regulatory issue here, but this contrary communication about a decision already made is a bit unsettling and upsetting.

I think there has already been expressed strong support for maintaining the Stop signs. I also find it still puzzling that Loomis Street is not being consulted as they are impacted as well, but that again could be a technical/regulatory issue I am unaware of, just as why North Street might not be informed of all this regarding the path project.

I am not sure that my feedback is valued here, and would like to see this clarified.

Glenn McRae

Hi Glenn,

Thank you for your comments, and I apologize for the confusion. The design does call for the removal of the stop signs on Mansfield Avenue; on the plans, the stop signs are shown with an "R" next to them, which stands for "Remove". I realize this may not be obvious to someone not used to reading these plans and I apologize for that. I have updated the file labeled "Site Map" on the website to include the note about removing the stop signs. Thank you for pointing that out so I could clarify that on the map.

The wording used in the flyer is necessary because ultimately, as a regulatory item, only the DPW Commission has the authority to approve the removal of the signs, and public comments received are brought to the Commission as part of this evaluation. Loomis Street residents and some North Street residents (those closer to Mansfield Avenue) received flyers and have the opportunity to provide comments as well, some of which already have.

Please let me know if you have any other questions.

Thank you,

Olivia Darisse, P.E.

Wed 4/6/2022 8:50 AM

My wife Kimberly and I (and our five sons) live on the corner of North Street and North Prospect, and we were part of a neighborhood contingent that advocated for the stop signs to be added to Mansfield Ave several years ago. Those stop signs have helped slow traffic. It's widely used as a cut-through street for cars going to Riverside onto Winooski or left to the New North End, and without those stop signs, cars would reach 40-60 mph on that stretch of road.

As a family, we ride our bikes and scooters up Mansfield, and, like many other neighbors with small kids and pets, we rely on the stop signs there to slow cars along that stretch.

It is disappointing that city policy, even around changes like stop signs, would not require (or encourage) DPW to engage the impacted neighborhood, beyond just those on that specific street.

I join my neighbors in the vicinity of Mansfield in hoping the stop signs will remain in place.

Best, Rich

Rich Price

Wed 4/6/2022 9:04 AM

Please DO NOT remove stop signs. We have lived on Mansfield Ave for 43 years & believe me, those have definitely made a difference in traffic speed & flow.

Craig & Andrea Echo

Wed 4/6/2022 9:35 AM

Staff

As a resident who walks daily along Mansfield with and without a dog, I have two problems with the proposed Mansfield Ave changes.

#1 Removing the stop sign at Loomis is a BAD idea.

We will have high speed traffic again if the stop signs are gone from Mansfield. The folks who speed do not care if there is a speed bump. If you hit a speed bump at 40 or more it might as well not be there, the mass of the car goes straight while the suspension absorbs the bump. I think there should be stop signs and raised crosswalks on Mansfield.

#2 Mansfield Ave has a unique geometry with the wide tree belt on the west and the sidewalk along the property lines. Most cars stop at the curb having blown by the stop line and through the cross walk without looking for pedestrians. If the Stop lines were 2" depressed concrete, like the old concrete gutters, most people would learn to slow down before they get to the sidewalk crossing and there would be more of a chance that pedestrians would be seen. Depressed stop lines also do not hinder plowing.

Douglas Viehmann

Wed 4/6/2022 11:04 AM

Hello - I live at 229 Loomis Street, so on the top block of Loomis close to the intersection with Mansfield. Every day I see cars having to slow down for the stop signs (not all come to a complete stop - but many do) so the signs have been effective in slowing traffic. I support the continuation of the stop signs, even with the other traffic calming efforts that will be built in May. There are way too many kids in this area to err on the side of motorists.

Thank you -

Evan

Evan Goldsmith

Wed 4/6/2022 12:39 PM

Hello All,

I'm writing to express my concern about removal of the stop signs on Loomis and Mansfield. There are 13+ kids (under 15) living on the upper block of Loomis and Mansfield, we need these to remain in place for their safety. These kids LOVE to use the playground at Mater Christi and the overall kid traffic across Mansfield is significant and certainly that should be your main consideration to NOT remove the signs. The number of kids I just mentioned doesn't even include kids on North Street, Henry Street, and Wilson, and the plethora of dog walking adults. We all use the intersection and appreciated that traffic has to be slowed by these stop signs. I think I speak for the masses on this email that we think it's a bad idea to remove these signs. Please help us to keep them in place.

Thank you for listening.

Michelle Everleth

Mom, Dog Walker, and Coach at Mater Christi.

Wed 4/6/2022 12:51 PM

Thank you Michelle. People will drive fast on that road. Not safe for our children.

Thank you for your consideration

Nik

Wed 4/6/2022 12:57 PM

Yesterday I received a flyer from Phillip Peterson indicating that the DPW is proposing to remove two of the stop signs at the Mansfield/Loomis intersection. I am writing to vigorously oppose that proposal, as I strongly believe that all three stop signs should remain at the intersection.

My family and I have lived at 87 Mansfield, the third house south of the Mansfield/Loomis intersection, since 2011. In our view, the biggest single improvement the City has made to our neighborhood in the 11 years we've been here, by far, was installing the stop signs at Mansfield and Loomis.

Prior to the installation of the stop signs in 2015, we regularly observed cars racing down Mansfield well in excess of the speed limit, during both the day and night, and we didn't feel comfortable allowing our children to cross Mansfield at the Loomis intersection. Even crossing Loomis (via the crosswalk on the west side of Mansfield) was dangerous, as cars would often turn onto Loomis from Mansfield at high speeds.

Since the stop signs were installed, though, the speeding down Mansfield has been vastly reduced, and our children have learned that the crosswalk at Loomis is the safest way to cross Mansfield. In fact, when we would visit the Mater Christi playground or field, we would go out of our way-- a hundred feet or so in the opposite direction-- to use the Loomis crosswalk rather than the crosswalk in front of the school, as traffic often doesn't yield to pedestrians at the school crosswalk.

Beyond that, the installation of the stop signs has made crossing Loomis safer, since cars now stop before turning onto Loomis from Mansfield. It has even improved the safety of turning onto Mansfield from Loomis in a car. It used to be that cars coming off Loomis would have to dart out onto Mansfield when there was a break in the (often speeding) traffic.

Now, with the three-way stop, turning onto Mansfield from Loomis is a much less fraught endeavor. For all of these reasons, I strongly believe that the neighborhood is much, much better off keeping all three stop signs at the Mansfield/Loomis intersection.

I don't understand what the argument is for removing the signs. From what I can gather, the primary rationale is that the stop signs were initially intended as a temporary measure, and the engineers weren't sure how they would work, given that they are located at a three-way intersection rather than a four-way intersection. As someone who, again, lives three houses from the intersection, who works from home, and whose office looks out onto the intersection, I have observed literally tens of thousands of hours of Mansfield/Loomis traffic since 2011. (Even as I type this sentence, I can hear a couple cars slowing down to a stop at the intersection.) From everything I've seen, heard, and experienced, the stop signs have increased safety, reduced vehicle speeds, and enhanced the pedestrian experience, all at a minimal cost (both in terms of money for the city and in terms of time for the drivers on Mansfield). Though the installation of the stop signs may have been an experiment back in 2015, seven years of experience have irrefutably proven that that experiment was a resounding success. I see absolutely no reason to tamper with that success.

The other rationale I have heard for removing the signs-- voiced, I believe, at the DPW meeting last June 23-- is that pedestrians would be safer NOT having the stop signs, since the pedestrians have come to rely on them, and one day a car might run a stop sign. I could not disagree more vehemently with this argument. By that logic, we shouldn't have any traffic lights whatsoever, since people occasionally run red lights, too. We taught our children to make sure cars actually stop for them before they step into a crosswalk, and I'm sure most of the other neighborhood parents have done the same. It doesn't make any sense to eliminate a safety measure that dramatically improves children's safety 99.9% of the time out of fear that a child may be harmed in the 0.1% (or less) of the instances in which someone might miss or disobey the traffic sign. If the issue is that DPW fears some drivers don't see the stop signs, the solution should be to make the signage more visible-- not to remove the signs. (For what it's worth, though a notable percentage of drivers ran the stop signs when they were first introduced in 2015, that percentage dropped steadily over the years, to the point where it's now very rare for me to observe any drivers running the stop signs.)

Though I welcome the additional traffic calming measures, I believe the stop signs should be retained even once the additional measures are in place. The issue with Mansfield is that it is a long, unbroken straightaway. Though adding raised crosswalks will likely slow fast drivers temporarily, it will still allow them to cruise down most of Mansfield at high speeds. The modest chicanes that will be created on Mansfield may not slow the worst speeders at all; they may be tempted to ignore the chicanes and fly down Mansfield in a straight line close to or over the median. In contrast, by forcing cars to come to a stop halfway down Mansfield, the existing stop signs break up the straightaway far more decisively than either of the additional calming measures would. As such, I strongly suspect that the stop signs alone are more likely to slow traffic than the calming measures alone would be. The beauty of the current situation, though, is that there's no reason we have to choose between the two options-- the City can implement the calming measures AND keep the three stop signs, which have been proven effective in slowing drivers for the past seven years.

For all of the above reasons, I sincerely hope that the DPW will reconsider its proposal to remove the stop signs at the Mansfield/Loomis intersection and allow all three stop signs to remain in place. I apologize for the length of this email, but it reflects the depth of my feeling on this issue. Along those lines, I'm not aware of any currently scheduled public forums regarding the Mansfield/Loomis stop signs, but please let me know if there are any, as I would want to attend and voice my opinions.

Thank you very much for your time and consideration.

Rob Chandler

Wed 4/6/2022 1:54 PM

Please do not remove the Stop Signs on Mansfield Ave at the Loomis St intersection.

We live at the top of Loomis St and know from our daily use of the Street how dangerous the intersection is for the crossings of Children and Adults. If the Commissions' goal is to reduce Stop Signs in the City and increase the likelihood of vehicular accidents and pedestrian death, then removing the Stop signs will accomplish this goal. I cannot believe that the goal of the Commission is to further the risk of the public by removing Stop Signs on Mansfield Ave.

The Stop Sign at the top of Loomis St is practically unnecessary as people must slow down to turn either left or right and continue on Mansfield Ave. The Stop signs on Mansfield Ave, however, slow the traffic on Mansfield which is a straightaway and raceway for drivers traveling North and South on Mansfield Avenue. In my opinion as a daily observer of the streets and the intersection and a user of both, it is imperative to leave the Stop Signs on Mansfield Ave for the protection of the residents, their animals and their children. The Commission seems to be doing the exact opposite of what is necessary. Simply set up a lawn chair and watch the traffic for an hour, especially at busy times and it will become self-evident what the problem is at the intersection, even with Stop signs.

Some people will never obey the Stop signs and travel through the intersection at 50+- mph, but the majority of people do stop or at least coast through after slowing down. Without the Stop signs Mansfield Ave will again turn into a Street that people blatantly speed on in disregard of the posted speed limits and to the peril of pedestrians.

Thank you,

Sincerely,

Gregory Chioffi and Kim Haley

Mon 4/11/2022 11:25 PM

I write to express my support for keeping the 3 stop signs at the Mansfield Ave/Loomis St. intersection. I have lived on Mansfield Avenue for the past 10+ years and as someone who was here before and after the installation of the stop signs, I can attest to how much safer they have made that intersection for cyclists, pedestrians, and vehicles.

I am a mother to three children who are all under the age of twelve. Before the stop signs were installed in 2015, the Mansfield/Loomis intersection did not feel like a safe place to cross, for me or my young children (who in late-2015 were an infant, a 3-year old and a 5-year old). Prior to the stop signs being installed, we would often walk out of our way to the Mansfield Ave/Colchester Ave intersection (along the west side of the street), cross Mansfield and once on the eastern side of Mansfield, backtrack to Mater Christi or the Firehouse (the fire station was a big draw to little ones). Even though there was, and is, a crosswalk in front of Mater Christi, I hesitated to use it while walking with my children. Without a stop sign, cars traveling down Mansfield often ignore the pedestrian right of way at the crosswalk in front of Mater Christi and I could not risk that happening while walking with multiple toddlers who were small and slow-moving.

After the stop signs were installed, the Mansfield/Loomis intersection became a viable walking path for us that was much safer and more convenient - one which felt safer even than the Mansfield/Colchester intersection. And, yes, there are occasions when I see rolling stops but as a pedestrian, the situation is vastly better than it was before.

[On that note, I have seen some attempting to make the argument that because some people don't stop at the stop signs at this intersection, that is proof that they do not work or should not be there. To me, that is a flawed argument. In the past week, I saw two different cars run two different red lights on a short trip to the grocery store. Does that mean that the stoplights should be taken out? Of course not. There will always be people who don't obey the signage on streets but traffic functions as well as it does because most people do follow the rules of easily recognized signs.]

Lastly, I would like to note that as a driver in the neighborhood, I also see the advantage of the stop signs at Mansfield/Loomis for automobiles. First, the stop signs slow down traffic for those of us exiting our driveways - and although I admit this is only an advantage to the car and bike owners who live on Mansfield, it is helpful. Second, and for me the larger advantage of the stop signs, is the ability to safely get on to the southern-bound lane of traffic on Mansfield Avenue from Loomis Street. As it is, the Loomis Street stop is recessed rather far away from Mansfield Ave, making it difficult to see traffic heading southbound on Mansfield (from the direction of North St.). Having the stop signs on Mansfield to slow and stop that traffic, allows drivers on Loomis the time to safely turn right on to Mansfield. Additionally, when cars park at the NW corner of the intersection, the sightline for a driver on Loomis is further hindered, making it even more difficult/dangerous to make a right onto Mansfield from Loomis

because of the poor visibility to the Northern part of Mansfield. Even in our Outback (not a small or particularly low to the ground vehicle), it can be difficult to see traffic heading south on Mansfield as a driver on Loomis. The Mansfield Ave stop sign in that northwest corner of the intersection ensures I know someone is there, has stopped, and that I can then safely turn onto my street. That there will not be a driver from Mansfield turning on to Loomis as I turn on to Mansfield through a part of the road that has little room for error as it has been narrowed by the planters at the intersection. This is helpful at any time of the day, but I notice it most when Mater Christi traffic is at its peak.

I am excited to see that the city is putting in raised crosswalks on our street. I think that the planters at the Mansfield/Loomis intersection and along Loomis have been very effective and I look forward to additional traffic calming measures. However, I do believe the three existing stop signs at the Mansfield/Loomis intersection should be kept. As I know from using the crosswalks at the Mansfield/Loomis intersection to cross both Loomis and Mansfield (WITH stop signs) and the Mater Christi crosswalk across Mansfield (without stop signs), stop signs are much more effective getting cars to stop for pedestrians and slowing traffic along our long avenue.

Thank you for your time and attention to this lengthy email. As a Mansfield Ave. resident who tries to walk as much as possible, and encourages her children to walk and enjoy the neighborhood as much as possible, I feel strongly that the stop signs at the Mansfield/Loomis intersection should remain.

Irene Cervantes

Tue 4/12/2022 12:05 PM

Hi there,

Our neighbors on Mansfield have forwarded several city communications regarding upcoming proposed traffic calming changes on Mansfield Avenue.

We live around the corner on the upper block of North Street, with our two young children and dog.

We have significant concern around the plan to remove the Mansfield Ave stop signs at Loomis. As you likely know, cars commuting through the area FLY down Mansfield Ave; stop at Loomis, stop again and North and then FLY down North Street. They pick up an incredible amount of speed in just a block. We have serious concern that all of Mansfield being without stop signs will seriously exacerbate this issue.

We have looked at the proposal for the new traffic calming measures and are aware of the plan to put in raised sidewalks. We very much appreciate the sentiment - and hope that these are effective - but our experience with the raised speed tables on upper North is that they do create a very noisy traffic situation as trucks go over way to fast, but they do not slow them down enough that we haven't many times worried for the safety of our children as they attempt to cross the street to get to the sidewalk (we are on the side of upper North without a sidewalk).

Thank you for seeking input from the neighborhood. I hope we can work together to confirm we have a plan in place which keeps our kids safe.

Annika & Jens Hawkins-Hilke

Tue 4/12/2022 1:21 PM

We just got back from a week away and now joining the conversation. Both Sean and I work from home with a front row daily view of Mansfield. Prior to the stop signs it was sheer insanity. Take them down and watch out. We watched cars/trucks flooring it right to Colchester Ave. Now we sometimes hear breaks screaming as a driver realizes there is a stop sign.

The stop signs are not highly visible...like the one on Mansfield coming from Colchester Ave that is hidden from view due to a tree until you get right up to it...I assume PW has some logic in that placement. I do agree the stop sign on Loomis keeps the car far back and not easily visible from Mansfield. The planters don't help. Flashing red stop signs warning it is a 3 way stop would work miracles. Glad we have rescue right up the road.

Sandy Wynne



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:

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.

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:

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.

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:

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.

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:

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.

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:

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.

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:

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.



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

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jeffrey A. Padgett, MBA
DIVISION DIRECTOR for PARKING & TRAFFIC

Date: April 27, 2022

To: Public Works Commission

From: Jeffrey A. Padgett, MBA
Division Director for Parking and Traffic

C.C. Chapin Spencer, Director of Public Works

Subject: Ordinance Update
Towing and Storage Rates

Recommended Motion

“To authorize and adopt the proposed changes to the Burlington Code of Ordinance, Chapter 20-74 *Charges* as detailed in Attachments A as follows:

- Remove the 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 towing and remove duplicate reference to a rate table.
- Update paragraph (c) 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 an impounded vehicle as allow by state law.

And:

- Adopt the Towing and Storage Rate Table as referenced in the proposed update to Chapter 20-74(a).”

Background

As the Parking Services group continues to review and improve operations, it has become clear that significant updates are needed to governing Ordinance language to

- 1) Ensure compliance with federal regulation and
- 2) Provide flexibility in operations for the City and vendors.

And also update the rates paid to vendors to

- 3) Appropriately compensate vendors for this important service

Federal Regulation Compliance

The Parking Services office is regulated by the Federal Bureau of Investigation (FBI) with certification under the Criminal Justice Information System (CJIS) as delegated to the Vermont Criminal Information Commission (VCIC). CJIS Certification is a critically important data security standard that Parking Services is required to comply with in order to access Department of Motor Vehicle (DMV) records and ensure that personal data is protected. Fundamentally, this security requirement builds the wall between license plate numbers and home addresses of the public.

Parking Services uses its access to this DMV data to:

- 1) notify people of overdue tickets and
- 2) manage scoff accounts.

However, as Ordinance is currently written, paragraph (c) specifically requires the *towing vendor* to notify owners of impoundment of their vehicle. Thus requiring Parking Services to divulge names and addresses obtained from the DMV to the vendor. This connection of names with addresses is the specific connection that is intended to be protected by the CJIS data security requirements. This violation could be resolved by requiring CJIS compliance by the vendor, however this would:

- put the City in the role of auditing vendors for compliance for which the City does not have the staff or expertise to perform such an audit
- increase requirements and liability for the vendor and therefore increase contract costs for the City

For these reasons, DPW recommends changes to paragraph (c) in order to:

- 1) remove the impoundment notification requirement from the vendor
- 2) create an impoundment notification requirement for the City.

This will ensure that CJIS protected information is properly handled in accordance with FBI requirements. The City and its towing vendor will necessarily have a very close working relationship and will develop workflows that allow the vendor to tow and store impounded vehicles such that the owner of the vehicle is anonymous.

Operational Flexibility

The rates for towing and storage of vehicles are currently codified in Ordinance. To the best of our knowledge this Ordinance has not been addressed in over 10 years. By having towing and storage rates detailed in ordinance, it is difficult to make timely and reasonable adjustments to rates and/or services provided by a towing vendor.

The proposed changes to (a) and (b) explicitly move the Towing and Storage Rate table into a separate document outside of Ordinance, but still require approval of the Public Works Commission. This allows for greater flexibility in exploring new services and/or pilot services in close coordination with the PWC (i.e. additional driver, minimum fees, on-call, etc.) but without the protracted timeline associated with the Ordinance change process.

Additionally, the updated Ordinance language includes a provision allowing for rate increases tied to the consumer prices index. This will allow for increases in rates in a more gradual fashion and avoid the relatively large jump in prices represented in the requested Towing and Storage Rate Table.

Vendor Compensation

DPW recently received a request from the City's towing vendor to increase the towing rates. To the best of our knowledge, towing and storage rates have not been adjusted since around 2010. The vendor-proposed Towing and Storage Rate table (attached) presents updated rates for towing and storage; more explicitly defining existing services such as "additional driver," and "hook-up" and creates new types of fees that better secure the availability of service by establishing "stand-by" rates and a minimum dollar volume during Parking Ban events. These updated services and rates help to ensure the vendor is properly staffed to provide safe and efficient towing services. They also begin to lay the groundwork for creating a more attractive rate structure that could enhance our ability to attract vendors in the future. Staff has reviewed these rates and the information provided by Spillane's Towing and Recovery (attached) and believe the proposed rates and services to be reasonable and fair.

Based on data provided by Spillane's Towing and Recovery (Attachment C), over the past 10 years costs associated with towing have increased by 40-70%. The requested increase is 20% and maintains a tow rate lower than comparable cities in New England. Additionally, on an annualized basis this request represents only a 1.8% annual increase versus the average annual consumer price index increase of 1.97% over this period. Similarly, the proposed storage rate is consistent with or significantly less than comparable cities. Comparable city rate claims were confirmed by DPW.

Attachments:

- A. Requested Update to Burlington Code of Ordinance, Chapter 20-74 *Charges*
- B. Requested Towing and Storage Rate Table
- C. Supporting Documents from Spillane's Towing and Salvage

20-74 Charges.

(a) Charges made or incurred under this division are established in the Towing and Storage Rate Table as approved by the Public Works Commission. These rates are subject to adjustment based on the consumer price index upon request of the vendor. shall not exceed sixty-two dollars and fifty cents (\$62.50). Parking or storing charges made or incurred under this division shall not exceed ten dollars (\$10.00) for the first day and twenty dollars (\$20.00) per day for each day thereafter. With the exception of towing done pursuant to Section 20-77, a charge for towing shall be assessed when the following actions to enforce the provisions of this division related to the moving or removal of vehicles have occurred: the officer requests a tow truck for purposes of moving or removing the vehicle, a tow truck is on site and the tow truck driver takes actions necessary for moving or removal of the vehicle, including, but not limited to, backing up to the vehicle, dropping the bed of the truck or hooking the vehicle to the tow truck. Charges made pursuant to Section 20-77 shall be incurred when the tow truck driver takes actions necessary to remove the vehicle, including, but not limited to, backing up to the vehicle, dropping the bed of the truck or hooking the vehicle to the tow truck. The tow truck driver or tow company shall provide a written receipt to the owner or operator of any vehicle moved or removed under this division showing all charges incurred, including, but not limited to, tow charges, parking or storage charges and any administrative fee.

(b) Reserved—A vehicle towed at the request of any police officer or parking enforcement officer shall be charged according to the schedule adopted in the contract between the City of Burlington and tow company and approved by city council resolution. This schedule of charges does not apply to the towing of vehicles on private property under section 20-77 which may be assessed or charged not to exceed fifty dollars (\$50.00).

(c) The owner of the towing service, or his/her designee City of Burlington Parking Services office, shall notify by registered mail the registered owner of the vehicle or the holder of a security interest therein, if his/her identity can be readily ascertained, within therein within seven (7) days of the impoundment of the vehicle. If the owner of the towing service is unable to ascertain the identity of the registered owner or the holder of a security interest therein, he/she shall publish in a newspaper of general circulation in the State of Vermont for three (3) consecutive days the record of impoundment. Storing fees after seven (7) days shall not be allowed unless the towing service has provided notice, either by certified letter or publication, to the registered owner or holder of a security interest. As long as notice has been provided, the towing service may collect reimbursement of the actual cost of providing notice, including up to a fifteen dollar administrative fee, from the registered owner or holder of a security interest.

(d) If the registered owner or the holder of a security interest of an impounded vehicle is unresponsive to the registered notification, the vendor, at their discretion, may pursue an abandoned title in accordance with the regulation of the State of Vermont.



Towing and Storage Rate Table

Towing Rates

The following rates shall be charged to the owner of the vehicles towed due to violation of City Ordinances or paid by the City of Burlington for other towing services.

Tow to impound:	\$75 per tow
Tow to move vehicle:	\$75 per tow
Hookup but not towed:	\$50 per hookup
Standby:	\$75/per hour
Additional Personal	\$20 per person per tow vehicle

Impoundment Storage Rates

These rates apply for vehicles towed to and stored at the impound lot:

Upon Impoundment:	\$20
Storage Rate:	\$30/Day

Minimum Transaction Volume during Parking Bans

During Parking Ban events the City will guarantee the towing vendor a minimum fee volume of \$400 or the City will pay the difference.

Established 4/27/2022

Hi Jeff,

Thank you for giving me the time to follow-up with more details regarding the pricing change for towing and storage costs. Operating costs are continuing to trend upward with regards to truck cost, fuel cost, salaries, and insurance costs.

The following depicts the 37.97% increase in truck cost from 2012 to 2019. This corresponds to an average yearly increase of 5.42%

	2012	2014	2015	2016	2018	2019
HINO 258 ALP Truck	\$78,796	\$88,627	\$86,148	\$90,955	\$97,891	\$108,719

Fuel costs have increased 59.6% between 2010 and 2022. In 2010 the cost for a gallon of fuel in Vermont was \$3.02 and in 2022 a gallon of fuel in Vermont costs \$4.82. This corresponds to an average yearly increase of 4.96% in fuel costs.

Average hourly wages of tow truck drivers have also increased 40% over this 12 year period. This 12 year 40% increase corresponds to a 3.33% average yearly increase in hourly wages of Spillane's tow truck drivers.

Insurance costs have increased 70.68% from 2010 to 2022 to insure the same fleet of vehicles. In 2010 the cost to insure the Spillane's truck fleet was \$58,000 and in 2022 this cost rose to \$99,000. The average yearly increase in insurance costs is 5.89%

The following information compares corresponding city towing and storage prices to the current (updated in 2010) Spillane's towing prices.

Corresponding City Comparison:

Manchester, NH:

-
-
- Tow (Regular Business Hours): \$110 – **Confirmed by JP@DPW, web**
-
-
-
- Tow (After Business Hours M-F 9-5): \$125 – **Confirmed by JP@DPW, web**
-
-
- Storage per day capped at \$30 – **Confirmed by JP@DPW, web**
-

Portsmouth, NH:

-
-
- Tow: \$140 – *Confirmed by JP@DPW, web (dated 2015)*
-
-
-
- Storage per day \$55 – *Confirmed by JP@DPW, web (dated 2015)*
-

Portland, ME:

-
-
- Tow: \$100 – *Confirmed by JP@DPW, web*
-
-
-
- Storage per day \$30 – *Confirmed by JP@DPW, web*
-

Price Breakdown of Corresponding Cities Compared to Spillane's: Tows:

-
-
- Portland, ME tow prices are 38% higher than Spillane's
-
-
- Manchester, NH regular hours tow prices are 52% higher than Spillane's
-
-
- Manchester, NH after hours tow prices are 72% higher than Spillane's
-
-
- Portsmouth, NH tow prices are 93% higher than Spillane's
-

Storage Fees:

-
-
- Storage fees are anywhere between 50% (\$30) and 175% (\$55) higher than Spillane's storage fees

-

Please let me know if you have any questions or need any additional information from us. We appreciate your support throughout this process.

Thank you.

