



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Hannah Cormier, Clerks Office
From: Chapin Spencer, Director
Date: February 15, 2018
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **February 21, 2018**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A Traffic Status Report
 - B Vehicle Loading Zone on Allen Street
 - C No Parking Zone on Flynn Ave
 - D Pine St. Two Hour Parking Zone

Non-Discrimination

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

- 