Kevin



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

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jeffrey A. Padgett, MBA
DIVISION DIRECTOR for PARKING & TRAFFIC

Date: April 27, 2022

To: Public Works Commission

From: Jeffrey A. Padgett, MBA
Division Director for Parking and Traffic

Samantha Dunn
Assistant Director for Community Works

C.C. Chapin Spencer, Director of Public Works

Subject: Pearl Street Lot
Monthly Parking Permits

Recommended Motion

“To authorize and adopt the proposed changes outlined in Attachment A to the Burlington City Ordinances, Appendix C, Section 18 and Section 19.”

The proposed changes are summarized as follows:

- 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, it is offered via a Permit.
- Update Burlington Code of Ordinance, Appendix C, Section 19 (c) *Parking Rates / Locations* to clarify that rates are for “Permits” not leases and include the Pearl Street lot with a rate of \$55.
- Amend the current Generic Parking Agreement to include parking at lots.

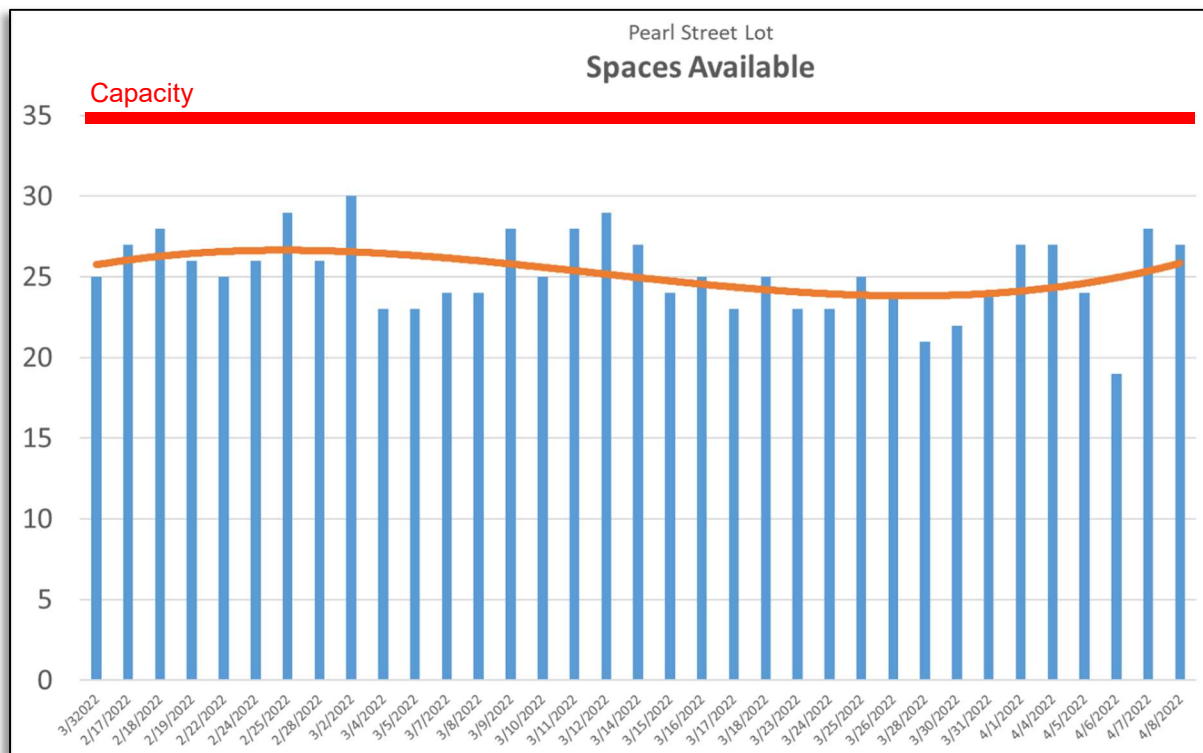
An Equal Opportunity Employer

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).

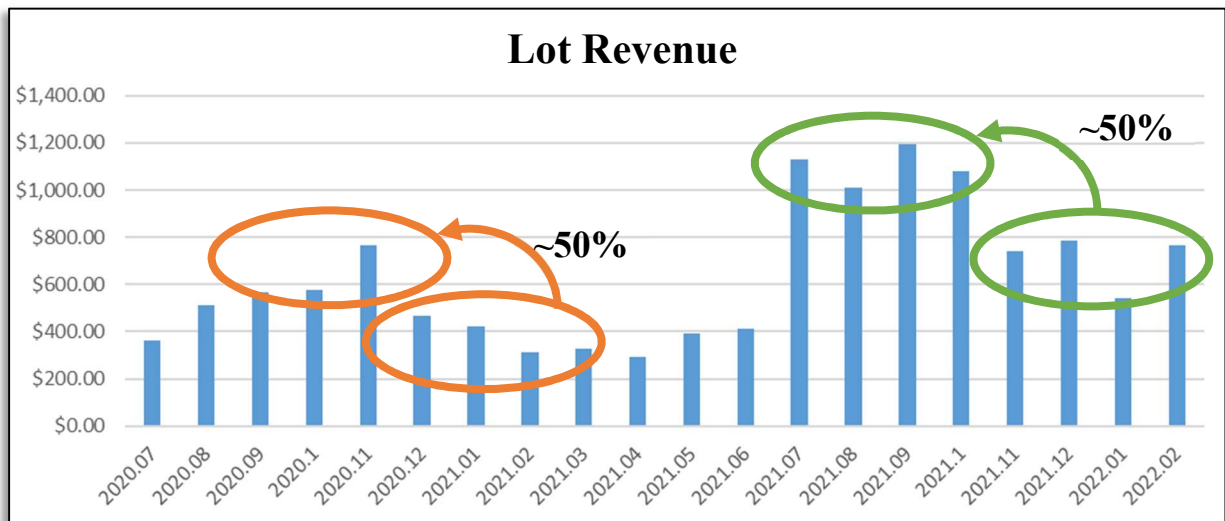
Background

The Public Works Commission (PWC) recently approved the temporary decommissioning of the Elmwood Parking lot for the purpose of supporting the installation of a temporary shelter community. With this decommissioning, the PWC extended the \$55 monthly rate to Elmwood parkers relocating to the Lakeview/College Street garage (typically \$85).

Concurrent with this action, DPW has been monitoring the occupancy of the Pearl Street lot, located behind the former Bove's restaurant, for consideration as an additional alternative to accommodate the parking demand from Elmwood. With data from March and April of 2022 it appears that there are typically around 25 spaces available in this lot, which is consistent with the anecdotal evidence generally observed by Parking Service Agents.



With a total capacity of 35 spaces, this brief analysis shows that the lot has regularly services around 10 transient parkers during mid-day (counts typically taken between 10 AM and 2 PM) over the past two months. However, after review of revenues from this lot over the past two years, it appears that occupancy fluctuates by up to 50% from winter to mid-summer:



Therefore, given the observed (winter) occupancy of approximately 10 transient parkers plus a 50% seasonal adjustment, this yields an expected 15 spaces needed for transient parking in the summer. This leaves 20 spaces available for the requested monthly permits.

Goals:

There are 4 goals that this change is expected to address:

1. Provide a more convenient parking location for some of the existing Elmwood parkers
2. Better utilized the Pearl Street lot (currently underutilized)
3. Lower the demand at the LVG/CSG for discounted Elmwood parking
4. Ensure the maximum number of spaces are available at the LVG/CSG to accommodate the expected growth in occupancy

Financial Impact

This is not expected to have any negative financial impact on revenues. Modest increases in revenue could be realized by moving these 20 parkers out of LVG/CSG and allowing for additional capacity for “full rate” parkers at LVG/CSG.

Attachments

A. Requested Updates:

- Burlington Code of Ordinance, Appendix C, Section 18 (b) *Parking Facility Designation*
- Update Burlington Code of Ordinance, Appendix C, Section 19 (c) *Parking Rates*

B. Generic Parking Agreement Update

18 Parking facility designations.

(a) *Metered lot locations:*

- (1) The city-owned lot on the northeast corner of Main Street and South Winooski Avenue, known as the Jail Lot.
- (2) The city-owned lot on the south side of College Street, east of the Fletcher Library, known as the College Street Lot.
- (3) The city-owned lot on the north side of Pearl Street, near the intersection of Pine Street, known as the Pearl Street Lot.
- (4) The city-owned lot on the west side of South Union Street, north of the YMCA, known as the South Union Street Lot.
- (5) The city-owned lot more commonly understood to be Lake Street Extension located north of Penny Lane.
- (6) The city-owned and department of public works managed lot more commonly understood to be the Northern Waterfront Lot located north of Penny Lane.
- (7) Reserved.
- (8)—(10) Reserved.

(b) Leased Monthly Permit lot locations:

- (1) The city-owned lot on the west side of Elmwood Avenue near the intersection of Grant Street, known as the Elmwood Avenue Lot.
- (2) The city-owned lot located on Main Street that is adjacent to the metered lot on the northeast corner of Main and Winooski.
- (3) The city-owned lot at the intersection of College Street and Lake Street on the northwest corner, known as the Pease Grain lot.
- (4) The city-leased and managed lot located on St. Paul Street between King Street and Maple Street known as 194 St. Paul Street lot.
- (5) The city-leased and managed lot located on Pearl Street between Hungerford Terrace and North Union Street known as 247 Pearl Street.
- (6) The city-owned lot on the north side of Pearl Street, near the intersection of Pine Street, known as the Pearl Street Lot, limited to 20 spaces.

(c) *Parking structure locations:*

- (1) The city-owned parking garage located near the corner of South Winooski Avenue and Bank Street, known as Marketplace Parking Garage.
- (2) The city-owned parking garage located north of College Street and east of Battery Street Hilton Hotel, known as College Street Parking Garage.
- (3) The city-owned parking garage located at 45 Cherry Street, known as Lakeview Parking Garage.

(d) *Rules for parking structures:*

(1) *Marketplace Parking Garage:* The Marketplace Parking Garage is limited to short term parking of forty-eight (48) hours or less and the parking of vehicles whose owners have entered into a monthly parking agreement. Monthly parkers shall only park in the designated monthly parking area with its dedicated entry and exit from and to Bank Street. No daily parker shall park in the designated monthly parking area. Vehicles may only be parked in designated parking spaces. Vehicles shall not remain in the same parking space within the limits of the Marketplace Garage for a period longer than forty-eight (48) hours except for those allowed within the monthly parking area. The forty-eight (48) hour period shall begin when an official of the city, including parking attendants, parking enforcement officers, or police officers, observes a vehicle in a space or by any other evidence indicating that a vehicle has parked in the garage. The vehicle must be moved from the space within forty-eight (48) hours of that start time. For the purposes of this section, the term "moved from the space" means that the vehicle must leave the parking space, exit the garage, and if it returns to the garage must not park any nearer to three (3) parking spaces on either side of the parking space in which it was originally located. For the purposes of this section the term "daily parker" is defined as a parking customer whose license to park in the facility is granted on a day to day basis and is not the result of a longer term, prepaid agreement.

(2) *Lakeview and College Street Parking Garages:* The Lakeview and College Street Garages are limited for parking for up to two (2) weeks. Vehicles may not be parked in the same space longer than two (2) weeks. The two (2) week period shall begin when an official of the city, including parking attendants, parking enforcement officers or police officers, observes a vehicle in a space or by other evidence indicating that a vehicle has parked in the garage. The vehicle must be moved from the space within two (2) weeks of that start time. For the purposes of this section, the term "moved from this space" means that the vehicle must leave the parking space, exit the garage, and if it returns to the garage must not park any nearer to three (3) parking spaces on either side of the parking space in which it was originally located.

(Rev. Ords. 1962, § 5401; 1969 Cum. Supp., 5401; Reg. of 9-21-71; Reg. of 8-11-75; Reg. of 9-29-92; Reg. of 2-24-93; Reg. of 11-8-95; Reg. of 7-20-05; Reg. of 3-8-07, eff. 4-4-07; Reg. of 7-16-14(6), eff. 9-17-14; Reg. of 12-21-16(1), eff. 4-26-17; Reg. of 6-21-17(1b), eff. 1-29-20; Reg. of 5-16-18(4), eff. 6-27-18; Reg. of 9-19-18(2), eff. 10-17-18; Reg. of 7-18-18(4a), eff. 7-24-19; Reg. of 7-18-18(4b), eff. 7-24-19; Reg. of 9-18-19(7), eff. 10-30-19)

19 Parking rates.

- (a) Parking meter spaces may be occupied for periods indicated by depositing the following sums:

(1) For all one-hour meters: Five cents (\$0.05) for three (3) minutes; ten cents (\$0.10) for six (6) minutes; twenty-five cents (\$0.25) for fifteen (15) minutes; fifty cents (\$0.50) for thirty (30) minutes; one dollar (\$1.00) for one (1) hour.

(2) Reserved.

(3) For all thirty-minute meters: Five cents (\$0.05) for three (3) minutes; ten cents (\$0.10) for six (6) minutes; twenty-five cents (\$0.25) for fifteen (15) minutes; fifty cents (\$0.50) for thirty (30) minutes.

(4) For all fifteen-minute meters: Five cents (\$0.05) for three (3) minutes; ten cents (\$0.10) for six (6) minutes; twenty-five cents (\$0.25) for fifteen (15) minutes.

(5) For all three-hour meters: Five cents (\$0.05) for three (3) minutes; ten cents (\$0.10) for six (6) minutes; twenty-five cents (\$0.25) for fifteen (15) minutes; one dollar (\$1.00) for one (1) hour; three dollars (\$3.00) for three (3) hours.

(6) For all ten-hour meters: Ten cents (\$0.10) for fifteen (15) minutes, twenty-five cents (\$0.25) for thirty-seven and a half (37.5) minutes, one dollar (\$1.00) for two and a half (2.5) hours, four dollars (\$4.00) for ten (10) hours.

(b) The rate of charge for parking in metered city lots shall be as follows:

Location Rate per Hour

(1) Main Street and South
Winooski Avenue \$1.50

(2) College Street (Library):
One-hour meters 1.00
Ten-hour meters 0.40

(3) Pearl Street and Pine
Street
Three-hour meters 1.00
Ten-hour meters 0.40

(4) Lake Street Extension Lot: One dollar (\$1.00) per hour for a maximum of three (3) hours from May 1 through October 31 and forty cents (\$0.40) per hour for up to ten (10) hours from November 1 through April 30.

(5) Northern Waterfront Lot: One dollar (\$1.00) per hour with a maximum daily rate of eight dollars (\$8.00) from May 1 through October 31 and forty cents (\$0.40) per hour from November 1 through April 30 with the exception of spaces designated as marina parking. From October 16 to May 14, marina employees shall have exclusive rights to park in any of the four (4) parking spaces designated for use of the marina, and located in the Northern Waterfront Lot, at no additional charge to the marina. From May 15 to October 15, marina guests shall have exclusive rights to park in any of the twenty-three (23) parking spaces designated for use of the marina, and located in the western section of the Northern Waterfront Lot (the "marina parking spaces"), at no additional charge to the marina. The general public shall be prohibited from parking in the marina parking spaces from May 15 to October 15. In addition, nineteen (19) of the remaining forty-five (45) spaces in the Northern Waterfront Lot shall be reserved for exclusive use by the marina on weekends and city holidays during the period from May 15 to

October 15. A weekend period shall be deemed to commence at 6:00 p.m. on each Friday and terminate at 8:00 a.m. on each following Monday morning. A holiday shall be deemed to commence at 6:00 p.m. the day before the holiday, and terminate at 8:00 a.m. on the day following the holiday. In the event a holiday falls adjacent to a weekend the periods shall run sequentially as one (1) period. The Burlington Harbor Marina will pay the city for the use of the marina weekend spaces. The rate for the marina weekend spaces shall be established by calculation of the number of weekend days and holidays applicable annually multiplied by the Burlington department of public works daily parking rate as established for the applicable year multiplied by nineteen (19). The daily parking rate shall not exceed the rate charges at the Perkins Pier Lot. Burlington Harbor Marina may elect to reduce its number of weekend/holiday spaces upon delivery of thirty (30) days' written notice to the city.

(6) Reserved.

(7) Reserved.

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

a. Hourly, Maximum Daily Rates. One dollar (\$1.00) per hour; first two (2) hours free; maximum daily rate of eight dollars (\$8.00).

b. Parking is free on Sundays.

c. Monthly Permit Rates. Eighty dollars (\$80.00) for a five (5) day per week monthly permit; the five (5) days per week shall be Monday through Friday. Ninety-six dollars (\$96.00) for a seven (7) day per week monthly permit. Twenty dollars (\$20.00) for a five (5) day per week monthly permit for city employees when paid for by a City of Burlington department. Zero dollars (\$0.00) for a restaurant/retail/service worker seven (7) day per week monthly permit with eligibility determined by the department of public works within policy approved by the public works commission. The director of the department of public works or his or her designee may prorate monthly parking permit fees at times of sale and termination.

(9) Marketplace Parking Garage.

a. Hourly, Maximum Daily Rates. One dollar (\$1.00) up to one (1) hour, two dollars (\$2.00) up to two (2) hours; three dollars (\$3.00) up to two and one-half (2 1/2) hours; four dollars (\$4.00) up to three (3) hours; five dollars (\$5.00) up to three and one half hours (3 1/2) hours; six dollars (\$6.00) up to four (4) hours; seven dollars (\$7.00) up to five (5) hours; eight dollars (\$8.00) up to six (6) hours; nine dollars (\$9.00) up to seven (7) hours; maximum day rate of 10 dollars (\$10.00) after seven (7) hours.

b. Parking is free on Sundays.

c. Monthly Permit Rates: Ninety-six dollars (\$96.00) for a seven (7) day per week monthly permit in the Marketplace lower garage. No monthly permits available in the Marketplace upper garage, except maintenance of those in existence at the time of adoption of this language. The director of the department of public works or his or her designee may pro-rate monthly parking permit fees at times of sale and termination.

(10) Reserved.

(11) Reserved.

(12) Reserved.

(13) Reserved.

(14) Repealed.

(15) Reserved.

(16) Reserved.

(c) The rate of charge for parking in leased-monthly permit lots shall be as follows, and those vehicles without a vehicle tag displayed in the proper position will be removed by wrecker at the owners expense:

Location Rates

(1) Elmwood Avenue and Grant Street:

Per month \$55.00

(2) Main Street adjacent to the metered parking lot located on the N.E. corner Main and Winooski:

Per month 60.00

(3) Pearl Street Lot:

Per Month \$55.00

(d) Special Rates for City-Owned or Managed Garages:

(1) Holidays: Hourly transient parking rates shall be suspended on city-recognized holidays, including: New Year's Day, Martin Luther King Jr. Day, Presidents' Day, Town Meeting Day, Memorial Day, Independence Day, Bennington Battle Day, Labor Day, Indigenous Peoples' Day, Veterans Day, Thanksgiving Day, and Christmas Day.

a. The director of the department of public works may adjust the garage rates for parking on July 3rd to a flat rate(s) for the purpose of supporting the safe and efficient ingress and egress of vehicles from the garages.

(2) Special Events: The director of the department of public works may set temporary rates for special events or promotions for periods of up to one (1) month after providing the public works commission two (2) weeks' notice, but then will bring the rate change to the next public works commission meeting.

(3) Bulk-rate Parking Product Packages: The director of the department of public works may create special bulk-rate parking product packages, subject to approval of the public works commission.

(4) Lost Ticket Rate: The "lost ticket" rate is twenty dollars (\$20.00). Garage staff may apply this fee on a case-by-case basis.

(5) Parking Garage Fee Refunds, Rebates, and Waivers: Garage staff may refund, rebate, or otherwise waive parking fees on a case-by-case basis for purposes of public safety and/or good customer service. Garage staff shall provide adequate documentation of any refund, rebate, or waiver of parking fee, and the justification for doing so.

(6) Citywide Parking Restrictions, Fees: Overnight parking in city garages during declared citywide parking restrictions (such as parking bans for snow removal and "Operation Clean Sweep"), as declared by the director of the department of public works or their designee, will be free.

(e) Reserved.

(f) In the Downtown Core, which is bounded by South Winooski Avenue on the East, Pine Street on the West, Cherry Street on the North and Main Street on the South, and includes both sides of each of these boundary streets within the core:

(1) For all fifteen (15) minute meters: five cents (\$0.05) for three (3) minutes; ten cents (\$0.10) for six (6) minutes; twenty-five cents (\$0.25) for fifteen (15) minutes.

(2) For all designated no time limit parking meters: five cents (\$0.05) for two (2) minutes; ten cents (\$0.10) for four (4) minutes; twenty-five cents (\$0.25) for ten (10) minutes; one dollar (\$1.00) for 40 minutes; and one dollar and fifty cents (\$1.50) for one (1) hour.



PARKING PERMIT AGREEMENT City of Burlington

This Parking Agreement ("Agreement") is entered into by the City of Burlington ("City"), by and through its Department of Public Works ("DPW") doing business as the ParkBurlington brand, and

_____ a corporation registered to conduct business in the State of Vermont
located at _____ ("Permittee")

OR

_____ an individual
with a mailing address: _____ ("Permittee").

The Permittee and the City agree to the terms of this Agreement.

1. EFFECTIVE DATE AND NOTICE OF NONLIABILITY

This Agreement shall not be valid or enforceable until the Effective Date. The City shall not be bound by any provision of this Agreement before the Effective Date and shall have no obligation to pay Permittee for any performance or expense incurred before the Effective Date or after the expiration or termination of this Agreement.

2. RECITALS

- A. **Authority.** Authority to enter into this Agreement exists in the City Charter. Required approvals, clearance, and coordination have been accomplished from and within each Party.
- B. **Consideration.** The Parties acknowledge that the mutual promises and covenants contained herein and other good and valuable consideration are sufficient and adequate to support this Agreement.
- C. **Purpose.** Permittee seeks to utilize _____ parking permits at the ~~College Street and Lakeview parking garages~~ specific City-owned permit lot or garage by the City indicated in the 5.B for their use or users that they employ/manage.

3. DEFINITIONS

- A. **"Parking Structures"** means the City-owned parking structures known as the College Street Parking Garage (located at located at 60 College Street) and the Lakeview Parking Garage (located

at 41 Cherry Street) that function as a single facility and as defined in Burlington Code of Ordinance, Appendix C.

A.B. **“Parking Lots”** means City-owned parking lots located at Main Street, Pearl Street Lot and 194 St. Paul Street and as defined in Burlington Code of Ordinance, Appendix C

B.C. **“Effective Date”** means the date on which this Agreement is approved and signed by the City, as shown on the signature page of this Agreement, whichever date is later.

C.D. **“Party”** means the City or Permittee and “Parties” means both the City and Permittee.

4. TERM AND EARLY TERMINATION

A. Term. This Agreement and the Parties’ respective performance shall commence ~~on the first day of the month following on~~ the Effective Date and shall continue subject to termination in accordance with §4.B.

B. Termination. Either Party may terminate this Agreement for any reason upon written notice to the other Party with 60 day notice. The notice shall specify the date of the effective termination. Permits may be suspended for use pursuant to the provisions set forth in Section 6 (B) and Section 7 below.

5. GRANT OF PERMIT

A. Use of Facilities. The City shall provide Permittee with parking permits to be used by Permittee and its authorized permit users at the Parking Structures for the term of this Agreement as set forth in §4.A.

B. Timing Restrictions. The parking permits granted under this Agreement shall be as follows and defined by Appendix C of the City of Burlington Ordinance:

Parking Permit Product 1: _____ Fee Per Product \$ _____

Parking Permit Product 2: _____ Fee Per Product \$ _____

Parking Permit Product 2: _____ Fee Per Product \$ _____

Parking duration is limited to 2 weeks of continuous parking on all products.

C. User Restrictions. Only currently registered vehicles that are legally allowed to be operated on public streets may be issued a parking permit and utilize the Parking Structures privileges granted in this Agreement. Motorcycles, scooters, electric or motorized bicycles, bicycles of any other kind, or other similar light-weight vehicles are not allowed.

D. Permit Credentials. All persons possessing parking permit granted under this Agreement must utilized the appropriate credentials via the automated entry/exit point to utilize the parking privileges granted herein. Such credentials may include a card, decal, hangtag, entry on a license plate registry, bar code, or other means as provided by the city.

6. PAYMENT

A. Permit Fee. Permit shall pay the City the fee(s) shown in 5.B per month as defined by Appendix C of the City of Burlington Ordinance for each parking permit product granted under this Agreement. The City may change the fee for each parking permit by providing 60 days advanced notice to Permittee.

- B. Billing.** The billable term of each issued permit shall begin on the day the permit is issued to Permittee, and no earlier than on the first day of the month following the Effective Date. Permittee shall be issued an invoice on the last day of the month with payment due within a grace period of 25 days of the invoice. The City reserves the right to suspend use of any parking permit for non-payment at any time after the grace period. ~~There is no proration of permit fees.~~

7. PARKING CONDITIONS

- A. Use of Parking Structures.** The monthly parking permits issued under this Agreement authorize permit users designated by the Permittee to self-park (and lock) one vehicle for each permit in an available (i.e. not being used) parking space located within the Parking Structures. If a permit user is unable to park in the Parking Structures due to full occupancy, the City may, at its sole discretion, offer parking to permit users at a different City-owned parking structure. Notwithstanding the foregoing, the City **does not guarantee** the availability of parking spaces under this Agreement nor will it cover costs associated with obtaining alternative parking if the facility is full. The City will operate in good faith to maintain available capacity in the structure.
- B. Management of Parking Structures.** The City reserves the right to manage parking in its facilities in the best interests of the City. Permittee acknowledges and agrees that management of City facilities may require the users of the parking permits granted under this Agreement to use another parking structure or be relocated.
- C. Emergency Removal.** In the event of an emergency (a threat of imminent danger to life or property created by a problem with the Parking Structures or permit user's vehicle), the City may move the vehicle to another space in the Parking Structures or remove the vehicle to a space outside the Parking Structures without notification to the permit user. If the emergency derives from the condition of the Parking Structures, the City will notify the Permittee of the location of the removed vehicle after removal, and the City shall pay for removal expenses. If the emergency derives from the permit user's vehicle, the City will notify thereafter the Permittee of the location of the removed vehicle, and the Permittee/permit user may have to pay for removal expenses at the City's discretion. The City will determine what constitutes an emergency.
- D. Burlington Police Department Enforcement.** Permittee and permit users understand that the Burlington Police Department ("BPD") polices the Parking Structures and enforces all traffic laws, posted signs, striping, gates and other directions and markings provided in the Parking Structures. Parking Structures staff may issue warnings to assist permit users with compliance or call BPD to ensure enforcement of compliance with said directions and markings.
- E. Acceptance of Risk.** Parking is at the Permittee and its designated permit users' sole risk. The City shall not guard, assume care, custody, or control of any vehicle or its contents. The City shall not be responsible for any loss or damage caused to vehicles or their contents utilizing the City's Parking Structures including fire, theft, damage, or loss directly resulting from the negligence of the City. No bailment is created under this Agreement.
- F. Reporting.** Permittee shall require that as a condition of issuing a parking permit granted herein, the permit user shall report any damage to the Parking Structures caused by the permit user's vehicle. Such damage includes, but is not limited to, the leaking of any chemicals, oil, gas, or antifreeze.
- G. Leaks.** If a vehicle is discovered to be leaking any chemical, oil, gas, or antifreeze, the City may temporarily suspend the parking permit privileges of the permit user until the permit user provides the City with written proof that necessary repairs were made to prevent further leakage. Any

suspension issued under this §7.F. shall not suspend Permittee's obligation to pay the fee set forth in §6.A.

H. Limitation on Use. The parking permits granted herein are for the exclusive use of the Permittee and its authorized permit user(s). Parking permits shall not be loaned, altered, transferred or sold. Permittee agrees that misuse of a permit may be deemed as theft of services and the permit user may be locked out and that parking privileges in the Parking Structures may be rescinded/suspended. Permit users are limited to natural persons who can and will provide a legal name, a valid and active email address, and a license plate number to the City in order to create an account. Permittee must provide the City with a legal name and a valid and active email address to create an account with the City. Other information may be asked for by DPW to facilitate proper administration.

I. Compliance. Permittee shall inform its permit users that compliance with instructions for the use of a permit is a condition of its use. If a permit user fails to properly comply with use instructions the permit user's parking privileges in the Parking Structures may be rescinded/suspended.

J. Insurance. Permittee shall ensure that all permit users possess minimum levels of vehicle insurance as required by law. If a permit user fails to properly comply with use instructions the permit user's parking privileges in the Parking Structures may be rescinded/suspended.

8. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement and understanding of the Parties with respect to the subject matter of this Agreement. All prior representations and understandings of the Parties, oral or written, are merged into this Agreement. Prior or contemporaneous additions, deletions, or other changes to this Agreement shall not have any force or effect whatsoever, unless embodied herein.

9. THIRD PARTY BENEFICIARIES

This Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Enforcement of this Agreement and all rights and obligations hereunder are reserved solely for the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to the Agreement and do not create any right for such third parties.

10. WAIVER

A Party's failure or delay in exercising any right, power, or privilege under this Agreement, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

11. CHOICE OF LAW

Vermont law shall be applied in the interpretation, execution, and enforcement of this Agreement. Any provision included or incorporated herein by reference which conflicts with Vermont law shall be null and void. Any provision rendered null and void by operation of this provision shall not invalidate the remainder of this Agreement, to the extent capable of execution.

12. JURISDICTION

All suits or actions related to this Agreement shall be filed and proceedings held in the State of Vermont.

13. ASSIGNMENT

Permittee's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior written consent of the City. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Permittee's rights and obligations approved by the City shall be subject to the provisions of this Agreement.

— *Signature Page Follows* —

SIGNATURE PAGE

Persons signing for the Parties hereby swear and affirm that they are authorized to act on behalf of their respective Party and acknowledge that the other Party is relying on their representations to that effect.

The Parties hereto have executed this Parking Agreement

PERMITTEE

Permittee Name: _____

Address: _____

Signature: _____

Printed: _____

Title: _____

Date: _____

CITY OF BURLINGTON Department of Public Works

Signature: _____

Printed: _____

Title: _____

Date: _____



City of Burlington
Department of Public Works

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

Memo

Date: April 27, 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

The City of Burlington is excited to bring forward the six-block Main Street Great Streets concept to transform the main artery into and out of our City and rebalance the streetscape for pedestrians, economic vitality and climate resiliency.

Burlington is one of the great small cities in America. While we have excellent businesses and community institutions on our Main Street, it is not itself yet a 'Great Street.' The City, stakeholders, and business have already partnered to rebuild St. Paul Street and City Hall Park into holistic public spaces – planned as Great Streets concepts. Additionally, with upcoming milestones to meet to make use of Tax Increment Financing (TIF) obligations, the timing is right to begin the reintroduction of Main Street Great Streets with our community. The consensus is clear – cities need an integrated streetscape that serves everyone and helps protect our environment. This is the project that will further that goal.

In October 2021, we procured a design consultant, Vanasse Hangen Brustlin, Inc. (VHB) to help progress the concept design and begin re-engaging the community in the Great Streets conversation and its focus on Main Street. To date, the consulting team has completed survey collection and inspections of water and sewer infrastructure. Other preliminary engineering tasks in progress include traffic modeling, soil investigations, and right-of-way research.

In November, the project obtained authorization to seek voter approval on the use of TIF to fund the project. The project team joined CEDO to present at NPAs throughout January to provide education on TIF funding for the project and the associated March ballot item.

Over the last three months, the City has worked with the consultant to gather and respond to public feedback, as well as conduct engineering studies and investigations such as assessing the condition of underground utility infrastructure, collecting geotechnical data, and gathering traffic and parking data. Information and input collected to date has been used to influence and advance the concept design beyond the work completed in 2016 and develop refined concept alternatives.

The City kicked off the public engagement process with a Neighborhood Meeting and a Business Owner Meeting in early February. These meetings gave the project team the opportunity to reintroduce the project to these communities and gather initial feedback on the initiative. The engagement process continued throughout February with presentations and discussions with the Transportation, Energy, and Utilities Committee, DPW Commission, Walk-Bike Council, Burlington Business Association, Burlington Aging Council, Church Street Marketplace Commission, Parks Commission, Racial Equity, Inclusion and Belonging Committee, and Neighborhood Planning Assemblies.

Throughout February and March, the project outreach team hosted a series of meetings with five focus groups: Immigrants & Refugees, Youth, Business Owners, BIPOC, and a Mobility Support group. These meetings sought feedback to determine how these groups currently use Main Street, and what they consider important for the future of Main Street. These intimate discussions led to valuable input for the design team to consider. The project has developed a series of flyers summarizing important takeaways from each meeting that have been included as attachments to this communication. Focus group meetings will continue throughout the preliminary design and early construction phases to ensure outreach and public engagement is reaching our entire community during this project.

Input amongst community and business groups varies and includes the desire for affordable shops and dining options; the need for inclusive, accessible, and interactive spaces; creative approaches to aesthetics and public art; sustainability solutions; alternative transportation options; and concerns related to parking and safety.

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, as well as the opportunity provide input through a project survey. The project team will hold 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. Please help us spread the word.

During the April DPW Commission meeting, we will present concept alternatives, discuss the public engagement process and feedback received to date, and discuss next steps. The project team will return to the DPW Commission in May seeking your support of the concept. DPW will bring the concept design to the City Council for approval on May 23rd, 2022.

Feel free to contact us with any questions or comments (Laura Wheelock, lwheelock@burlingtonvt.gov or Olivia Darisse, odarisse@burlingtonvt.gov). Thank you.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

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

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: April 21, 2022

Contract Award for Initial Champlain Parkway Construction Phase

After decades of work since the City took over the project in 1998 from State management, the City has worked hard under multiple Administrations to develop a Champlain Parkway project that better meets the current needs of the community. Together, we've improved the project significantly with additional bike/pedestrian facilities, traffic calming elements, stormwater management, etc. On April 25, we will seek City Council approval to award the initial construction contract for the project. Our memo will be posted on Board Docs by the end of this week. For more info, contact Corey Mims, cmims@burlingtonvt.gov.

North Winooski Avenue Parking Management Plan and Next Steps

On March 21, the City Council approved a resolution to advance implementation of the Winooski Avenue Transportation Study bike lane recommendations between Union St and Riverside Avenue with a modified approach including delaying the installation a year, funding transportation demand management activities, funding the City Loop as a fare free service, and working with property owners to explore additional public off-street shared parking opportunities. The materials and the approved amended resolution can be found here: <http://go.boarddocs.com/vt/burlingtonvt/Board.nsf/goto?open&id=CCKJYQ4F3D13>. For more info, contact Nicole Losch, nlosch@burlingtonvt.gov.

Federal RAISE Grant Applications

The City collaborated with VTrans and the City of Winooski to submit a large \$25M RAISE grant application to reconstruct the US Route 2/7 bridge between our two communities. This is one of the most heavily traveled structures in the State and it was constructed in 1928. It also has suboptimal bike/pedestrian accommodations. The preferred alternative proposes dedicated and protected bike/pedestrian facilities on both sides of the bridge. Additionally, the City also provided a letter of support for a regional RAISE grant application to explore additional smart growth development opportunities along the western railroad corridor. For more info, contact Norm Baldwin, nbaldwin@burlingtonvt.gov.

FY'23 Budget Development

We are putting the final touches on our department's many FY'23 budgets. We have three enterprise fund budgets (Water, Wastewater, Stormwater), two special revenue funds (Parking Facilities and Traffic), our general fund operating budget and a general fund capital budget. It has been a challenging year given the pandemic's lingering effects, the inflationary impacts, and the unsuccessful municipal tax increase on Town Meeting Day. We will be presenting our budget to the City Council in the coming weeks and Commissioners are welcome to attend. For more info, contact Chapin Spencer, cspencer@burlingtonvt.gov.

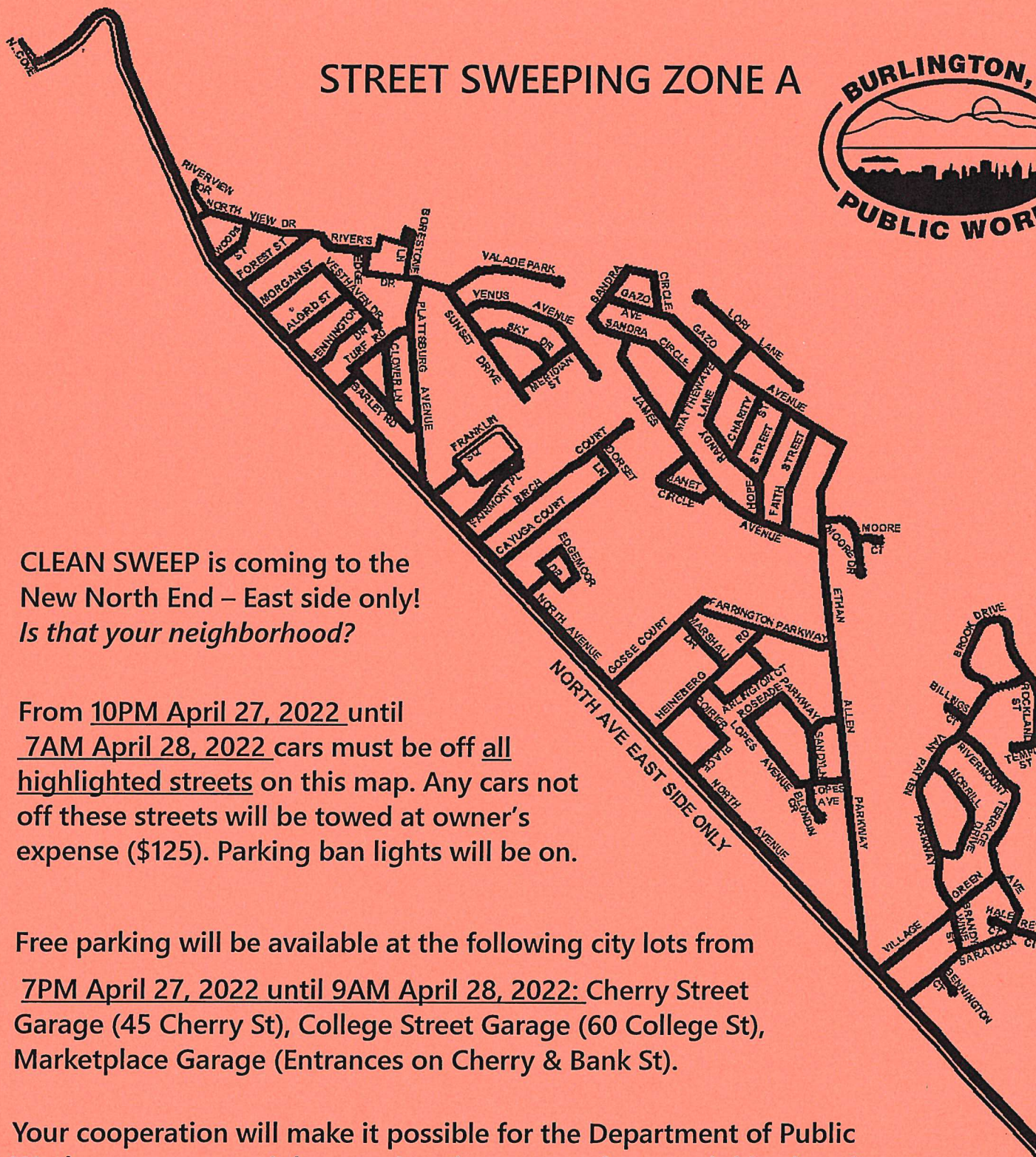
BED Rental Charging Station Grant

DPW is working with BED to figure out how to make charging infrastructure more available for renters. BED is submitting a grant to the State government for installation of charging infrastructure in the City's rights-of-way. If funding, this grant would require certain spaces by these public charging stations to have some restriction – likely some overnight off-peak restriction for EV charging. We wanted to inform the Commission before this gets underway and hear any questions or concerns you might have before we bring any regulatory change to you for your consideration.

The State (specifically, the DHCD, DEC, and PSD) has issued a grant program for \$1 million in funding to support electric vehicle charging in low-income, multifamily areas. As a municipality, we are eligible to submit a project proposal to install right-of-way charging in Burlington neighborhoods with a high density of low-income and multifamily properties. BED and DPW have worked together on public EV charging projects previously, what is new about this opportunity is the potential to locate charging in neighborhoods rather than parking garages, parking lots and downtown street parking and to focus on equitable access to EV charging. For more info, contact Phillip Peterson, ppeterson@burlingtonvt.gov.

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

STREET SWEEPING ZONE A



CLEAN SWEEP is coming to the
New North End – East side only!
Is that your neighborhood?

From 10PM April 27, 2022 until
7AM April 28, 2022 cars must be off all
highlighted streets on this map. Any cars not
off these streets will be towed at owner's
expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from
7PM April 27, 2022 until 9AM April 28, 2022: Cherry Street
Garage (45 Cherry St), College Street Garage (60 College St),
Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public
Works to go a great job sweeping the streets of your neighborhood!

Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at
www.burlingtonvt.gov/dpw.

ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEEPED (See back for listing)

EAST SIDE OF NORTH AVENUE ONLY – NOT BOTH SIDES

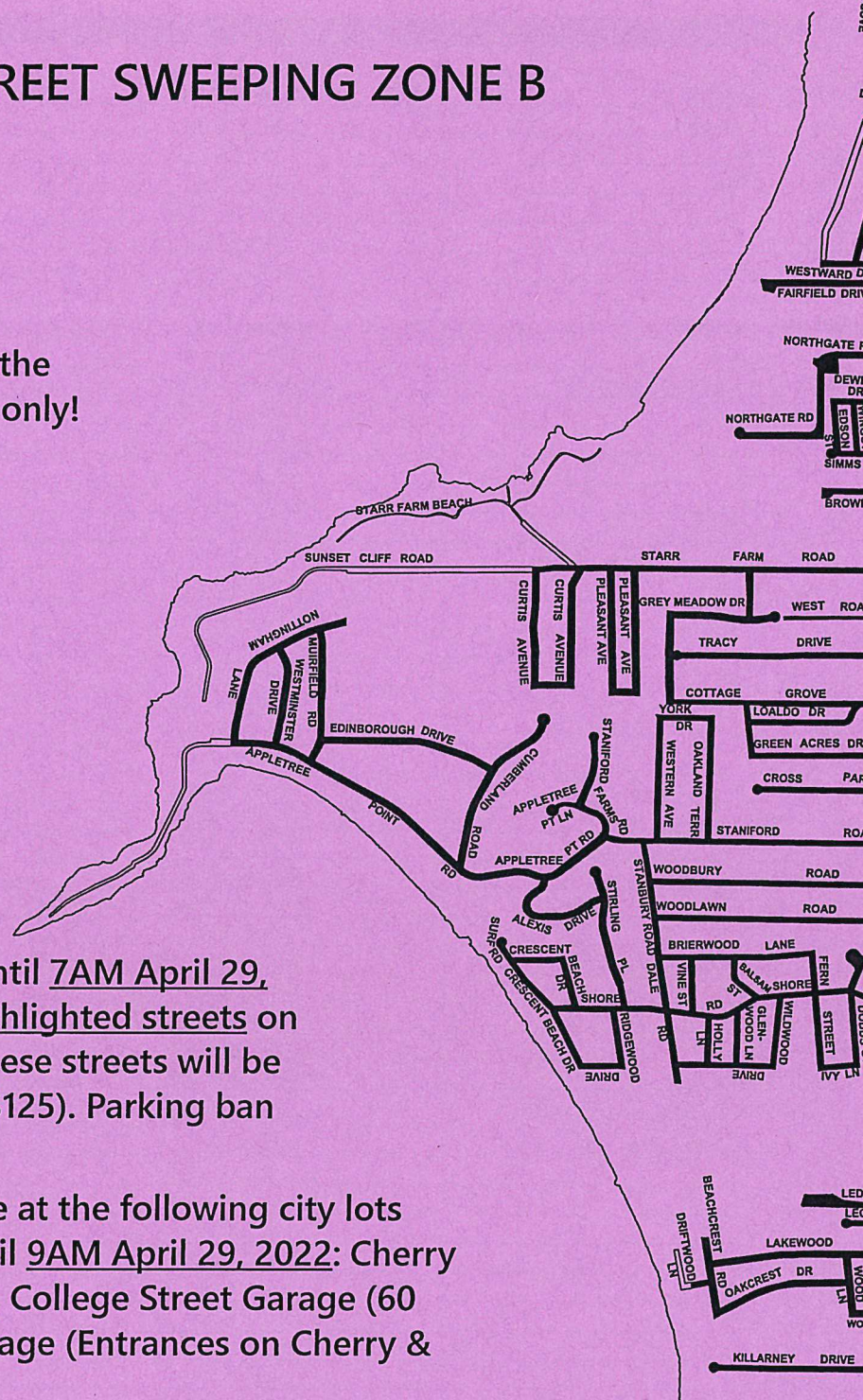
PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Algird Street	North Avenue	Vesthaven Drive
Arlington Court	Heineberg Road	Heineberg Road
Barley Road	North Avenue	Plattsburg Avenue
Bennington Court	Saratoga Avenue	End of Street
Billings Court	Van Patten Parkway	End of Street
Birch Court	North Avenue	End of Street
Blondin Circle	Lopes Avenue	End of Street
Borestone Lane	River's Edge Drive	River's Edge Drive
Brandywine Street	Village Green	Saratoga Avenue
Brook Drive	Van Patten Parkway	Rockland Street
Cayuga Court	North Avenue	Dorset Lane
Charity Street	Randy Lane	Gazo Avenue
Clover Lane	Turf Road	Barley Road
Dorset Lane	Birch Court	Cayuga Court
Edgemoor Drive	North Avenue	End of Street
Ethan Allen Parkway	North Avenue	Gazo Avenue
Fairmont Place	North Avenue	End of Street
Faith Street	James Avenue	Gazo Avenue
Farrington Parkway	Gosse Court	Ethan Allen Parkway
Forest Street	North Avenue	North View Drive
Franklin Square	North Ave	Franklin Square
Franklin Square (Loop)	South and Westside	
Gazo Avenue	Sandra Circle	Ethan Allen Parkway
Gosse Court	North Avenue	Farrington Parkway
Hale Court	Saratoga Avenue	End of Street
Heineberg Road	North Avenue	Farrington Parkway
Hope Street	James Avenue	Gazo Avenue
James Avenue	Ethan Allen Parkway	Sandra Circle
Janet Circle	James Avenue	James Avenue
Lopes Avenue	Roseade Parkway	Ethan Allen Parkway
Lori Lane (Including Loop)	Entire Street	
Marshall Drive	Gosse Court	Heineberg Road
Meridian Street	Sunset Drive	Venus Avenue
Moore Court	Moore Drive	End of Street
Moore Drive	Ethan Allen Parkway	Moore Court
Morgan Street	North Avenue	Vesthaven Drive
Morill Drive	Van Patten Parkway	Van Patten Parkway
North Avenue (East Side Only)	North Cove Road	Institute Road
Northview Drive	North Avenue	River's Edge Drive
Pennington Drive	North Avenue	Vesthaven Drive
Plattsburg Avenue	North Avenue	Sunset Drive
Poirier Place	North Avenue	Heineberg Road
Randy Lane	Hope Street	Lori Lane
Revere Court	Saratoga Avenue	End of Street
Rivermount Terrace	Saratoga Avenue	Van Patten Parkway
River's Edge Drive	North View Drive	Plattsburg Avenue
Rockland Street	Van Patten Parkway	Temple Street
Roseade Parkway	Lopes Avenue	Sandy Lane
Sandra Circle	Gazo Avenue	Matthew Avenue
Sandy Lane	Lopes Avenue	Ethan Allen Parkway
Saratoga Avenue	North Avenue	Rivermount Terrace
Sky Drive	Sunset Drive	Meridian Street
Sunset Drive	Plattsburg Avenue	Meridian Street
Temple Street	Rockland Street	End of Street
Turf Road	Barley Road	Plattsburg Avenue
Valade Park	Sunset Drive	Valade Street
Van Patten Parkway	Village Green	Rockland Street
Venus Avenue	Sunset Drive	End of Street
Vesthaven Drive	Morgan Street	End of Street
Village Green	North Avenue	Saratoga Avenue



STREET SWEEPING ZONE B

CLEAN SWEEP is coming to the
New North End – West side only!
Is that your neighborhood?



From 10PM April 28, 2022 until 7AM April 29, 2022 cars must be off all highlighted streets on this map. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM April 28, 2022 until 9AM April 29, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public Works to go a great job sweeping the streets of your neighborhood!

Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEEP (See back for listings)

WEST SIDE OF NORTH AVENUE ONLY – NOT BOTH SIDES

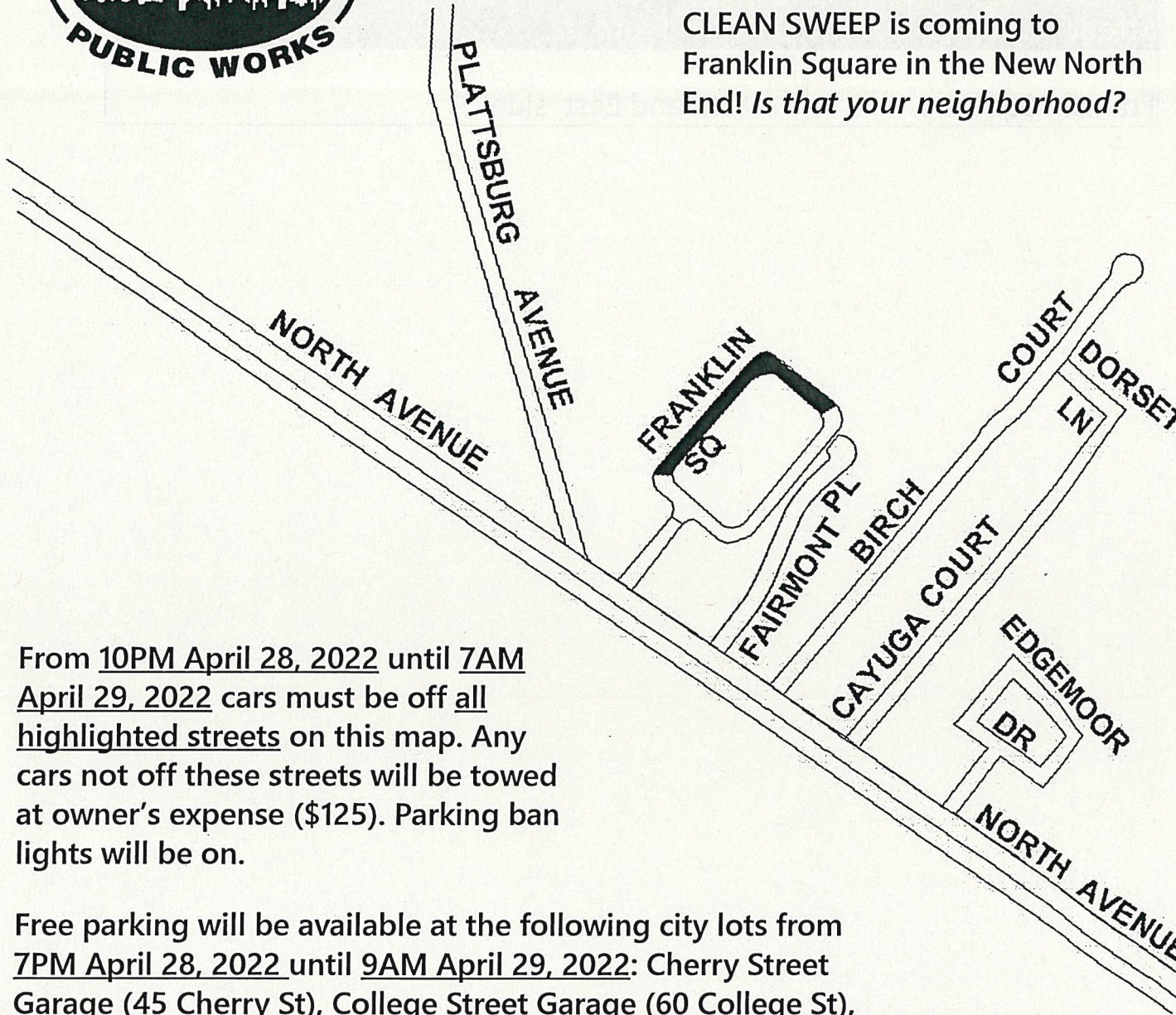
PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Alexis Drive	Appletree Point Road	Stirling Place
Appletree Point Lane	Staniford Farms Road	End of Street
Appletree Point Road	Staniford Road	Nottingham Lane
Balsam Street	Shore Road	Brierwood Lane
Beachcrest Drive	Oakcrest Drive	End of Street
Birchwood Lane	Lakewood Parkway	Woodridge Drive
Brierwood Lane	Shore Road	Dale Road
Browe Court	North Avenue	End of Street
Cottage Grove	Loaldo Drive	Grey Meadow Drive
Crescent Beach Drive	Shore Road	Ridgewood Drive
Cross Parkway	North Avenue	End of Street
Cumberland Road (Including Loops)	Appletree Point Road	End of Street
Curtis Avenue	Starr Farm Road	Starr Farm Road
Dale Road	Brierwood Lane	End of Street
Derway Drive	North Avenue	Hardy Drive
Dewey Drive	North Avenue	Edson Street
Dodds Court (Including Loop)	North Avenue	Ivy Lane
Driftwood Lane	Beachcrest Drive	Street Corner
Edinburgh Drive	Cumberland Road	Muirfield Road
Fairfield Drive	North Avenue	End of Street
Fern Street	Ivy Lane	Brierwood Lane
Glenwood Lane	Shore Road	Wildwood Drive
Green Acres Drive	North Avenue	Cottage Grove
Grey Meadow Drive (Including Spur)	Cottage Grove	Starr Farm Road
Hardy Drive	Derway Drive	Westward Drive
Holly Lane	Shore Road	Wildwood Drive
Institute Road	Burlington High School	North Avenue
Ivy Lane	Dodds Court	Fern Street
Killarney Drive	North Avenue	End of Street
Lakewood Parkway	Beachcrest Drive	Woodridge Drive/North Avenue
Laurel Court	Shore Road	End of Street
Leddy Park Road (Including Loop)	North Avenue	End of Street
Leonard Street	North Avenue	End of Street
Little Eagle Bay	North Avenue	End of Street
Loaldo Drive	North Avenue	Green Acres Drive
Muirfield Road	Appletree Point Road	Nottingham Lane
North Avenue (West Side Only)	North Cove Road	Institute Road
Northgate Road (Including Loop)	North Avenue	End of Street
Nottingham Lane	Appletree Point Road	End of Street
Oakcrest Drive	Tallwood Lane	Beachcrest Drive
Oakland Terrace	Staniford Road	York Drive
Pleasant Avenue	Starr Farm Road	Starr Farm Road
Ridgewood Drive	Shore Road	Crescent Beach Drive
Shore Road	North Avenue	Crescent Beach Drive
Simms Street	North Avenue	End of Street
Stanbury Road	Staniford Road	Dale Road
Staniford Farms Road	Appletree Point Road	End of Street
Staniford Road	North Avenue	Appletree Point Road
Starr Farm Road	North Avenue	Curtis Avenue
Stirling Place	Shore Road	End of Street
Surf Road	Crescent Beach Drive	End of Street
Tallwood Lane	Lakewood Parkway	Woodridge Drive
Tracy Drive	North Avenue	Grey Meadow Drive
Vine Street	Shore Road	Brierwood Lane
West Road	North Avenue	End of Street
Western Avenue	Staniford Road	York Drive
Westminster Drive	Appletree Point Road	Nottingham Lane
Westward Drive	North Avenue	Northshore Drive
Wildwood Drive	Shore Road	Dale Road
Wing Street	Dewey Drive	Simms Street
Woodbury Road	North Avenue	Stanbury Road
Woodlawn Road	North Avenue	Stanbury Road



STREET SWEEPING ZONE H

CLEAN SWEEP is coming to Franklin Square in the New North End! *Is that your neighborhood?*



From 10PM April 28, 2022 until 7AM April 29, 2022 cars must be off all highlighted streets on this map. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM April 28, 2022 until 9AM April 29, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public Works to go a great job sweeping the streets of your neighborhood!

Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

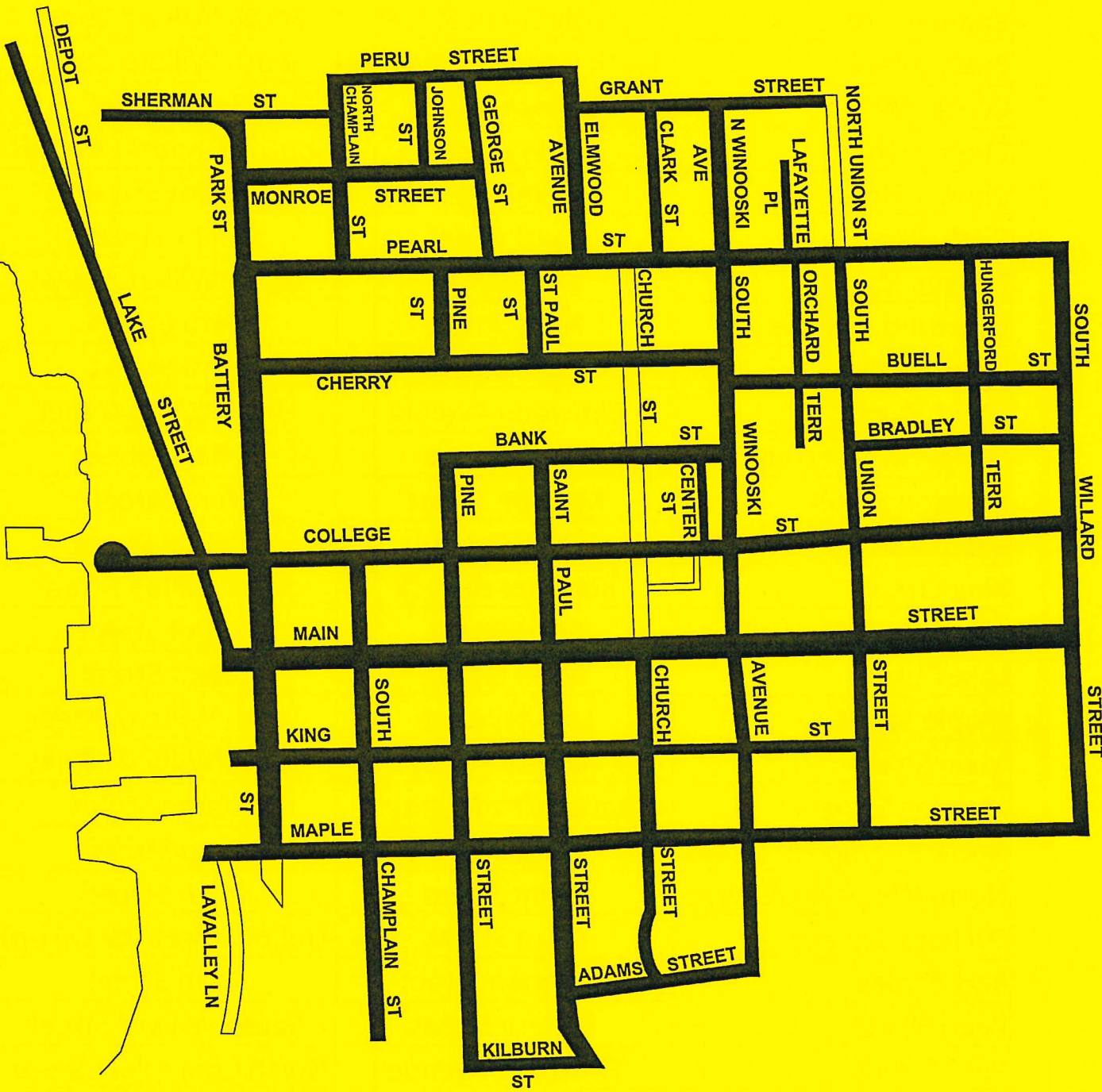
ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEEP (See back for listings)
PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Franklin Square	North and East side	

STREET SWEEPING ZONE F



CLEAN SWEEP is coming to the Downtown area! *Is that your neighborhood?*



From 12AM May 2, 2022 until 6AM May 2, 2022, cars must be off all highlighted streets on this map. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM May 1, 2022 until 9AM May 2, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public Works to go a great job sweeping the streets of your neighborhood!

Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEPT (See back for listings)

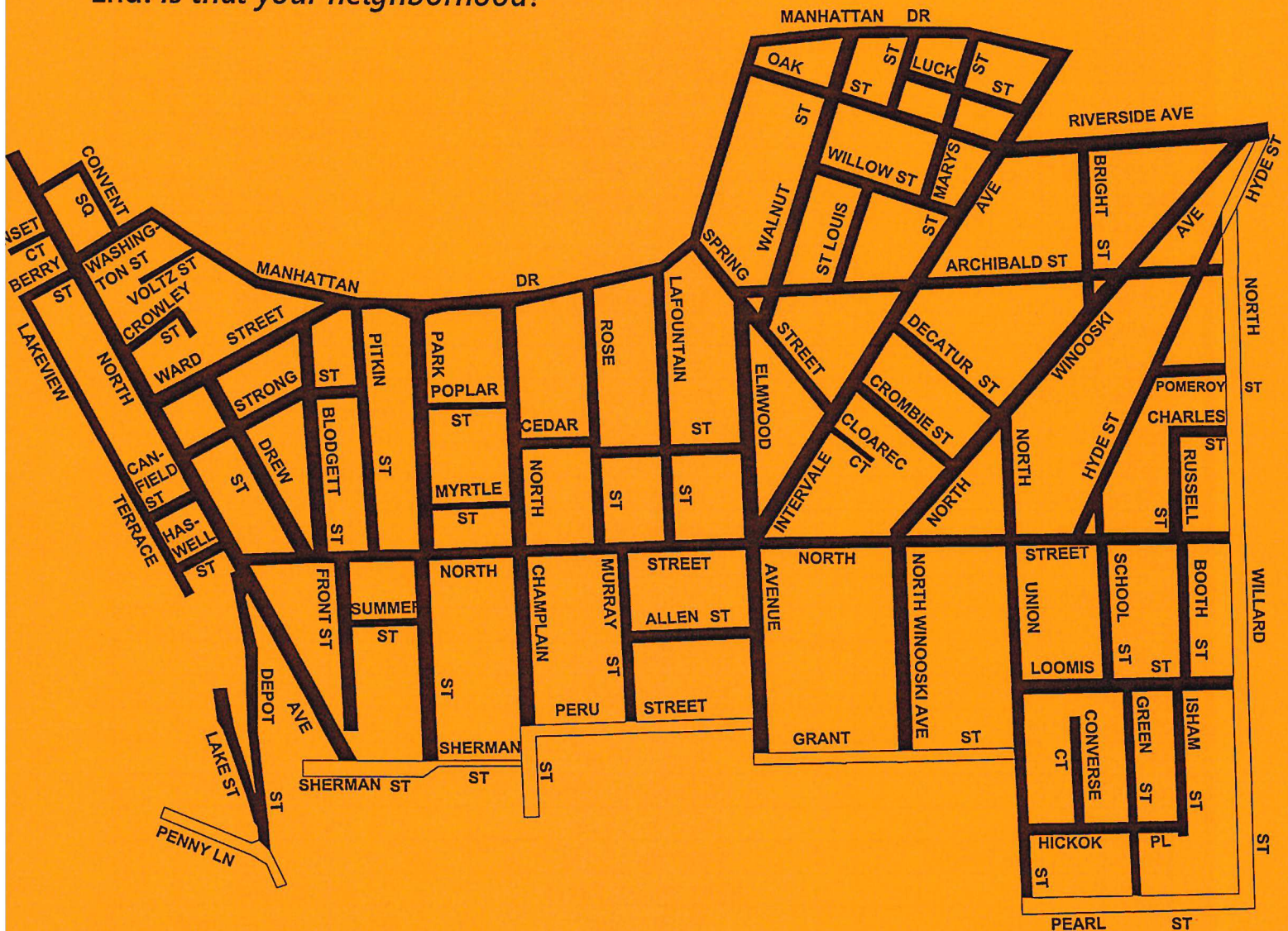
PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Adams Street	St. Paul Street	South Winooski Avenue
Bank Street	Pine Street	South Winooski Avenue
Battery Street	Pearl Street	Maple Street
Bradley Street	South Union Street	South Willard Street
Buell Street	South Winooski Avenue	South Willard Street
Center Street	College Street	Bank Street
Cherry Street	Battery Street	South Winooski Avenue
Church Street	Main Street	Adams Street
Clark Street	Pearl Street	Grant Street
College Street	Lake Street	South Willard Street
Elmwood Avenue	Pearl Street	Peru Street
George Street	Pearl Street	Peru Street
Grant Street	Elmwood Avenue	North Union Street
Hungerford Terrace	Pearl Street	College Street
Johnson Street	Monroe Street	Peru Street
Kilburn Street	Pine Street	St. Paul Street
King Street	King Street Dock	South Union Street
Lafayette Place	Pearl Street	End of Street
Lake Street	Main Street	Depot Street
Maple Street	Lavalley Lane	South Willard Street
Main Street	Battery Street	South Willard Street
Monroe Street	Battery/Park Street	George Street
North Champlain Street	Pearl Street	Peru Street
North Winooski Avenue	Grant Street	Pearl Street
Orchard Terrace	Pearl Street	End of Street (by Co-op)
Park Street	Sherman Street	Pearl Street
Pearl Street	Battery Street	South Willard Street
Peru Street	Elmwood Avenue	North Champlain Street
Pine Street	Pearl Street	Cherry Street
Pine Street	Bank Street	Kilburn Street
Sherman Street	North Champlain Street	End of Street
South Champlain Street	College Street	End of Street
South Union Street	Pearl Street	Maple Street
South Willard Street (BOTH SIDES)	Pearl Street	Maple Street
South Winooski Avenue	Pearl Street	Adams Street
St. Paul Street	Pearl Street	Cherry Street
St. Paul Street	Bank Street	Adams Street



STREET SWEEPING ZONE G

CLEAN SWEEP is coming to the Old North End! *Is that your neighborhood?*



From 10PM May 2, 2022 until 7AM May 3, 2022, cars must be off all highlighted streets on this map. Parking ban lights will be on. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM May 2, 2022 until 9AM May 3, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public Works to go a great job sweeping the streets of your neighborhood!

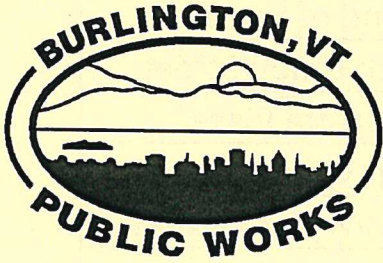
Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEEPED (See back for listings)

PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Allen Street	Elmwood Avenue	Murray Street
Archibald Street	North Willard Street	Spring Street
Berry Street	North Avenue	Lakeview Terrace
Blodgett Street	Ward Street	North Street
Booth Street	North Street	Loomis Street
Bright Street	Riverside Avenue	Archibald Street
Canfield Street	North Avenue	Lakeview Terrace
Cedar Street	Elmwood Avenue	North Champlain Street
Charles Street	North Willard Street	Russell Street
Cloarec Court	Intervale Avenue	End of Street
Convent Square	North Avenue	Washington Street
Converse Court	Hickok Place	End of Street
Crombie Street	North Winooski Avenue	Intervale Avenue
Crowley Street	North Avenue	End of Street
Decatur Street	North Winooski Avenue	Intervale Avenue
Depot Street	Parking Lot	Lake Street
Drew Street	Ward Street	North Street
Elmwood Avenue	Spring Street	Grant Street
Front Street	North Street	End of Street
Green Street	Loomis Street	Pearl Street
Haswell Street	North Avenue	Lakeview Terrace
Hickok Place	North Union Street	Isham Street
Hyde Street	North Street	North Willard Street
Intervale Avenue	North Street	Manhattan Drive
Isham Street	Loomis Street	Hickok Place
Lafountain Street	Manhattan Drive	North Street
Lake Street	Depot Street	Stop Sign
Lakeview Terrace	Berry Street	Burlington College Parking Lot
Loomis Street	North Union Street	North Willard Street
Luck Street	Intervale Avenue	St Louis Street
Manhattan Drive	Washington Street	Intervale Avenue
Murray Street	North Street	Peru Street
Myrtle Street	North Champlain Street	Park Street
North Avenue	Sherman Street	Convent Square
North Champlain Street	Manhattan Drive	Peru Street
North Street	North Willard Street	North Avenue
North Union Street	Pearl Street	North Winooski Avenue
North Winooski Avenue	Riverside Avenue	Grant Street
Oak Street	Manhattan Drive	Intervale Avenue
Park Street	Manhattan Drive	Sherman Street
Pitkin Street	Manhattan Drive	North Street
Pomeroy Street	North Willard Street	Hyde Street
Poplar Street	North Champlain Street	Park Street
Riverside Avenue	Hyde Street	Intervale Avenue
Rose Street	Manhattan Drive	North Street
Russell Street	Charles Street	North Street
School Street	Loomis Street	Hyde Street
Spring Street	Intervale Avenue	Manhattan Drive
St Louis Street	Manhattan Drive	Oak Street
St Louis Street	Willow Street	Archibald Street
St Mary Street	Willow Street	Manhattan Drive
Strong Street	Pitkin Street	North Avenue
Summer Street	Front Street	Park Street
Sunset Court	North Avenue	End of Street
Voltz Street	Manhattan Drive	End of Street
Walnut Street	Manhattan Drive	Spring Street
Ward Street	Manhattan Drive	North Avenue
Washington Street	Manhattan Drive	North Avenue
Willow Street	Walnut Street	Intervale Avenue

STREET SWEEPING ZONE D

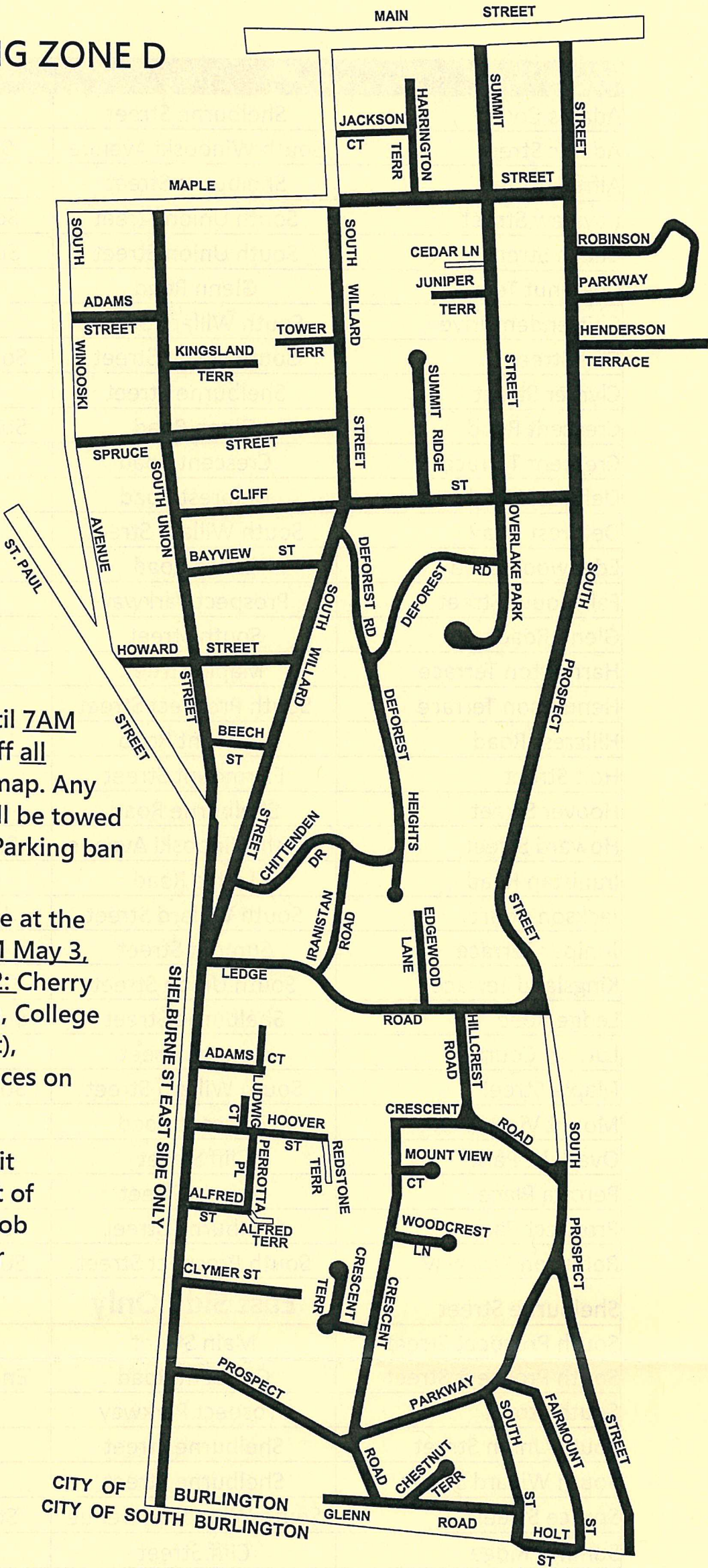


CLEAN SWEEP is coming to the Hill Section! *Is that your neighborhood?*

From 10PM May 3, 2022 until 7AM May 4, 2022 cars must be off all highlighted streets on this map. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM May 3, 2022 until 9AM May 4, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Your cooperation will make it possible for the Department of Public Works to go a great job sweeping the streets of your neighborhood!



Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

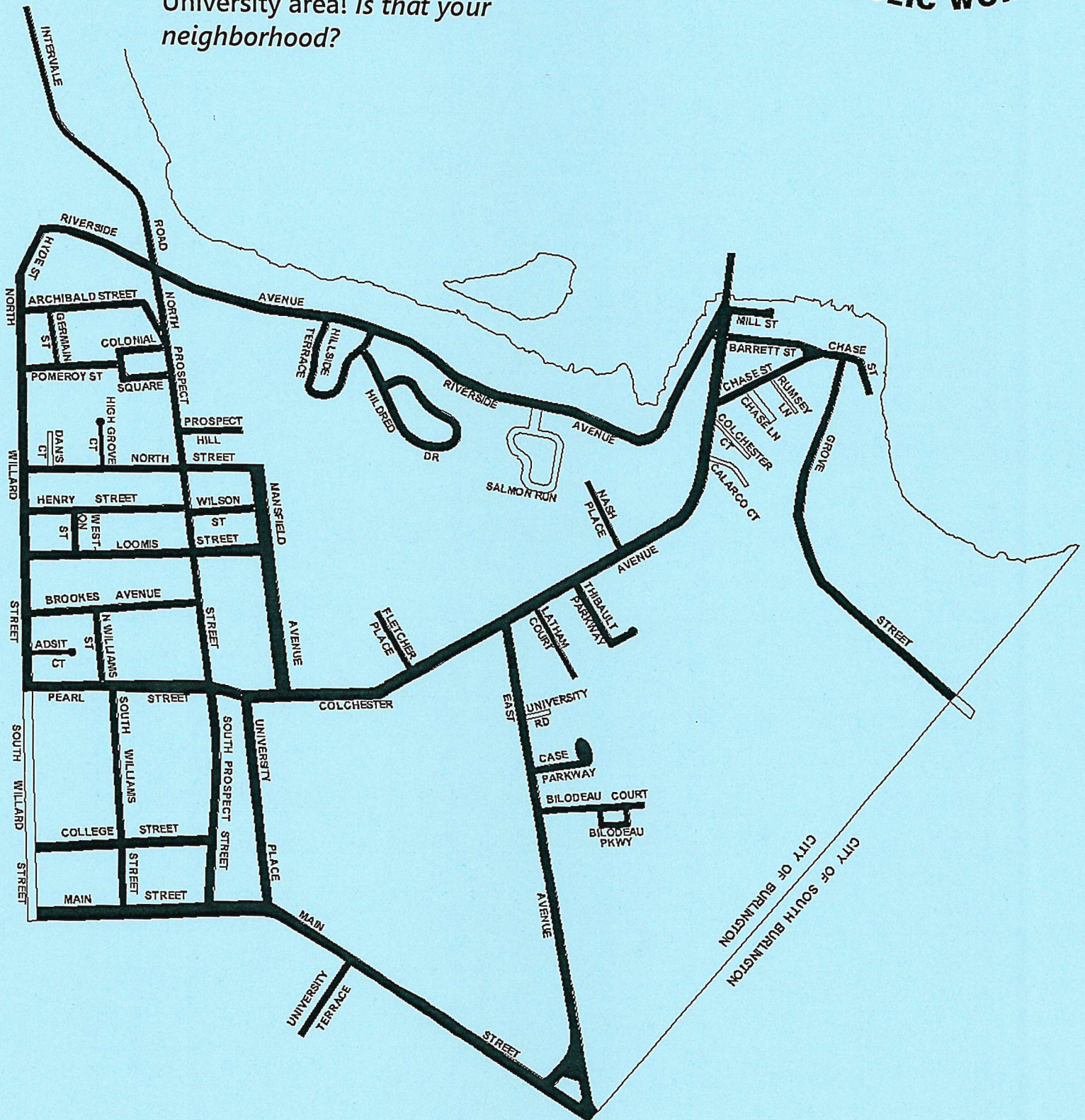
- *ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEEPED* (See back for listings)
- *PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING*

Street	From	To
Adams Court	Shelburne Street	End of Street
Adams Street	South Winooski Avenue	South Union Street
Alfred Street	Shelburne Street	Perotta Place
Bayview Street	South Union Street	South Willard Street
Beech Street	South Union Street	South Willard Street
Chestnut Terrace	Glenn Road	End of Street
Chittenden Drive	South Willard Street	Deforest Heights
Cliff Street	South Union Street	South Prospect Street
Clymer Street	Shelburne Street	End of Street
Crescent Road	Glenn Road	South Prospect Street
Crescent Terrace	Crescent Road	End of Street
Deforest Heights	Deforest Road	End of Street
Deforest Road	South Willard Street	Overlake Park
Edgewood Lane	Ledge Road	End of Street
Fairmount Street	Prospect Parkway	Rice High School
Glenn Road	South Street	End of Street
Harrington Terrace	Maple Street	End of Street
Henderson Terrace	South Prospect Street	End of Street
Hillcrest Road	Crescent Road	Ledge Road
Holt Street	Fairmount Street	South Street
Hoover Street	Shelburne Road	Redstone Terrace
Howard Street	South Winooski Avenue	South Willard Street
Iranistan Road	Ledge Road	Chittenden Drive
Jackson Court	South Willard Street	Harrington Terrace
Juniper Terrace	Summit Street	End of Street
Kingsland Terrace	South Union Street	End of Street
Ledge Road	Shelburne Street	South Prospect Street
Ludwig Court	Hoover Street	End of Street
Maple Street	South Willard Street	South Prospect Street
Mount View Court	Crescent Road	End of Street
Overlake Park	Cliff Street	End of Street
Perotta Place	Hoover Street	Alfred Street
Prospect Parkway	Shelburne Street	South Prospect Street
Robinson Parkway	South Prospect Street	South Prospect Street
Shelburne Street	East Side Only	
South Prospect Street	Main Street	Ledge Road
South Prospect Street	Crescent Road	End of Street (by Rice)
South Street	Prospect Parkway	Holt Street
South Union Street	Shelburne Street	Maple Street
South Willard Street	Shelburne Street	Maple Street
Spruce Street	South Winooski Avenue	South Willard Street
Summit Ridge	Cliff Street	End of Street
Summit Street	Main Street	Overlake Park
Tower Terrace	South Willard Street	End of Street
Woodcrest Lane	Crescent Road	End of Street

STREET SWEEPING ZONE E



CLEAN SWEEP is coming to the University area! *Is that your neighborhood?*



From 10PM May 4, 2022 until 7AM May 5, 2022, cars must be off all highlighted streets on this map. Any cars not off these streets will be towed at owner's expense (\$125). Parking ban lights will be on.

Free parking will be available at the following city lots from 7PM May 4, 2022 until 9AM May 5, 2022: Cherry Street Garage (45 Cherry St), College Street Garage (60 College St), Marketplace Garage (Entrances on Cherry & Bank St).

Any questions? Please call 658-7669 or 863-9094 x3, or visit our website at www.burlingtonvt.gov/dpw.

ONLY STREETS THAT ARE HIGHLIGHTED WILL BE SWEPT (See back for listings)

PLEASE MOVE ALL BASKETBALL HOOPS OFF THE SIDE OF THE ROAD FOR SWEEPING

Street	From	To
Adsit Court	North Willard Street	End of Street
Archibald Street	North Willard Street	North Prospect Street
Barrett Street	Colchester Avenue	Chase Street
Bilodeau Court	East Avenue	End of Street
Bilodeau Parkway	Bilodeau Court	Bilodeau Court
Brookes Avenue	North Willard Street	North Prospect Street
Case Parkway	East Avenue	End of Street
Chase Street	Colchester Avenue	End of Street
Colchester Avenue	North/South Prospect Street	Winooski Bridge
College Street	South Willard Street	South Prospect Street
Colonial Square	North Prospect Street	North Prospect Street
East Avenue	Main Street	Colchester Avenue
Fletcher Place	Colchester Avenue	End of Street
Germain Street	Pomeroy Street	Archibald Street
Grove Street	Chase Street	City Line
Henry Street	North Willard Street	North Prospect Street
Highgrove Court	North Street	End of Street
Hildred Drive	Hillside Terrace	Hillside Terrace
Hillside Terrace	Riverside Avenue	Riverside Avenue
Hyde Street	North Willard Street	Riverside Avenue
Intervale Road	Riverside Avenue	End of Pavement
Latham Court	Colchester Avenue	End of Street
Loomis Street	North Willard Street	Mansfield Avenue
Main Street	South Willard Street	Jug Handle
Mansfield Avenue	Colchester Avenue	North Street
Mill Street	Colchester Avenue	Pump Station
Nash Place	Colchester Avenue	End of Street
North Prospect Street	Pearl Street	Riverside Avenue
North Street	North Willard Street	Mansfield Avenue
North Willard Street	Pearl Street	Hyde Street
North Williams Street	Pearl Street	Brookes Avenue
Pearl Street	South Willard Street	South Prospect Street
Pomeroy Street	North Willard Street	Colonial Square
Prospect Hill	North Prospect Street	End of Street
Riverside Avenue	Hyde Street	Winooski Bridge
South Prospect Street	Main Street	Pearl Street
South Williams Street	Main Street	Pearl Street
Thibault Parkway	Colchester Avenue	End of Street
University Place	Main Street	Colchester Avenue
University Terrace	Main Street	End of Street
Weston Street	Loomis Street	Henry Street
Wilson Street	North Prospect Street	Mansfield Avenue

Street	From	To
Alder Lane	Birchcliff Parkway	Cherry Lane
Arthur Court	Queen City Park Road	End of Street
Austin Drive	Industrial Parkway	South Cove Drive
Batchelder Street	Morse Place	Home Avenue
Birchcliff Parkway	Shelburne Street	Pine Street
Bitersweet Lane	Birchcliff Parkway	Cherry Lane
Briggs Street	Flynn Avenue	Morse Place
Caroline Street	Howard Street	Locust Street
Catherine Street	St. Paul Street	Locust Terrace
Central Avenue	Lakeside Avenue	End of Street
Charlotte Street	Catherine Street	Locust Street
Cherry Lane	Birchcliff Parkway	Linden Terrace
Conger Avenue	Lakeside Avenue	Harrison Avenue
Dunder Road	Austin Drive	End of Street
Eastman Way	South Cove Road	End of Street
Elm Terrace	South Winooski Avenue	End of Street
Ferguson Avenue	Shelburne Street	Briggs Street
Flynn Avenue	Shelburne Street	Oakledge Park Gate
Foster Street	Flynn Avenue	Home Avenue
Golden Plave	Howard Street	End of Street
Gove Court	Shelburne Street	End of Street
Harrison Avenue	Proctor Avenue	End of Street
Hayward Street	Marble Avenue	Catherine Street
Home Avenue	Shelburne Street	Industrial Parkway
Howard Street	St. Paul Street	Pine Street
Industrial Parkway	Home Avenue	Queen City Park Road
Lakeside Avenue	Pine Street	Central Avenue
Ledgemere Street	Margaret Street	End of Street
Linden Terrace	Birchcliff Parkway	Cherry Lane
Locust Street	Shelburne Road	Pine Street
Locust Terrace	Catherine Street	Locust Street
Lyman Avenue	Shelburne Street	Briggs Street
Marble Avenue	St. Paul Street	Pine Street
Margaret Street	Ledgemere Street	Caroline Street
Marian Street	Shelburne Street	Ledgemere Street
Morse Place	Richardson Street	Briggs Street
Oak Beach Drive (Not Including Loop)	Flynn Avenue	Austin Drive
Pine Place	Pine Street	End of Pavement
Pine Street	Kilburn Street	Queen City Park Road
Queen City Park Road	Shelburne Road	Industrial Parkway
Richardson Street	Flynn Avenue	Home Avenue
Scarff Avenue	Shelburne Street	Richardson Street
Sears Lane	Pine Street	End of Street
Shelburne Street (West Side Only)	St. Paul Street	Queen City Park Road
South Cove Road	Austin Drive	Austin Drive
South Crest Drive	Home Avenue	Pine Street
Southwind Drive	Oak Beach Drive	Oak Beach Drive
South Winooski Avenue	Adams Street	St. Paul Street
Spruce Court	Spruce Street	End of Street
Spruce Street	St. Paul Street	South Winooski Avenue
St. Paul Street	Kilburn Street	Shelburne Street
Wells Street	Flynn Avenue	Home Avenue
Wright Avenue	Conger Avenue	End of Street

Please Help...

Hi Chapin,

Hope you and family are well. As the Director for the Burlington Public Works I wanted to share with you the efforts by 2 neighborhood boys, both 12 years old, about the proposed removal of the stop signs at the top of Loomis St, at the intersection with Mansfield Ave. These 2 young boys went around the neighborhood collecting signatures from residence to petition that the stop signs remain in place.

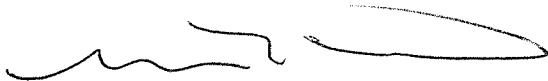
There is great neighborhood support in favor of keeping the STOP signs. **They WORK.** They slow down cars on Mansfield and keep the plethora of children safe. There are 16-20 kids at the top blocks of Loomis and Mansfield, there are also another 12-15 kids on the top of North St. These kids use the grounds at Mater Christi school for sledding, basketball, playground activities, scootering and biking. The stop signs are in our neighborhood's opinion, essential to keep our children safe. I and others see no reason to remove them, and can't understand why the city would even consider doing so, especially with a school at the top of Loomis St.

Chapin, as a parent I'm sure you can understand the motivation on our part, mine and those signing the petition. Please help us in any way you can to stop this removal of the stop signs. They hurt NO ONE being there but the opposite may be true if removed.

Thank you for your time and consideration.

Sincerely,

Michelle Everleth



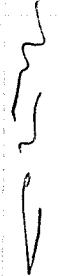
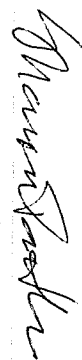
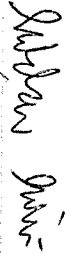
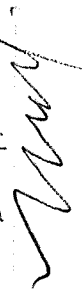
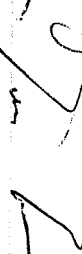
mmeverleth@yahoo.com
802-355-2418

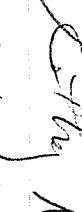
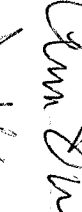
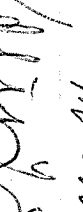
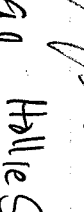
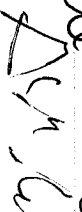
Petition summary and background

The Department of Public Works is considering the removal of stop signs at the top of Loomis St and Mansfield Ave, we wish to keep them in place to make the street safe for the 20+ children in the neighborhood.

Action petitioned for

We, the undersigned, are concerned citizens who urge our leaders to act now to keep our stop signs on the top of Loomis St and Mansfield Ave.

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Michelle Evereth		Loomis	Yes - 1 - This is important	4/13/22
Zoe Hecht		Loomis	No	4/13/22
Sharon Panitch		Loomis	Yes - 3	4/13/22
Brendan Smith		Loomis	Yes - 2	4/13/22
Kim Halsey		Loomis		4/13
Greg Chubb		"		4/13
Raquel Aronhime		Mansfield	2	4/13/22
Nikola Goricikola		Loomis	yes - 2	4/13/22
		Loomis	yes - 2	4/13/22
Elizabeth Freeman		Loomis	no	4/13/22
John Freeman		Loomis	3	4/13/22

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Rebecca Langdon		Loomis St.	1	4/13/22
James Lauer		Loomis St	1	4/13/22
Lia Ernst		Wilson St	0	4/13/22
Zach Williamson		Wilson St	2	4/13/22
Kim Brockway		St. Michaels Academy Wilson St	2	4/13/22
Kathy Nelson		Lehigh Wilson St	0	4/13/22
Edip Nelson		Wilson St	0	4/13/22
Scott Spryga		Wilson St	0	4/13/22
Dorey Veltman		Northfield Ave	0	4/13/22
Ann Vivian		Mansfield Ave	0	4/13/22
Irene Cervantes		Mansfield Ave	3	4/13/22
Rob Chandler		Mansfield Ave	3	4/13/22
Katherine (Shelley)		Mansfield Ave	1	4/13/22
Joe Shepard		Mansfield Ave	1	4/13/22
Halle Sharon McKee		Mansfield Ave	0, 1 dog we are old!	4/13/22
Glen McKee		Mansfield Ave	0	4/13/22

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Leslie Schreiber	Y Schreiber	Shelburne	2 children attend Mabel Christi School	4/15/22
Gerrit Giff	Gerrit W	Locust	2	4/15/22
Michael Abler	Michael M	North St	No	4/16/22
Katherine Vernon	Katherine	1021 N St	No	4/16/22
Alex Ruck	AR	North St	No	4/16/22
Gerrit Ruck	Gerrit R	North St	4	4/16/22
Gastrow Ruck	Gerrit	" "	"	"
WISBY HOWARD	WISBY	NORTH ST	No	4/16/22
Kathleen Owell	Kathleen Owell	N. Prospect	No	4/16/22
Amy Demarest	A	Wilson St.	No	4/16/22
Bob Carr	Bob Carr	Wilson St	No	4/16/22

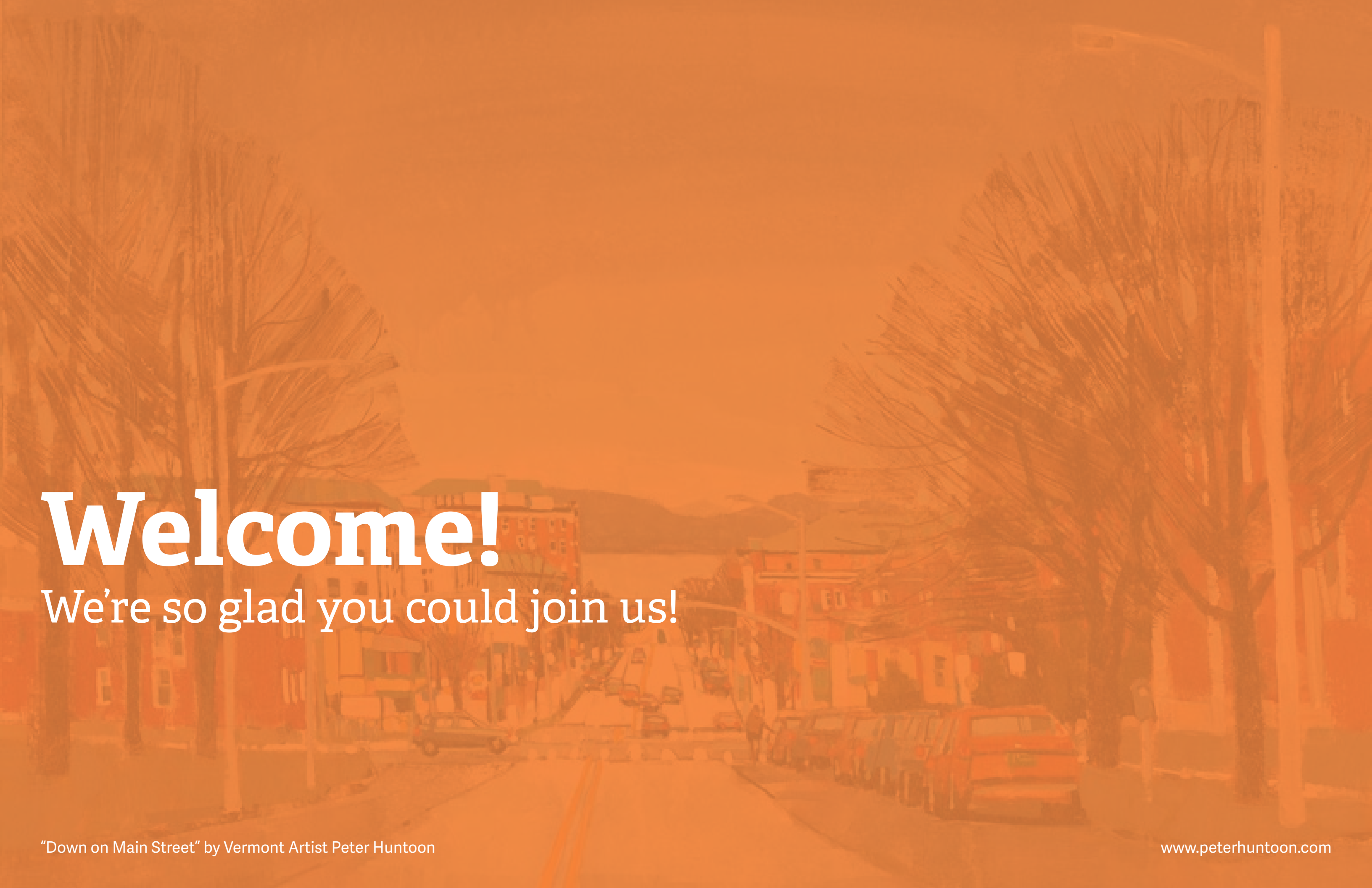
Main Street Project

www.greatstreetsbtv.com



Agency
Landscape + Planning





Welcome!

We're so glad you could join us!

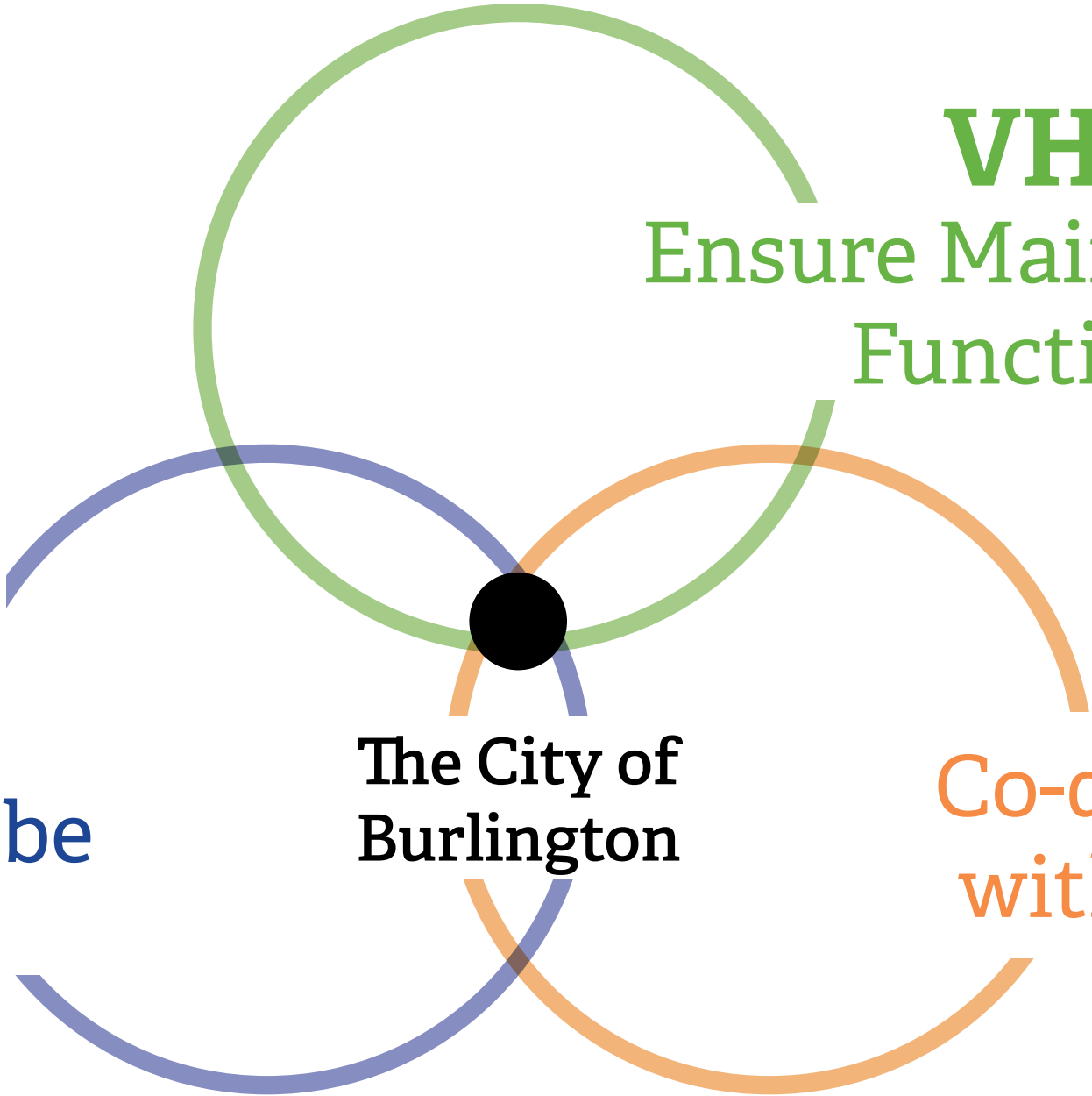
Hello, there!

The Main Street Redesign Team



**Agency Landscape
+ Planning**

Design Main Street to be
Unique & Beautiful



VHB

Ensure Main Street is
Functional

Grayscale

Co-design Main Street
with the Community

The City of
Burlington



CHURCH STREET
MARKET PLACE

BCA

Meeting Agenda



Evan Detrick
VHB



Project Overview
Our process to date

Susannah Ross
Agency LP



Engagement
Who we're talking to

Main Street Deep Dive
Our Main Street design toolkit

Steve Woods, Jr.
Agency LP



Design Concepts
Two design options for Main Street

Stephen Gray
Grayscale



Breakout Chats & Report Backs!
Next Steps

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

Great Streets BTV

Up next... Main Street!



COMPLETED



City Hall Park



COMPLETED



St. Paul Street



UP NEXT



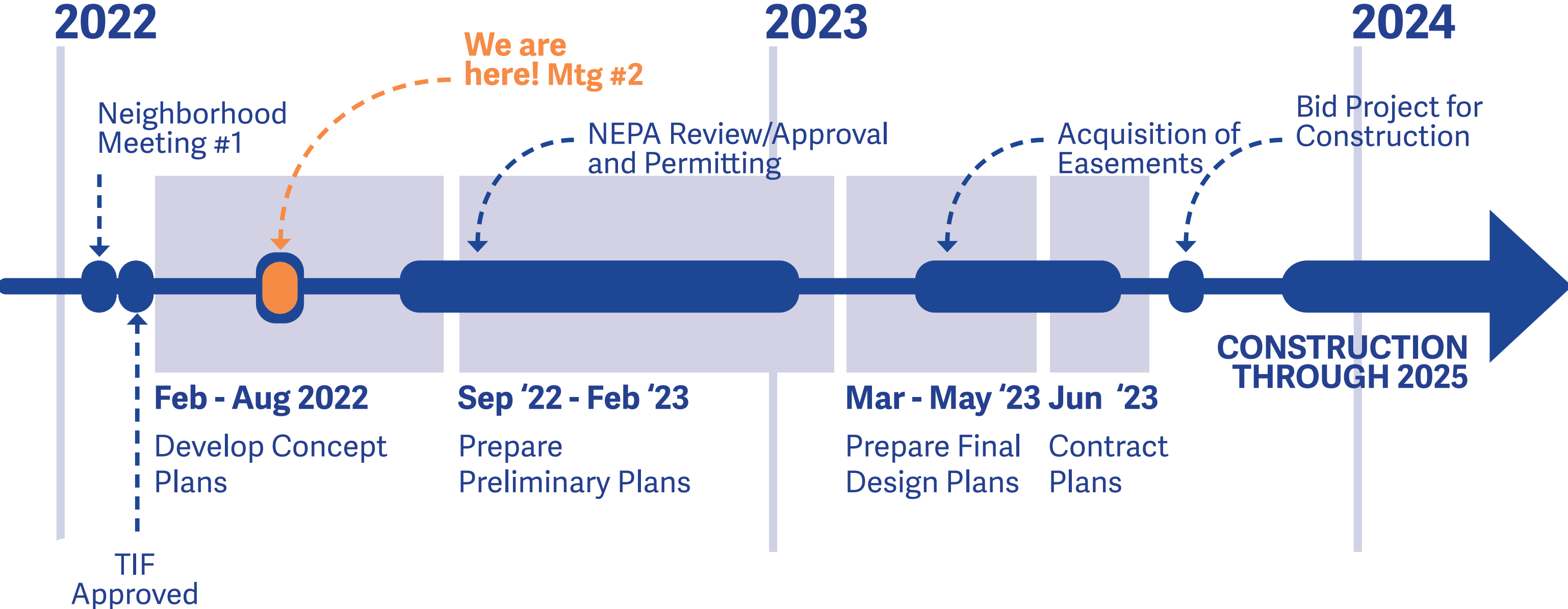
Main Street

Main Street Revitalization

Project Limits: Battery Street to South Union Street



Project Schedule





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...

Feedback from the first neighborhood meeting



To take a closer look visit:
[*www.greatstreetsbtv.com*](http://www.greatstreetsbtv.com)



Thank you for attending the kick-off for
Main Street's Revitalization

"the most important
entrance into
Burlington"

"It used to be
interesting, it's
become dangerous"

"uninspired, we need
some Wow!"

"A Gateway to the
downtown, and a bit
of a mess"

Today Main Street is _____.

You told us your **number one functional priority***
for the future of Main Street is...



41%

Pedestrian Access
and Safety



18%

Cyclist Access
and Safety



16%

Vehicle Access
and Traffic Flow



11%

Stormwater
Management



14%

Other

Tomorrow I want Main Street to become _____.

"a place for people
to come to relax and
de-stress"

"something that
draws people
towards the lake"

"an inviting entrance
to downtown, for
visitors and locals"

"safe in all
aspects and easily
accessible"

There will be many more opportunities
to get involved! To stay up-to-date, visit:

<http://greatstreetsbtv.com/>



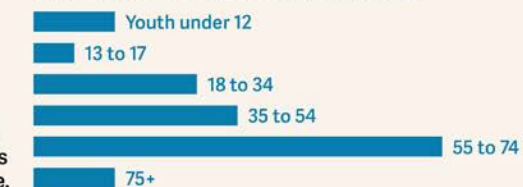
74 Total meeting
attendees*

*Combined total from neighborhood and
business meetings on Feb. 1st and 2nd 2022.

100%

All neighborhood
meeting attendees
identified as white.

Age ranges represented in households of
attendees of the neighborhood meeting:



We need your help in recruiting more diverse
perspectives to future engagement events!

What we've heard so far...

Summary sheets from focus groups



Main Street Revitalization Plan BIPOC/Immigrant/Refugee Focus Group

March 8th, 17th, 2022

Why Main Street is Important

It is a gateway and resource center for immigrant and refugee communities.

Main Street is the center of the city, so it needs to represent the identity and history of all of Burlington residents.

Main Street is home to crucial resource centers for newcomers such as Burlington Housing Authority, City Hall and Champlain Housing Trust.

When people visit Burlington, the lake and Main Street are the first places we bring them to see.

Places and activities

Spaces to gather and meet, places to rest and connect.

Church street feels like it's in a real city because it's full of people, activity, and has affordable options to shop.

More seating would help older people when they get tired from walking up and down the hill of Main Street. There should also be public restrooms.

People love going to Battery Park to play volleyball, barbecue, picnic. Main Street should have more spaces for casual use and activity.

Accessibility and Inclusion

More affordable options for eating and shopping, and opportunities for small vendors to operate .

The fountain at City Hall Park is a favorite place to hang out in the summer, but it could be even better with affordable food options like hot dog stands and ice cream.

Main Street needs more affordable food and shopping. It also needs new opportunities for small vendors of color to engage in local commerce.

Homeless people should be cared for. Consider seating and shade for them in the design of Main Street so that everyone feels safe and comfortable.

Cultural Representation

Opportunities to meet diverse communities that make Burlington great, and affirmation that all cultures are valued.

Spaces along Main Street and in City Hall Park for artists market and small vendors to share their culture through street food and other wares.

Translate all street signage into primary languages spoken in Burlington including a digital information board.

Large banners along Main Street to celebrate major holidays of Burlington immigrant communities and printed in every language.



Main Street Revitalization Plan Mobility Support Focus Group

March 24th, 2022

Why Main Street is Important

It is a major access point at a prime location, and it is full of potential.

Main Street is the major access and egress point for both automobiles and people who live and work in Burlington.

Main Street is a jewel in its geographic location by the lake, with diverse outdoor activities and easy connection to rest of the city centers.

Main Street has a chance to be a catalyst for a larger city-wide plan, motivate people to imagine better, safer and more accessible Burlington.

Places and Activities

It could be a lively and welcoming place filled with interactive arts and programs for people of all ages and abilities to enjoy.

Main Street needs better branding and place making strategies such as a welcome banner as the Gateway or signage that highlights the history and culture of the community.

Movable and adaptable street furniture, interactive street arts for kids and families, and food trucks and street vendors to activate and liven the street.

People love welcoming environments with street art, sculpture, and murals that are not museum pieces but that are integrated into the design of streets.

Accessibility and Inclusion

Safe, well maintained, and accessible streets and sidewalks for people of all physical abilities.

Design good sidewalks up and down the Main street with generous drop-off zones that considers people with mobility constraints.

Integration between different stakeholder and street functions is the key such as bikers, parking, retail spaces, and public transportation.

Integrate level plateaus along sloped sidewalks for benches and resting stops to be accessible to people of all physical abilities.

Transportation Diversity

Flexible and sustainable infrastructure that considers different stakeholders and users.

Main Street could adopt small scale on-demand bus services to increase restaurant and retail accessibility in and around Main Street.

Protected bike lanes could improve safety for both pedestrians and cyclists as well as allow for the safe movement of vehicles.

We need to be flexible and thoughtful about what we build today so it is adaptable for the future. For example, considering future space needs for autonomous vehicles.

Main Street Revitalization Plan Youth Focus Group Meeting

February 9th, 2022

Their thoughts on Main Street!

Today, majority of participants use Main Street as a corridor to pass by or drive through to get to the waterfront.

I just drive on Main Street, sometimes to get food

I pass by Main Street a lot

I usually just drive through it or go to the stores

There's not much there

Places and activities they enjoy!

Many of the participants liked Church Street, waterfront, and park spaces where they can shop, get food, and do sports.

They like to hang out where it feels friendly, welcoming and safe, with fun interactive features and options to do outdoor activities.

I love how alive Church Street feels

I like North Avenue because of the bike lanes and how wide it is

I like seeing the lake and enjoying eating maple with raspberries ice cream

Church Street, I feel safe and it's like a community

Hopes for the future Main Street!

Majority of participants hoped for better pedestrian infrastructure such as trees, benches, and good bike lanes.

Many expressed animated and vibrant space with diverse activities with interactive sculptures, exercise stands, and pop up shops.

Cool sculptures that are interactive and inviting to kids

More curb cuts and green patches between the road and sidewalk

More trees and green areas with benches to sit and hang out

Pop up shops, food stands, arts, and farmers market

Who Attended the Meeting?

16 High school students

13 White
2 Black/African American
1 Hispanic/Latin X

94% Live in Burlington and visit Main Street

* [Click this link](#) to access the full responses from the focus group participants.

Main Street Revitalization Plan Business Focus Group Meeting

February 9th, 2022

Excitement and concerns on Main Street Plan!

Participants were excited for the opportunity to rethink on how Main St serves the people who live, work and visit as a welcoming gateway.

They expressed concerns on plans impact on loss of business, parking changes, continued priority of vehicles over pedestrian culture, lack of engagement, and disconnection to the adjacent community.

Infrastructure improvements and their positive impact on the Lake

Excited about more walking and sitting alongside green space and rain garden

Biggest concern for this project is that the revitalization will end at Battery St

Not providing true logistic or support for partners looking to bring people together

Parking needs!

Most of the participants agreed that having less parking on Main Street would be good for the pedestrian environment but having more parking in a place that allows easy access to the street is crucial for the business especially during off-season months.

More parking in a place that still allows people to access the street easily would be the best scenario

Real plans and solutions designed and communicated before, during and after construction

As much as we want Burlington to rely on cars less it is a reality and necessity of our winter lives here

We are a destination business with limited parking of our own

Hopes for the future Main Street!

Majority of participants hoped for accessible and improved pedestrian infrastructure such as trees, lighting, parklets, drop-off zones, flexible spaces for outside events, and wider sidewalks for people of all physical abilities.

Lots of benches, green spaces, lighting

Large section of street facing City Hall Park, our intent is to take more of our events outside

More trees, more lighting, parklets, maybe a street wide event

Easily walkable sidewalks, places to sit, better aesthetics and connection

Best way of communication!

Participants indicated regular updates and check-ins through email work best for them.

* [Click this link](#) to access the full responses from the focus group participants.

Take a closer look, visit: www.greatstreetsbtv.com

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**

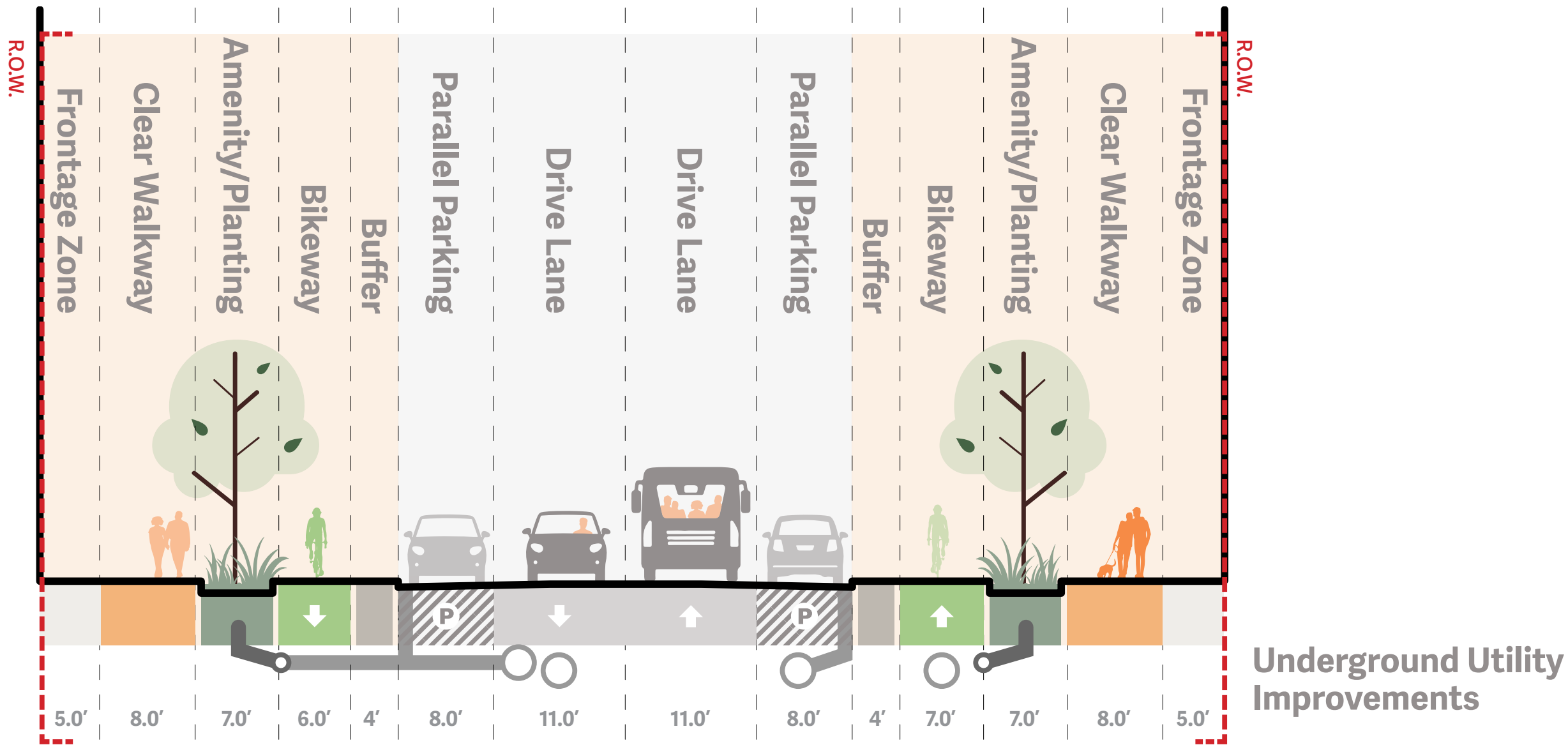


**LET'S TAKE A CLOSER LOOK AT
MAIN STREET...**

Typical Main Street Cross Section

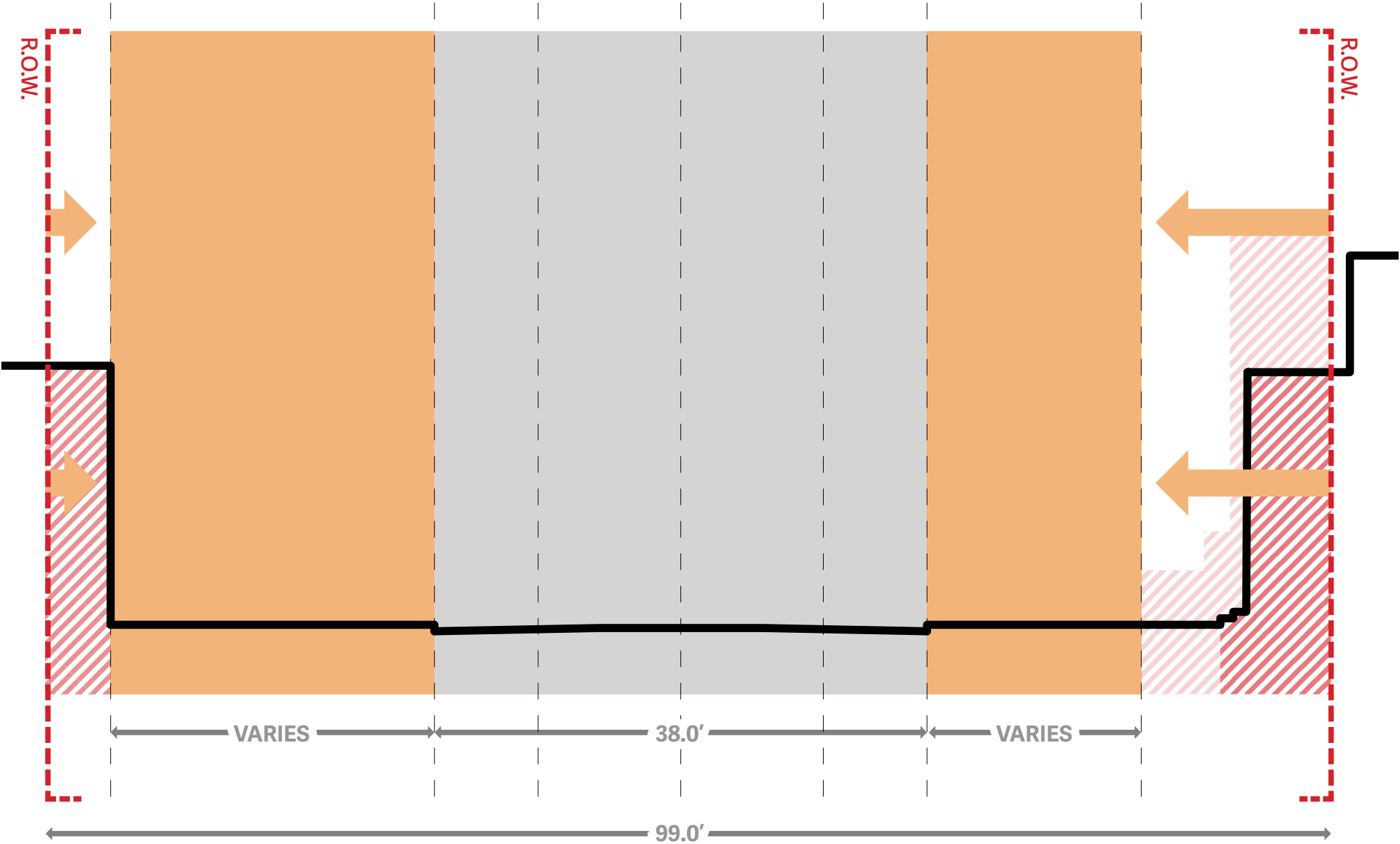


The cross section will vary, especially where there are R.O.W. encumbrances



Right-of-Way Limitations

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 –

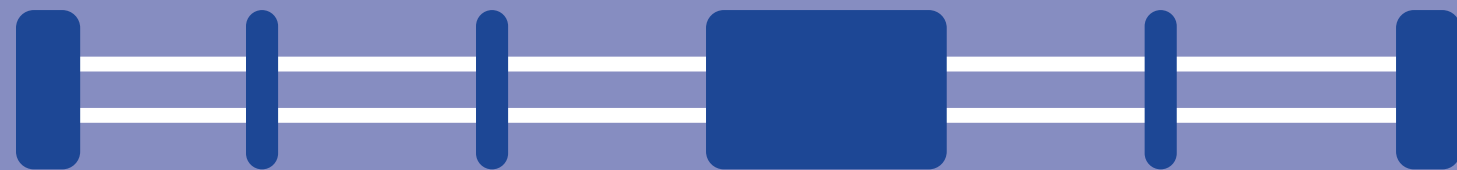
- Reinvest parking fees into non-motorized travel modes
- Incentivize loading to occur in off-peak hours
- Employee parking programs

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



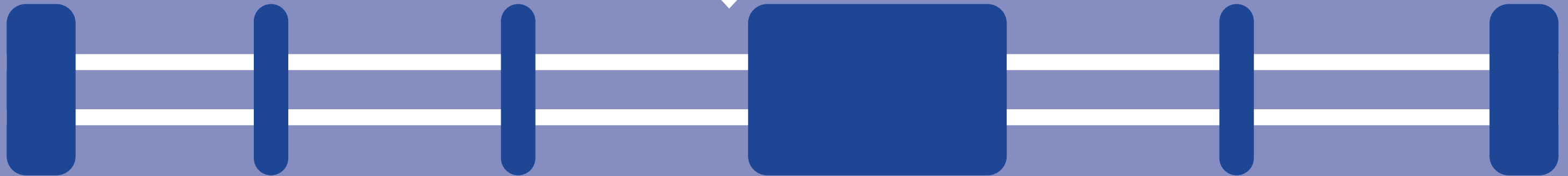
Design Approach Option Two:

Lake, City, Mountain

Design Approach Option One:

Artful Gateways

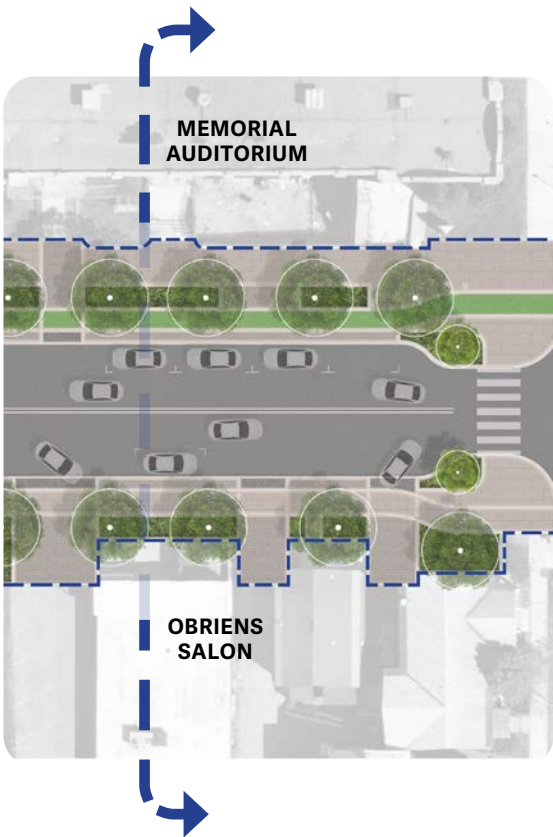
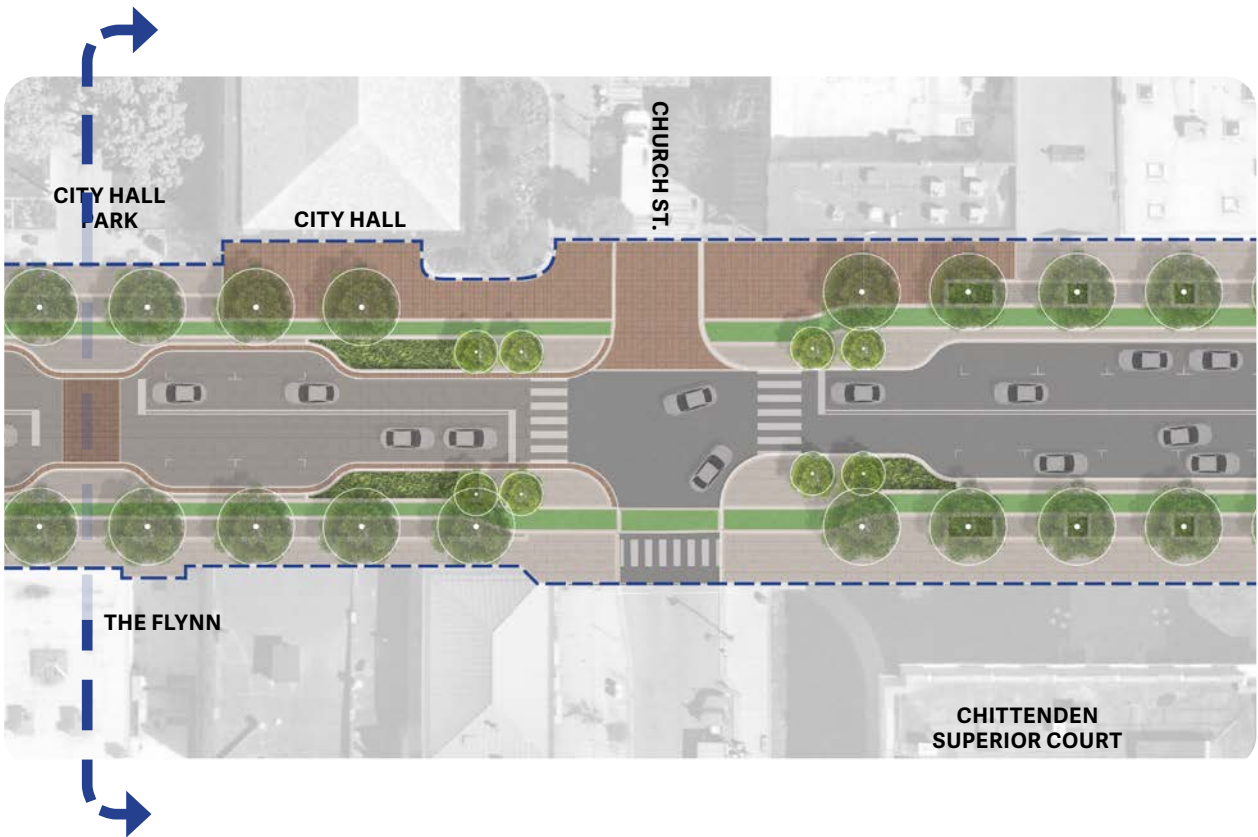
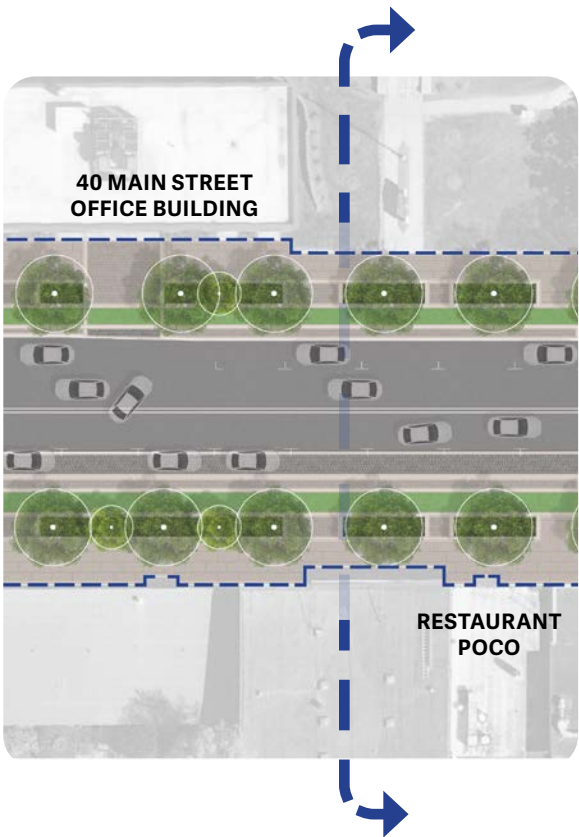
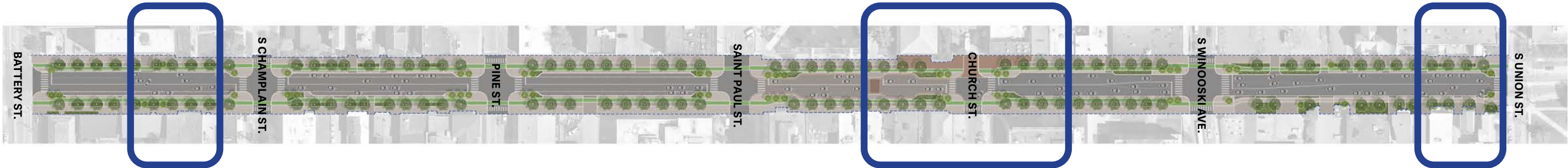
A **Dignified** and **Continuous**
Streetscape for all Six Blocks



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

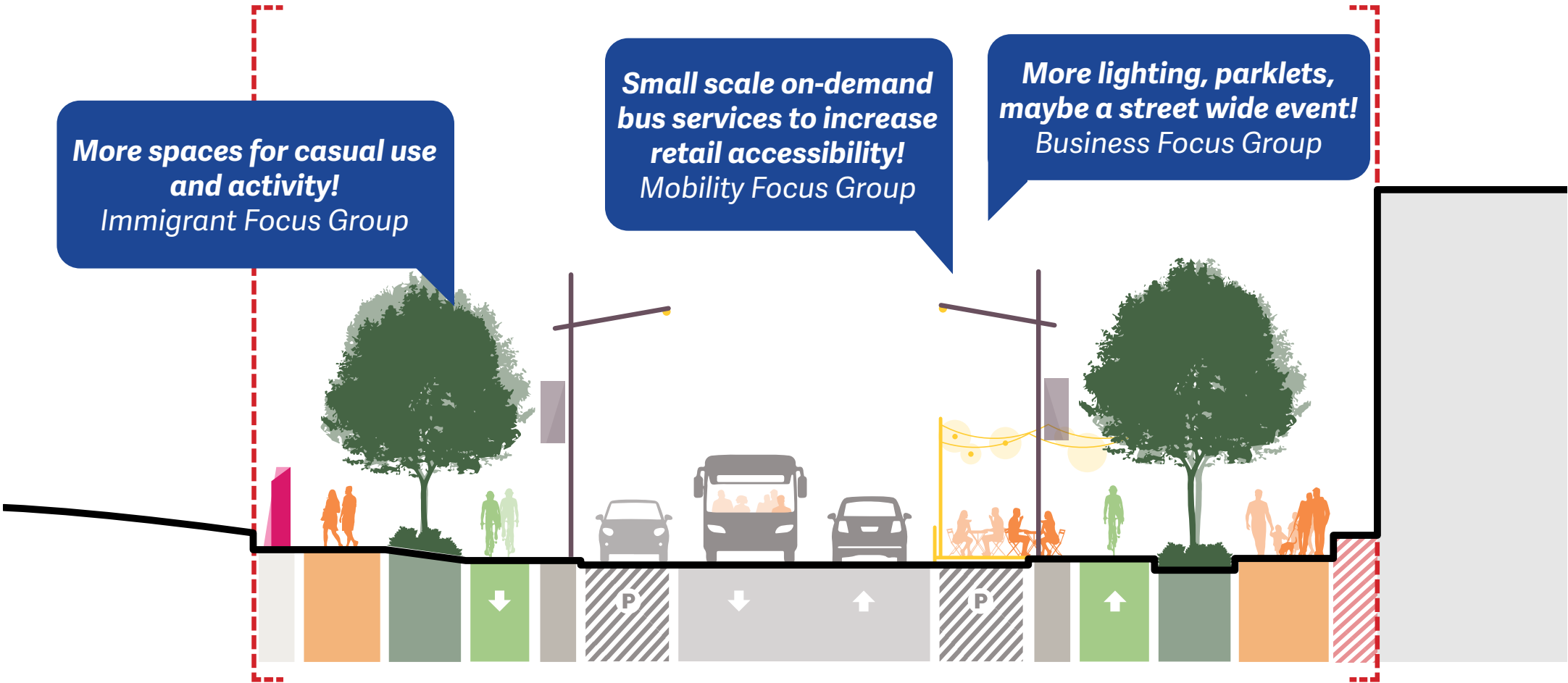
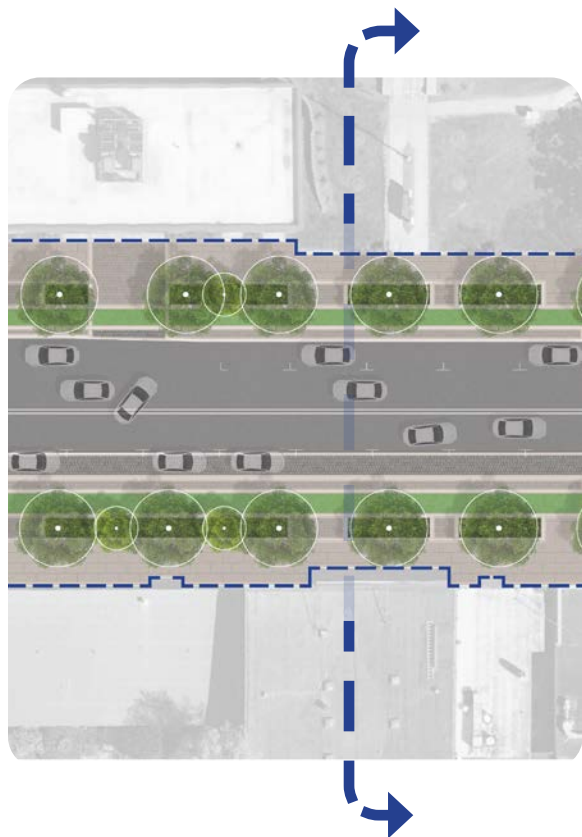
Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads



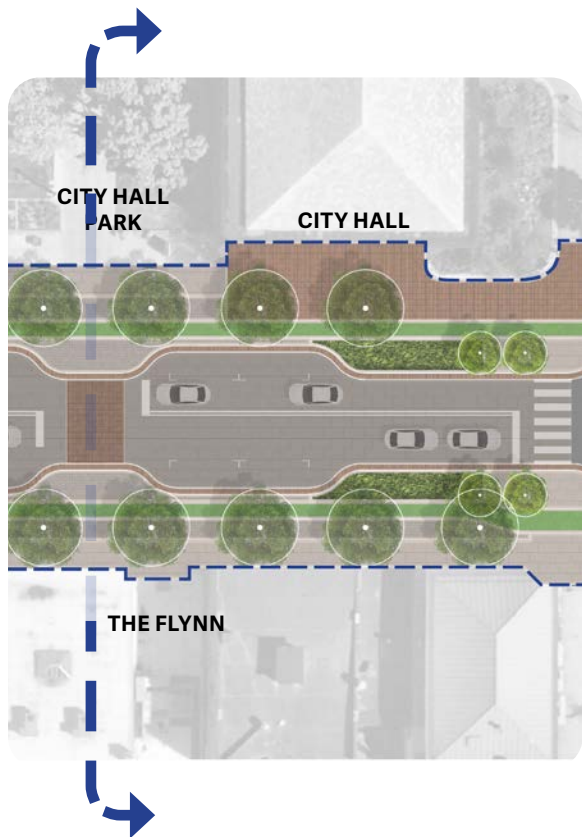
Artful Gateways: West

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: Central

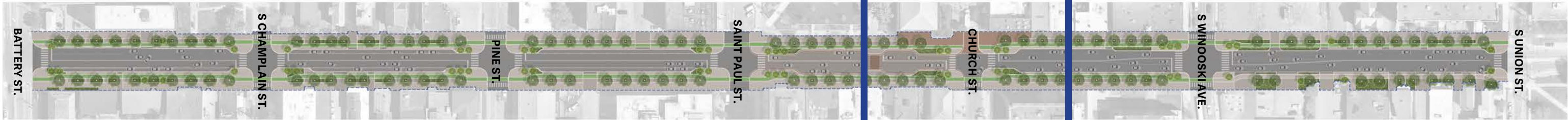
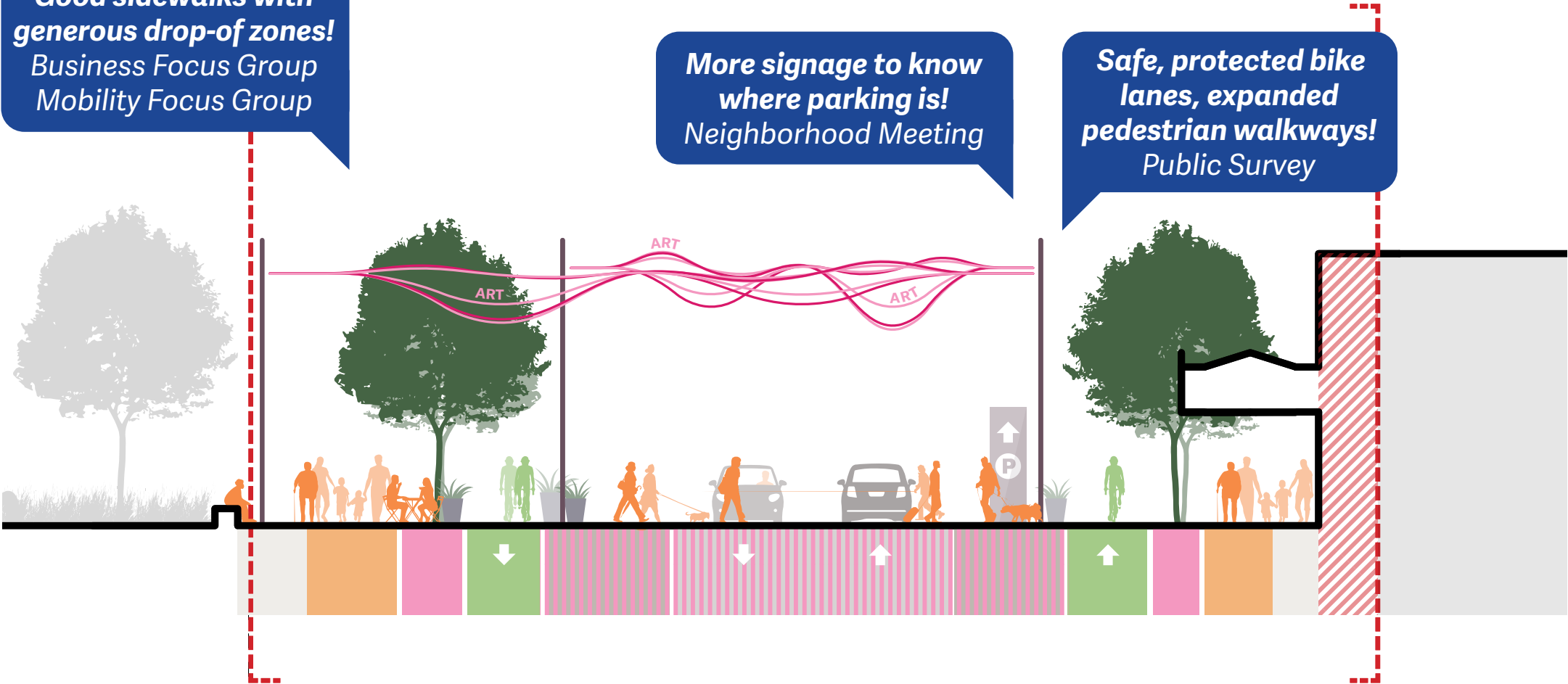
A dignified and continuous streetscape with special emphasis at crossroads



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

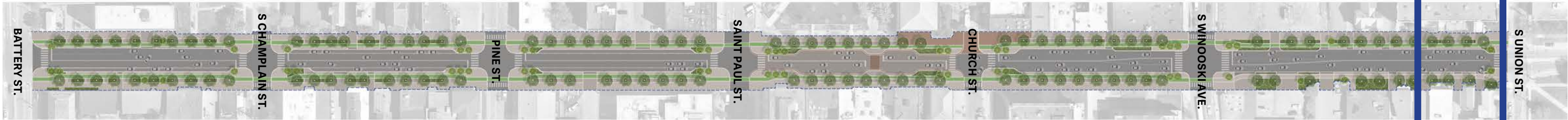
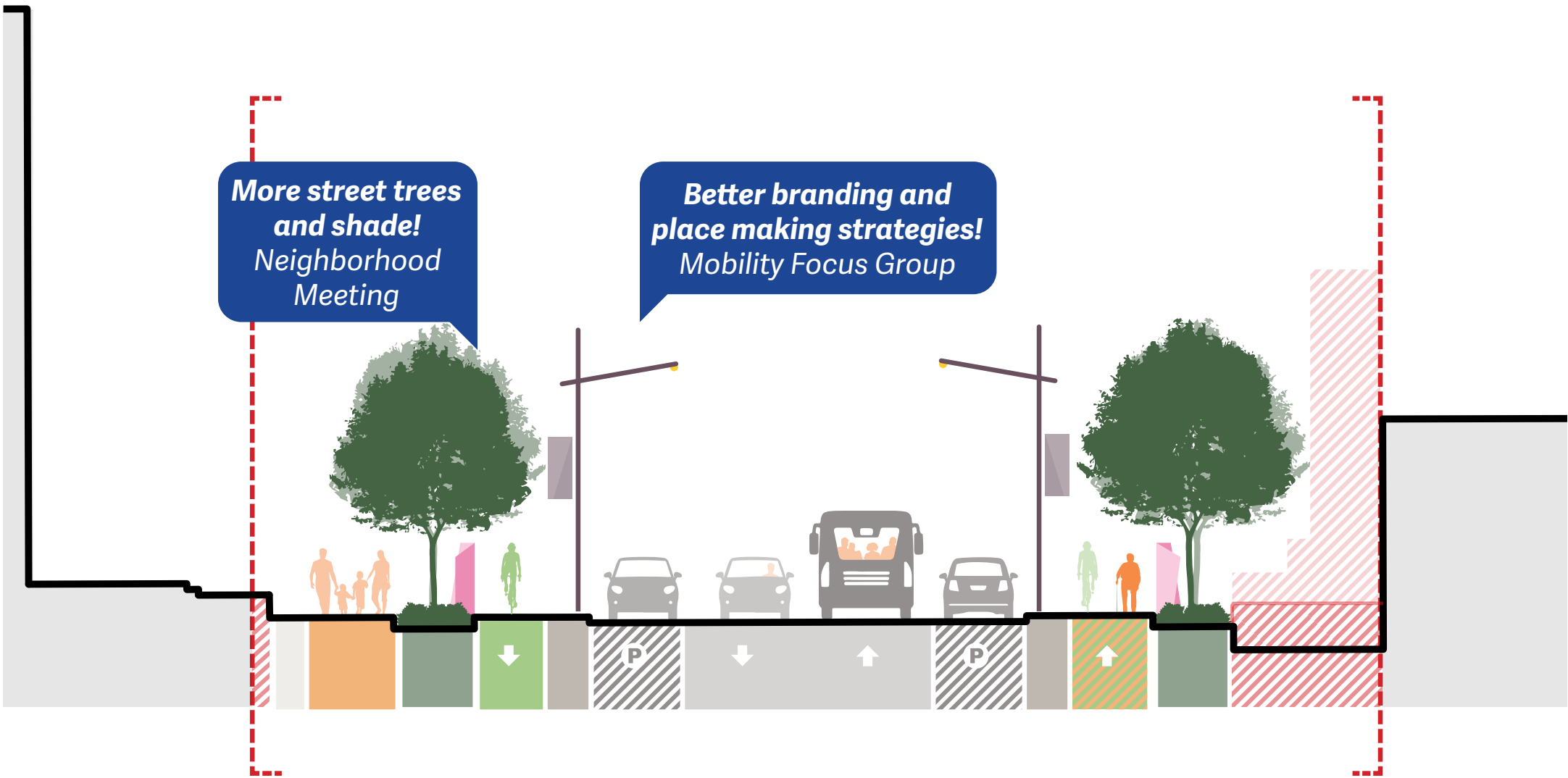
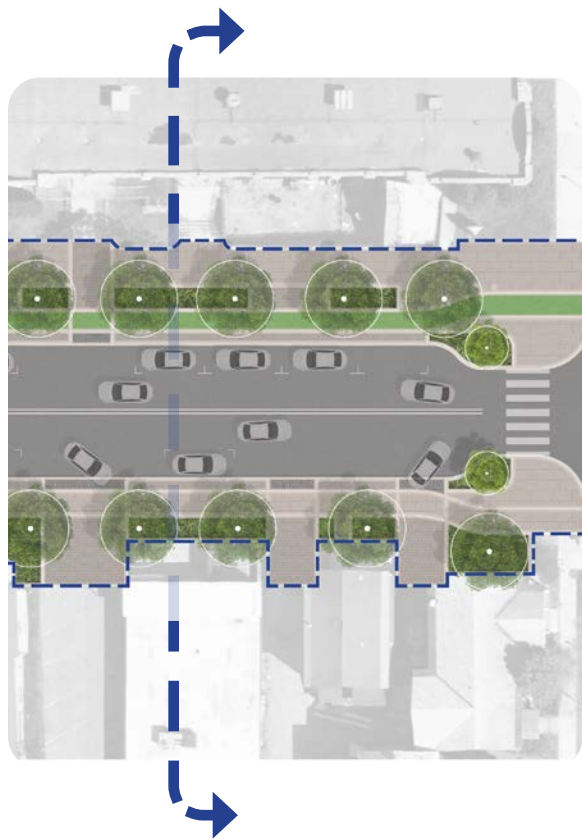
More signage to know where parking is!
Neighborhood Meeting

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



Artful Gateways: East

A dignified and continuous streetscape with special emphasis at crossroads



Artful Gateways: Art Strategy

Art punctuates the main crossroads and gateways



Translate all street signage into primary languages spoken in Burlington including a digital information board
Immigrant Focus Group

Suspended artwork denotes nodes and gateways



Cool sculptures that are interactive and inviting for kids and families
Youth Focus Group

Temporary and revolving installations keep the streetscape active all year



Landmark sculptures welcome residents and visitors alike



Artful Gateways: Planting Strategy



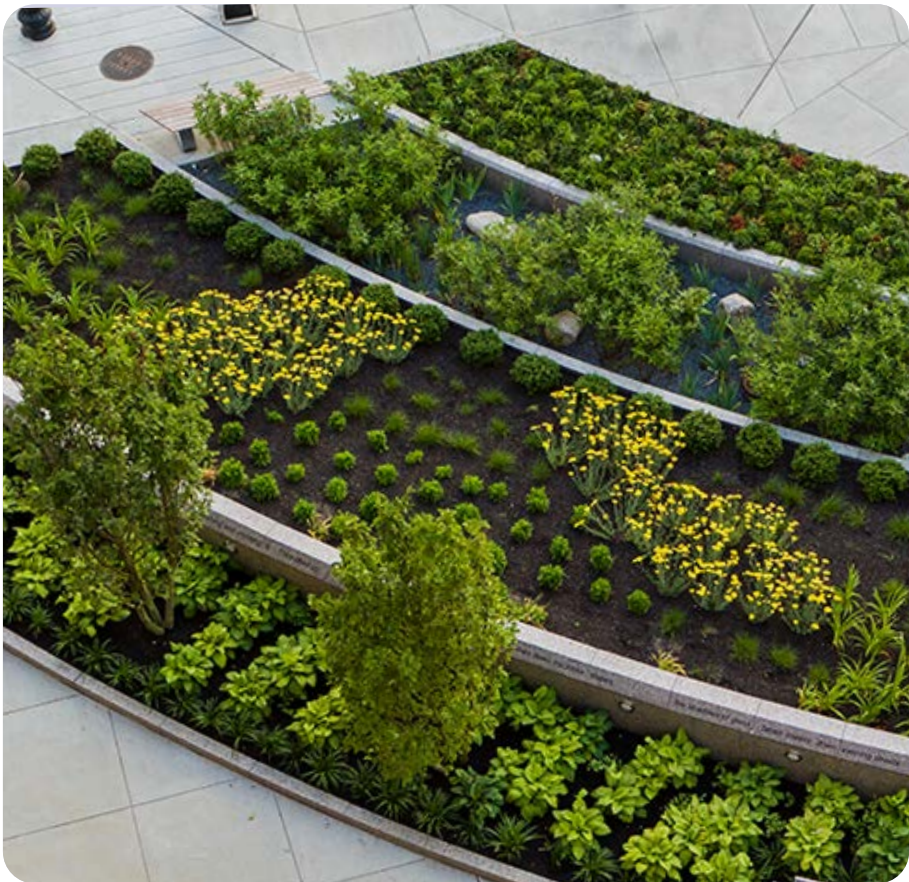
A singular approach to planting that is consistent across the six blocks



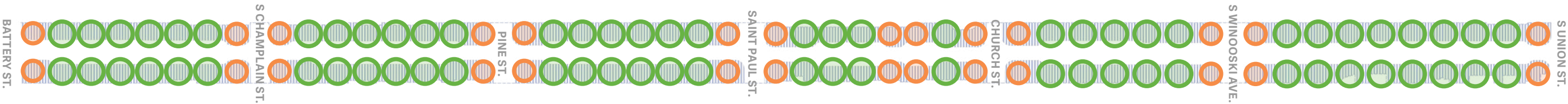
Regular planting beds with common native street trees



Boulevard-like rows of large shade trees



Structured groupings of native shrubs and grasses



Artful Gateways: Stormwater

Stormwater detention areas are unifying elements with repeating lines



"Rain gardens and stormwater management to reduce flooding and run-off"
Neighborhood Meeting



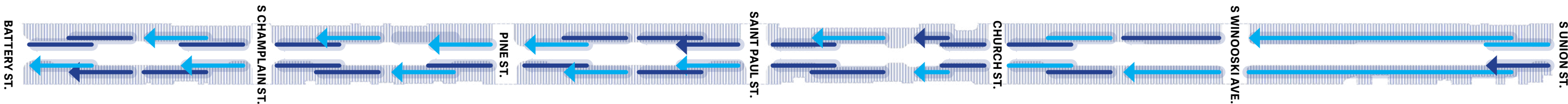
Stormwater retention focused at lowpoints near edges and nodes



Clean, creative, and artful use of runnels and catchment



Long linear planting beds to help catch water before draining to the lake



Artful Gateways

A dignified and continuous streetscape with special emphasis at crossroads

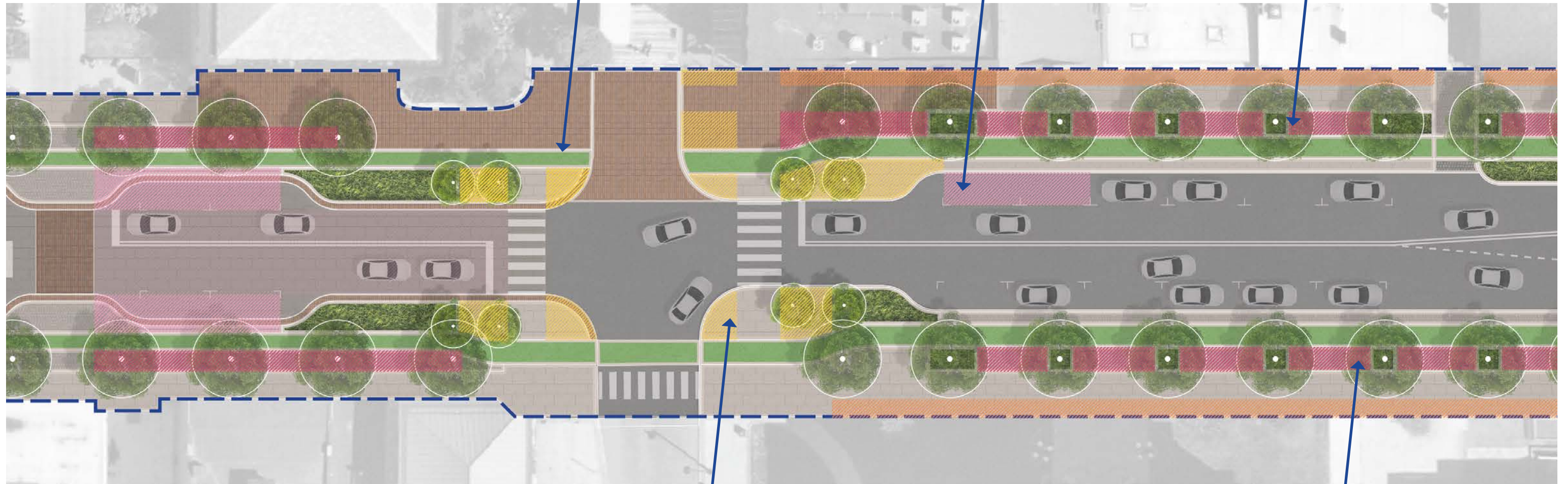


- Adjacency Business Spillout Space
- Special Amenity Zone
- Furnishing Zone
- Flexible Parking Space

*Straight and direct
bicycle lanes*

*Parking spaces that can be
converted into special event
or seasonal spill-out spaces*

*Clean and manicured
native planting beds*



*Special placemaking and design emphasis
at high-volume intersections*

*Rhythmic and predictable
placement of benches and
other street furniture*

Design Approach Option Two:

Lake, City, Mountain

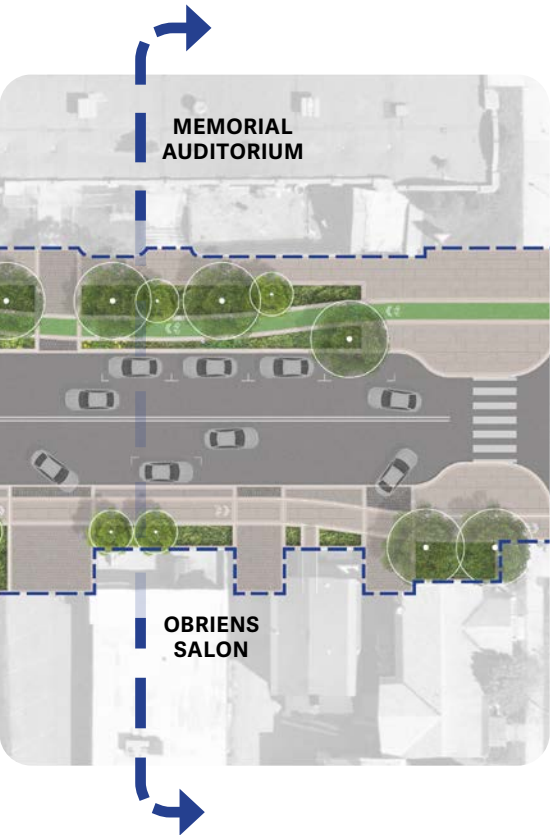
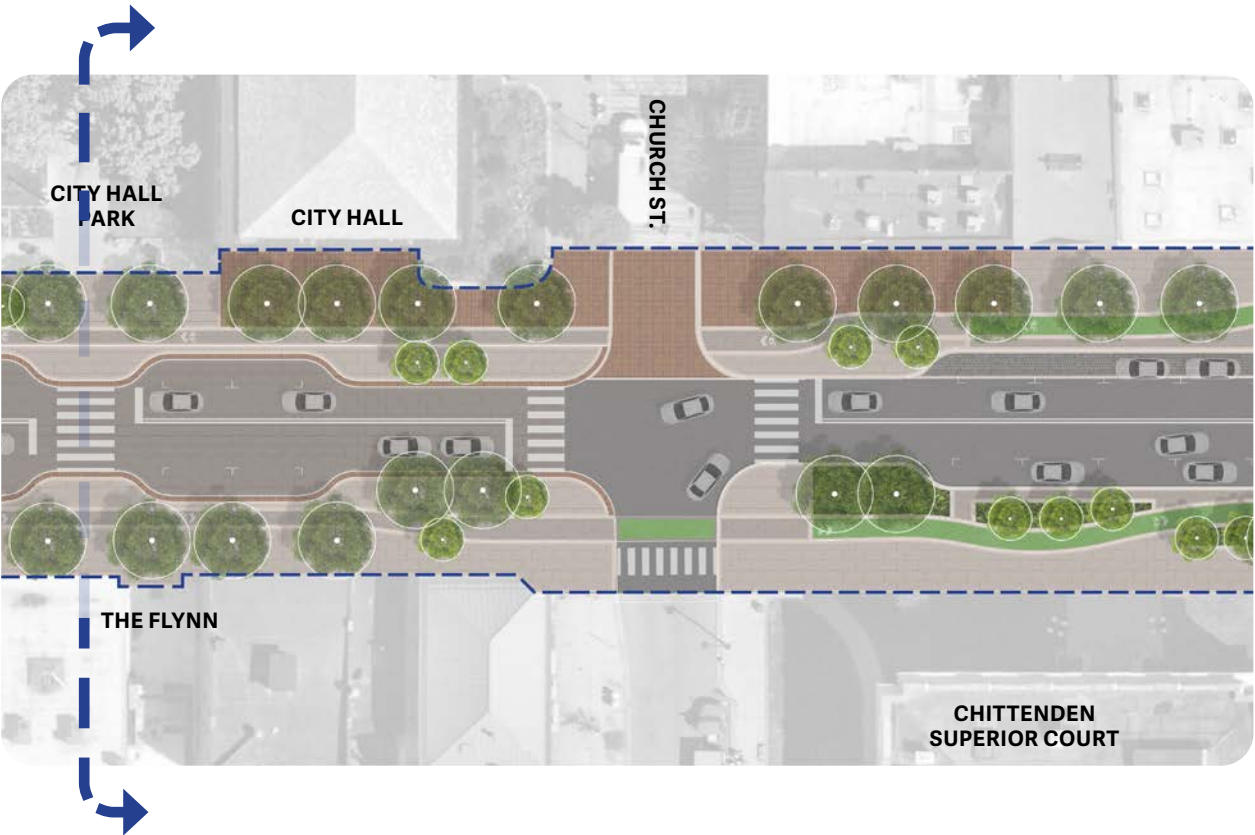
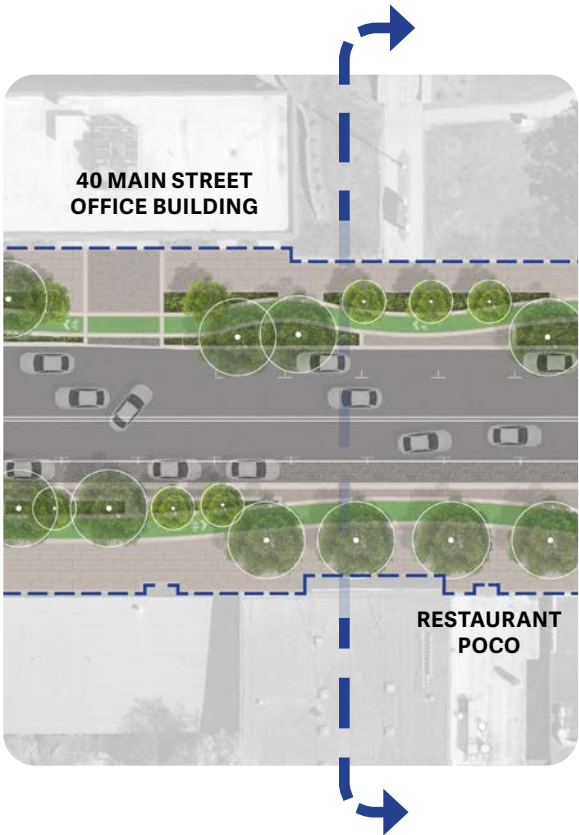
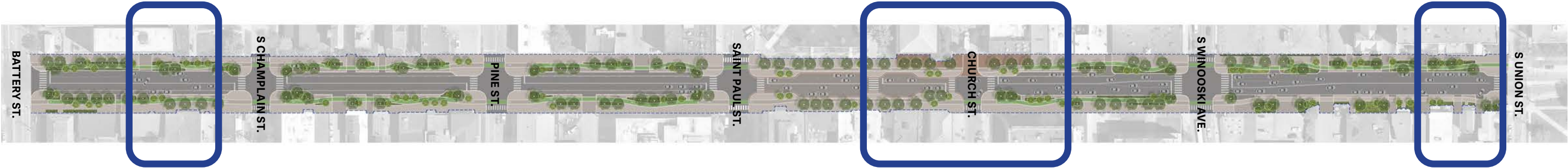
Three **Distinct** Zones



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

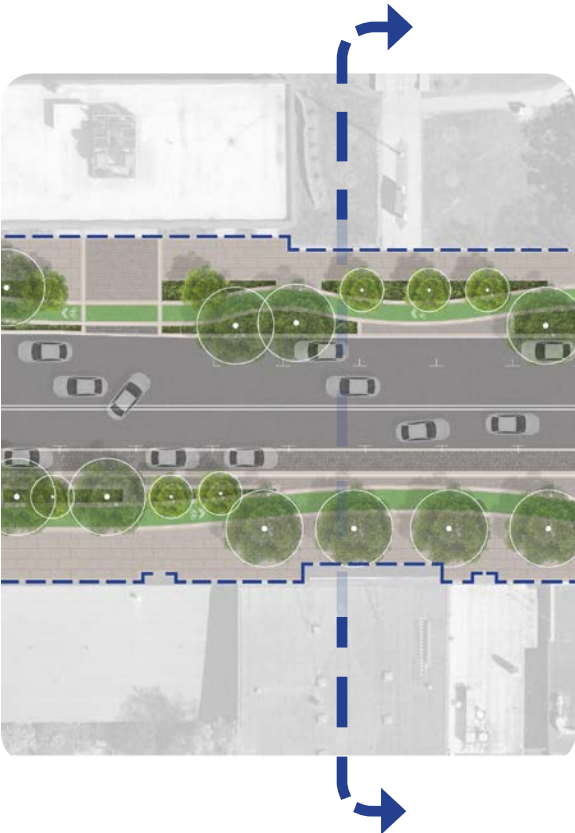
Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington

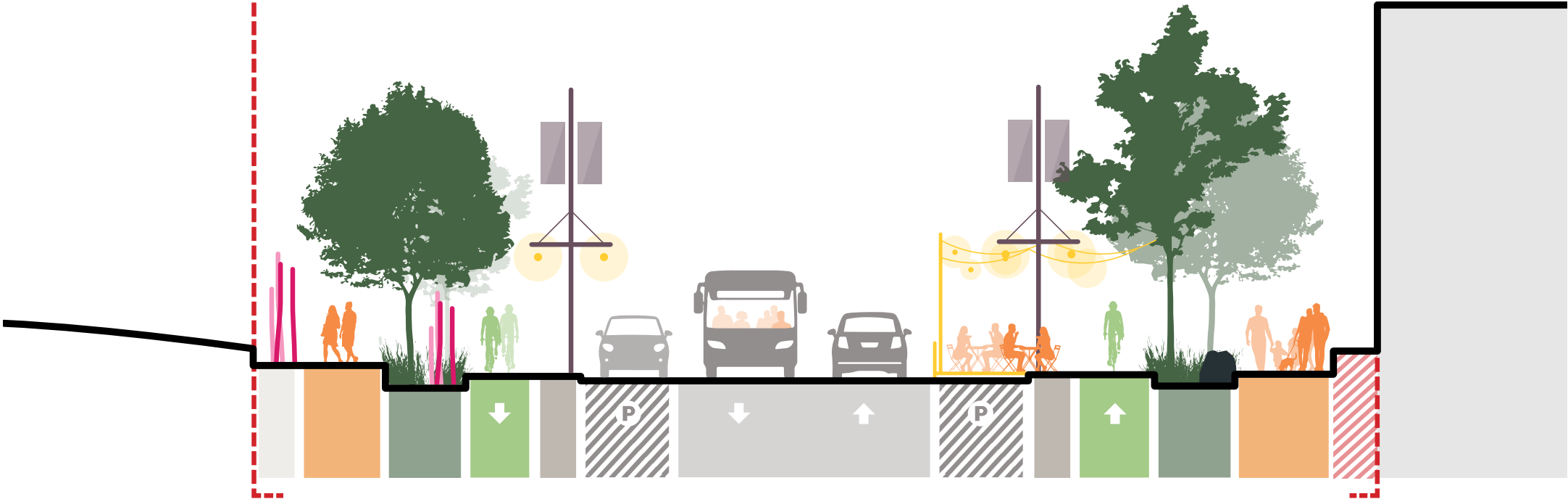


Lake, City, Mountain: West

Landscape changes to express the character of three zones in Burlington

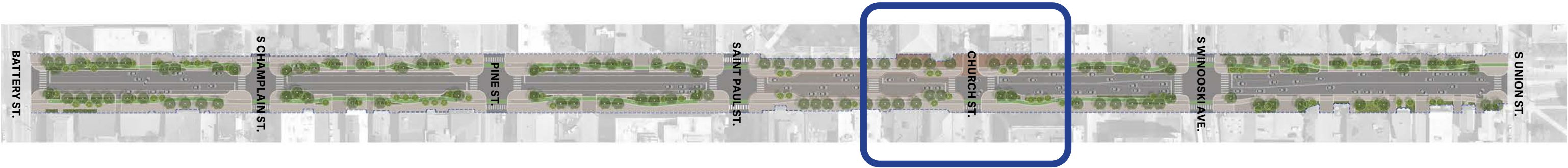
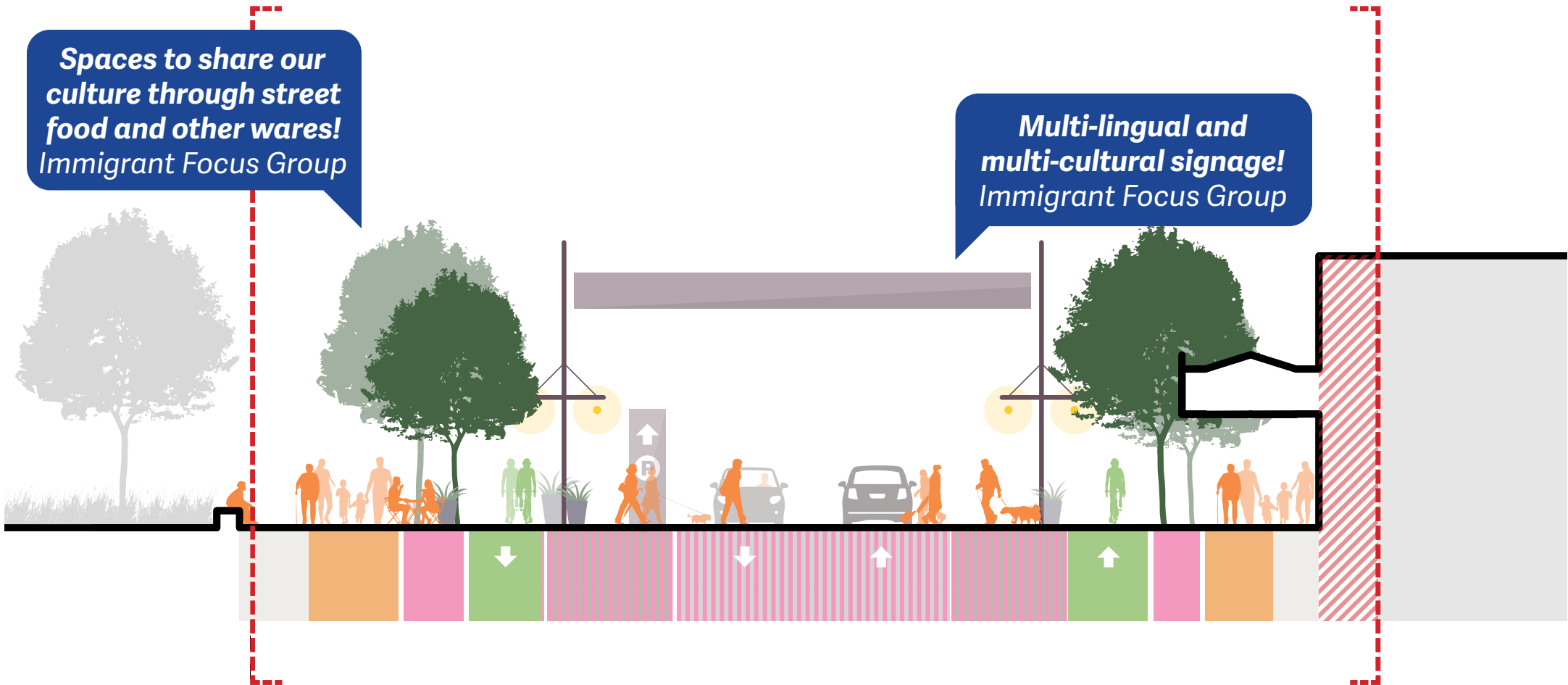
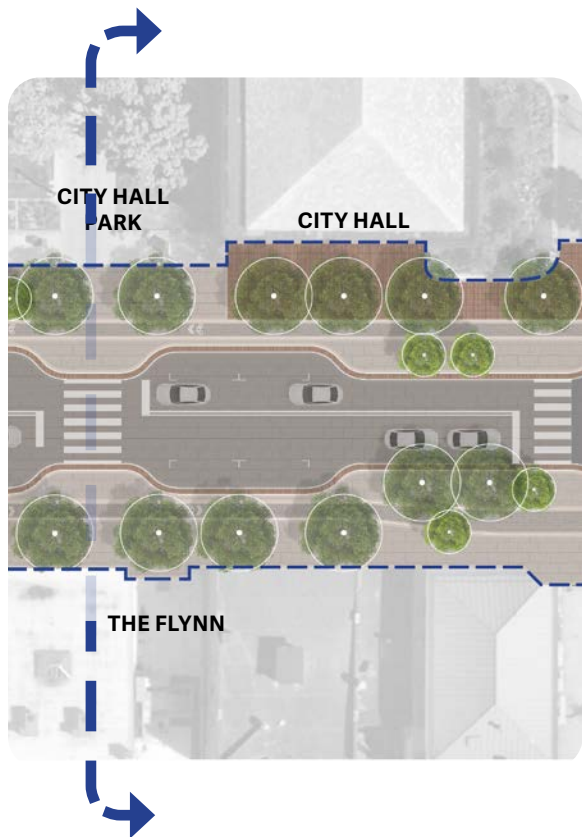


- "Rain gardens and stormwater management to reduce flooding and run-off"*
Neighborhood Meeting
- Places to sit and hang out with affordable food options!*
Immigrant/BIPOC
- Pop up shops, food stands, arts, and farmers market!*
Youth Focus Group



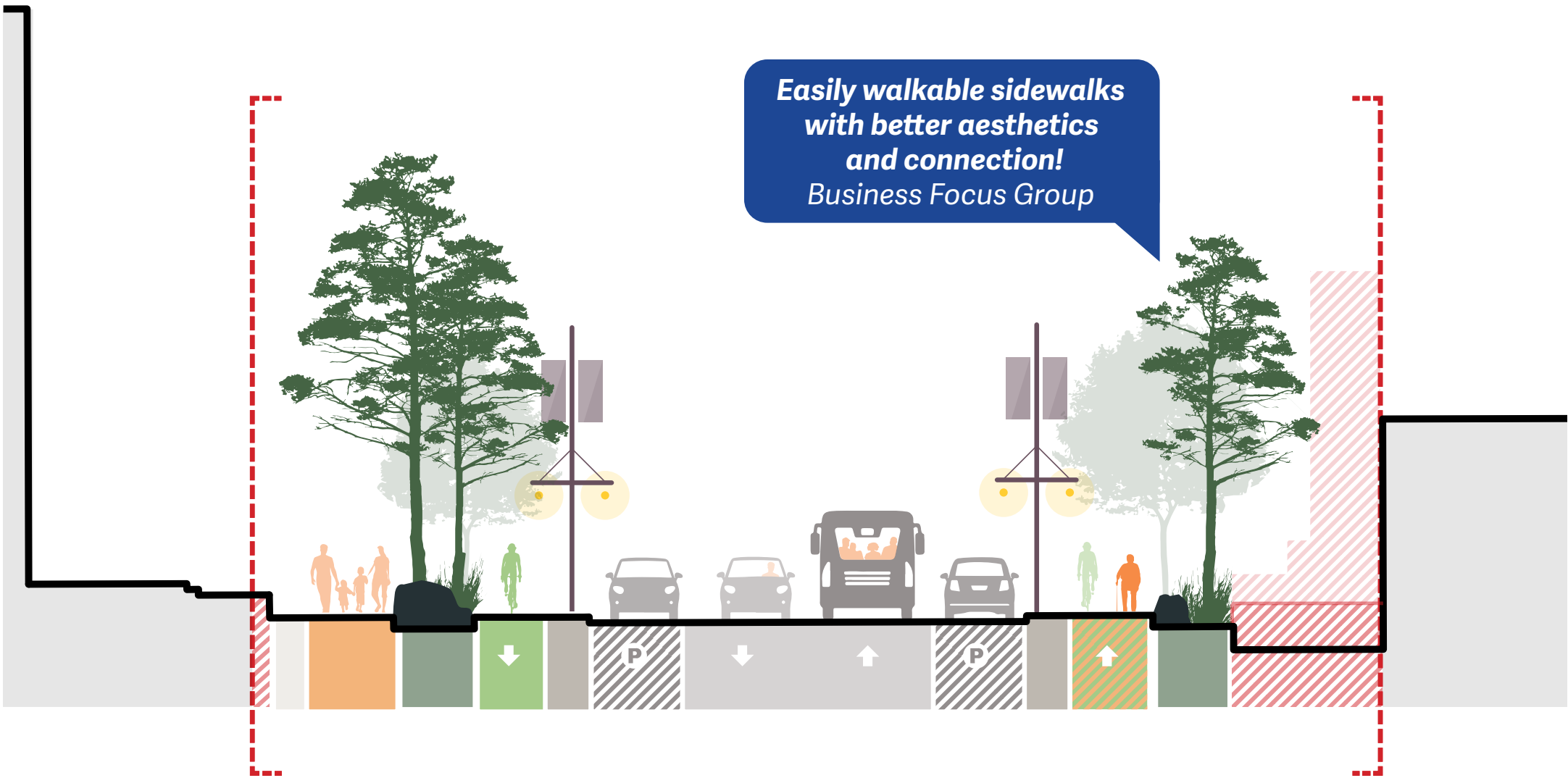
Lake, City, Mountain: Central

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: Art Strategy

A network of community-inspired art sprinkled throughout the streetscape



Co-created artwork and murals between artists, the city, and local organizations

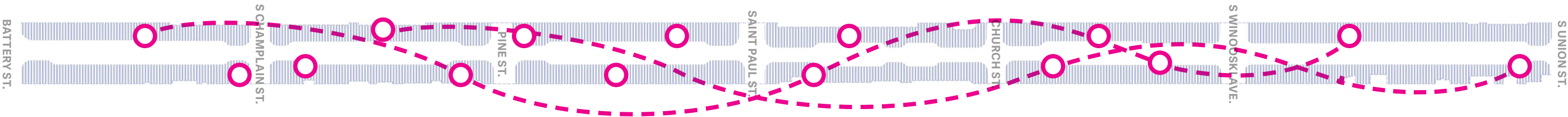


Main Street is the center of the city, so it needs to represent the identity of all of Burlington residents
Immigrant Focus Group

Artwork that gives people a voice



Playful installations that look great in person and on social media



Lake, City, Mountain: Planting

Ecologically-rich planting inspired by the different biomes surrounding Burlington



*Diversify pathways, levels of activity, and seating
Neighborhood Meeting 1*



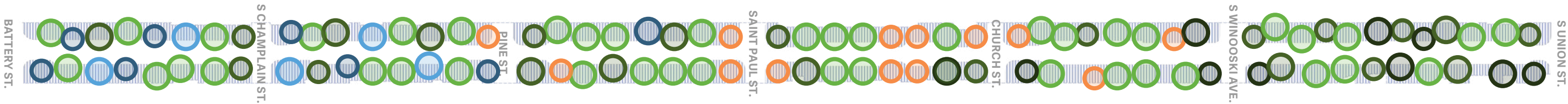
A wide variety of native plant species including trees, shrubs, and pollinators



Poly-cultures of native trees arranged in the streetscape



Nature-inspired placemaking through the creative use of planting and stone



Lake, City, Mountain: Stormwater

Stormwater detention and drainage to reveal and celebrate the beauty of water



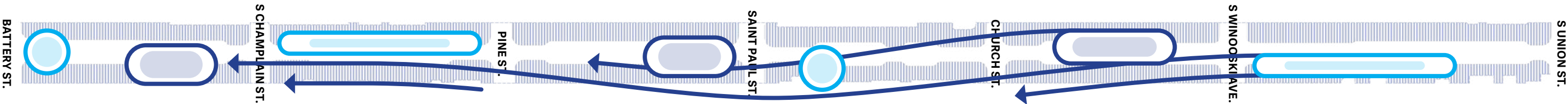
"Rain gardens and stormwater management to reduce flooding and run-off"
Neighborhood Meeting



Naturalized stormwater detention areas similar to those on Saint Paul St.

Sculptural reveals of stormwater that act as runnels during storm events

Native wetland species help filter runoff before draining into the lake



Lake, City, Mountain

Landscape changes to express the character of three zones in Burlington

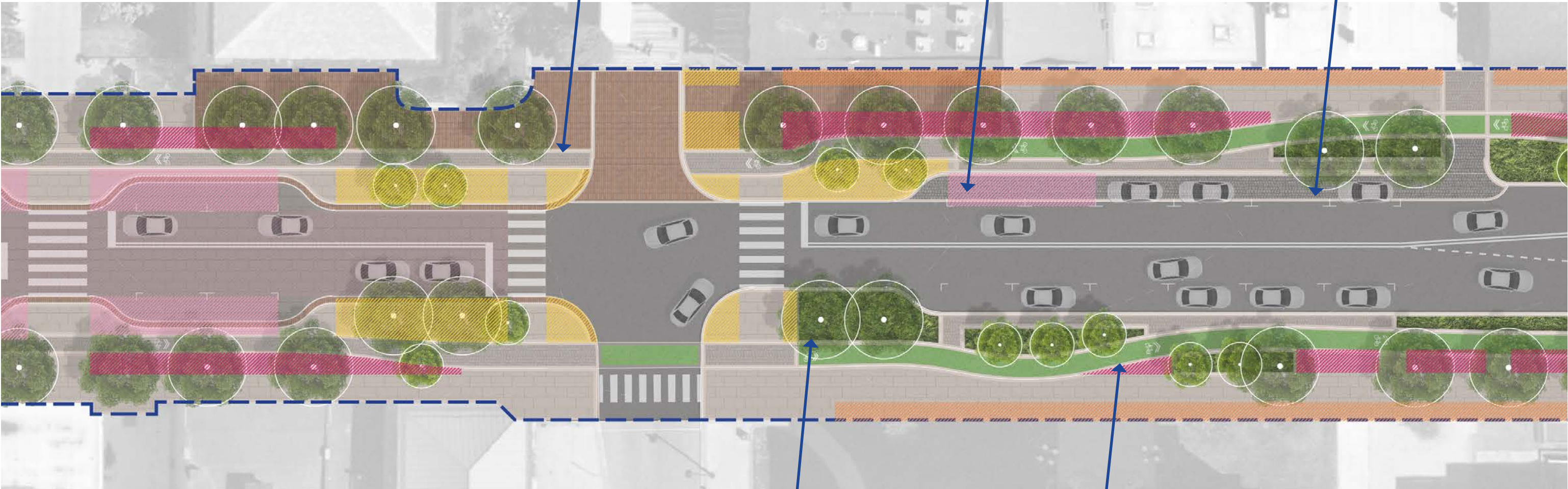


- Adjacency Business Spillout Space
- Special Amenity Zone
- Furnishing Zone
- Flexible Parking Space

Discreet bicycle lanes in high volume pedestrian areas

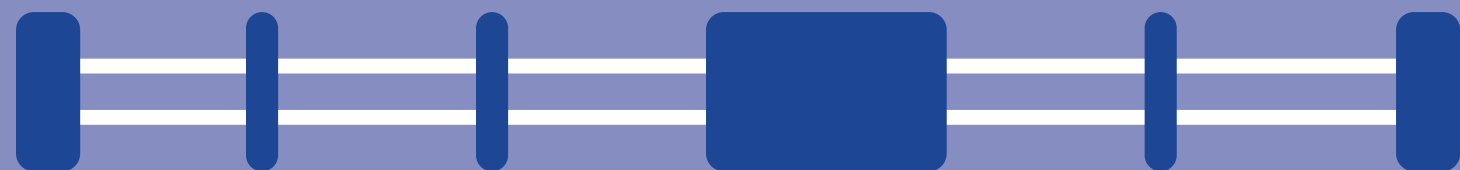
Parking spaces that can be converted into special event or seasonal spill-out spaces

Permeable parallel parking strips



Naturalized native planting areas representing the different biomes of the region

Subtly bending bike lanes in strategic locations



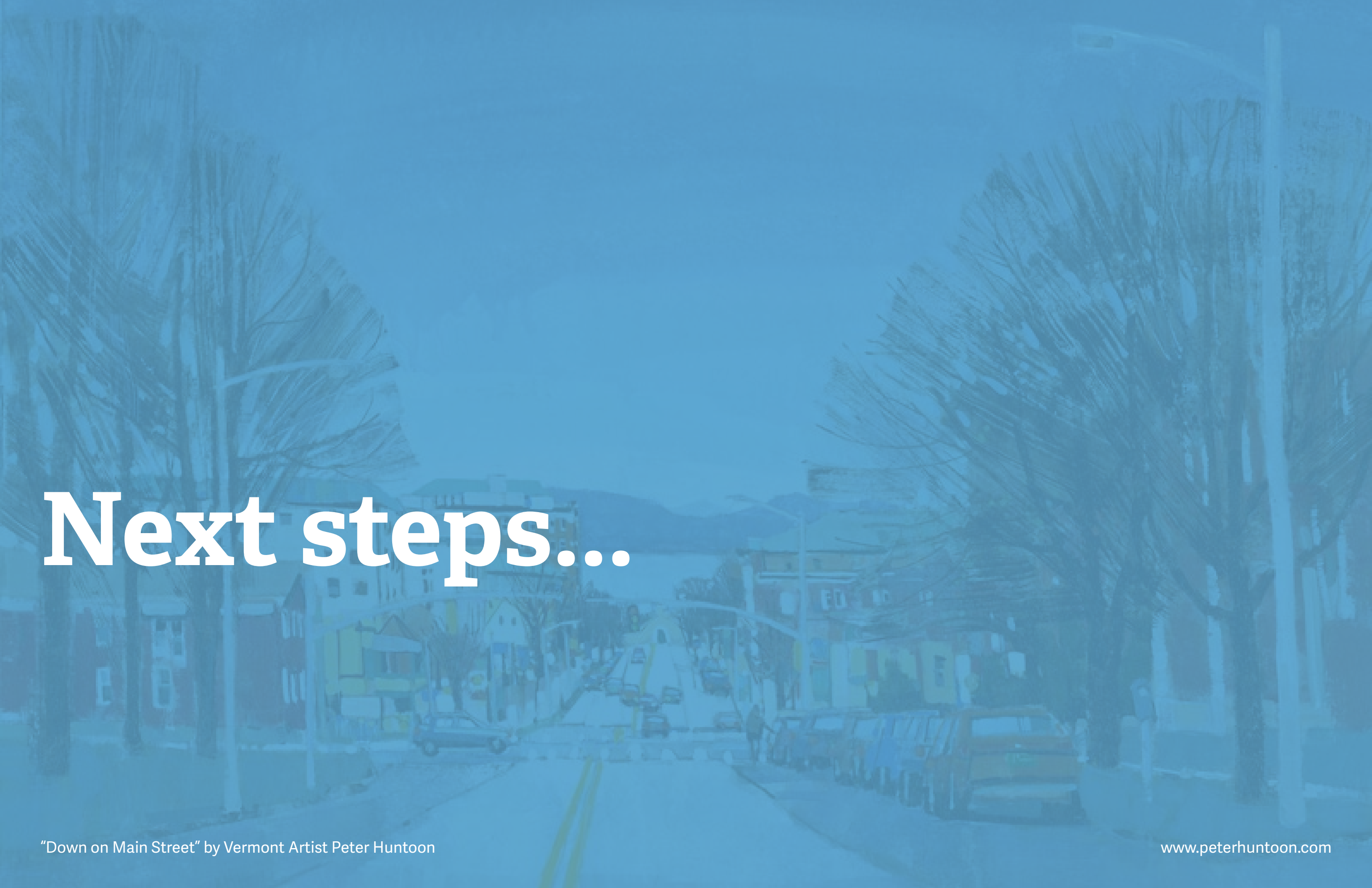
Design Approach Option One:

Artful Gateways



Design Approach Option Two:

Lake, City, Mountain



Next steps...

Preparing for the Preliminary Plan



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 9th, share Concept Plans with **City Council**.

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

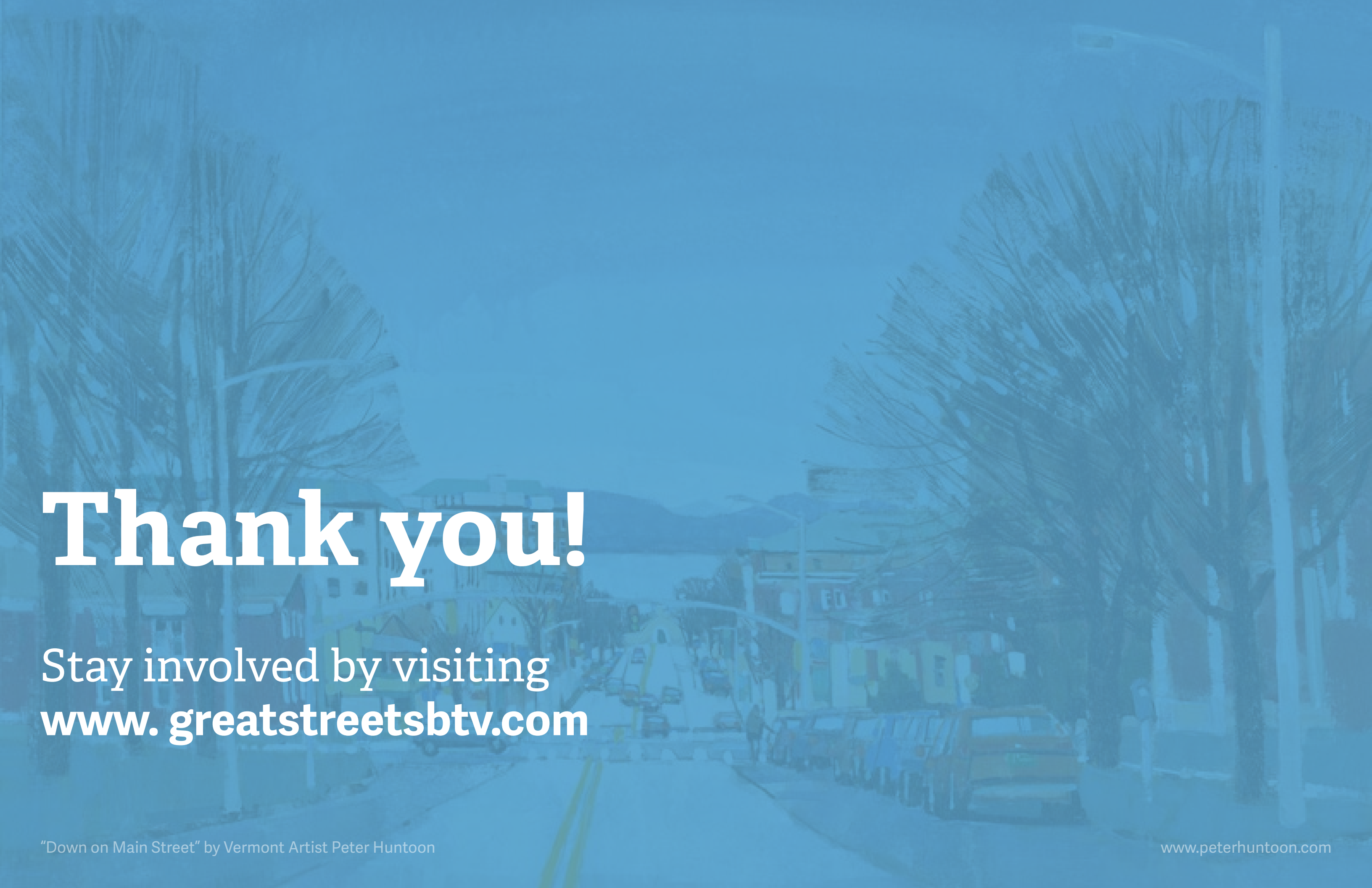
HOW YOU CAN ENGAGE

Before May 14th...

Head to www.greatstreetsbtv.com

Take the online survey
<http://greatstreetsbtv.com/survey>

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



Thank you!

Stay involved by visiting
www.greatstreetsbtv.com

A Beloved Gateway Corridor



"Down on Main Street" by Vermont Artist Peter Huntoon

www.peterhuntoon.com

Date: 4/27/22

NAME - (PRINTED)

ITEM #

EMAIL ADDRESS

PHONE #

WARD

Bria Ethno/pa

Nicole Elthorpe

Tane Knodel

elthorpe@gmail.com 803497387

planetix@gmail.com 802349803

janet.m.dell@bullingtontelecom.net 8022469 2

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

Please Help...

Hi Chapin,

Hope you and family are well. As the Director for the Burlington Public Works I wanted to share with you the efforts by 2 neighborhood boys, both 12 years old, about the proposed removal of the stop signs at the top of Loomis St, at the intersection with Mansfield Ave. These 2 young boys went around the neighborhood collecting signatures from residence to petition that the stop signs remain in place.

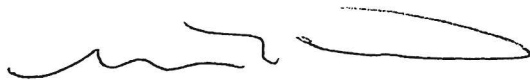
There is great neighborhood support in favor of keeping the STOP signs. **They WORK.** They slow down cars on Mansfield and keep the plethora of children safe. There are 16-20 kids at the top blocks of Loomis and Mansfield, there are also another 12-15 kids on the top of North St. These kids use the grounds at Mater Christi school for sledding, basketball, playground activities, scootering and biking. The stop signs are in our neighborhood's opinion, essential to keep our children safe. I and others see no reason to remove them, and can't understand why the city would even consider doing so, especially with a school at the top of Loomis St.

Chapin, as a parent I'm sure you can understand the motivation on our part, mine and those signing the petition. Please help us in any way you can to stop this removal of the stop signs. They hurt NO ONE being there but the opposite may be true if removed.

Thank you for your time and consideration.

Sincerely,

Michelle Everleth



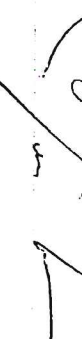
mmererleth@yahoo.com
802-355-2418

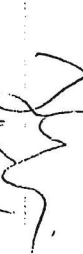
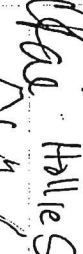
Petition summary and background

The Department of Public Works is considering the removal of stop signs at the top of Loomis St and Mansfield Ave, we wish to keep them in place to make the street safe for the 20+ children in the neighborhood.

Action petitioned for

We, the undersigned, are concerned citizens who urge our leaders to act now to keep our stop signs on the top of Loomis St and Mansfield Ave.

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Michelle Greerleth		Loomis	Yes - 1 - ^{This is} important	4/13/22
Zoe Hecht		Loomis	No	4/13/22
Sharon Panitch		Loomis	Yes - 3	4/13/22
Brendan Smith		Loomis	Yes - 2	4/13/22
Kim Halsey		Loomis		4/13
Greg Chubb		"		4/13
Raquel Aronhime		Mansfield	2	4/13/22
Nikola Goricikola		Loomis	Yes - 2	4/13/22
		Loomis	Yes - 2	4/13/22
Elizabeth Freeman		Loomis	No	4/13/22
John Freeman		Loomis	3	

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Rebecca Laughtlin		Loomis St	1	4/13/22
James Latta		Loomis St	1	4/13/22
Lia Ernst		Wilson St	0	4/13/22
Zach Williamson		Pearson St	2	4/13/22
Kim Brockway		Stimberly Becking Wilson St	2	4/13/22
Kathy Nelson		Stacy Nida Wilson St	0	4/13/22
Belp Neilson		Wilson St	0	4/13/22
Scott Spryng		Wilson St	0	4/13/22
Doug Vietnam		Mansfield Ave	0	4/13/22
Ann Vivian		Mansfield Ave	0	4/13/22
Irene Cervantes		Mansfield Ave	3	4/13/22
Rob Chandler		Mansfield Ave	3	4/13/22
Kathleen (Sheehan)		Mansfield Ave	1	4/13/22
Joe Sheehan		Mansfield Ave	1	4/13/22
Halle Simon McFar		Halle Shana McFar	0, 1 dog	4/13/22
Glen McFar		Mansfield	0	4/13/22

Printed Name	Signature	Street you live on:	Do you have kids? How many will be affected by this decision.	Date
Leslie Seiber	[Signature]	Shelburne	2 children attend Water Christ School	4/15/22
Garry Giff	[Signature]	Leominster	2	4/15/22
Michael Abler	[Signature]	North St	No	4/16/22
Katherine Verman	[Signature]	1/027th St	NO	4/16/22
Alex Ruck	[Signature]	North St	NO	4/16/22
Garry Ruck	[Signature]	North St	4	4/16/22
Gastin Ruck	[Signature]	" "	"	"
Wesley Howard	[Signature]	NORTH ST	NO	4/16/22
Kathleen O'Neil	[Signature]	N. Prospect	NO	4/16/22
Amy Demarest	[Signature]	Wilson St.	NO	4/16/22
Bob Carr	[Signature]	Wilson St	NO	4/16/22

Public Feedback for Parking Adjustment in Front of 58 Pearl Street

- April Commission

Parking adjustment 10 N Champlain

Mrs. E. Ross

Thank you for providing me with information regarding the possibility of providing some additional parking for our building. We feel that this is a step in the proper direction. However the bus parking presently in front of the old social security building does create a danger for someone leaving our building when the buses are stored there. A person exiting our parking lot onto Pearl is screened from viewing westbound traffic without pulling into the Pearl westbound lane. I'll attempt to send you a video of this danger. I respectfully request that the bus storage be relocated elsewhere.

Yours sincerely

Graham Taylor

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

Liz Curry 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 its 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 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.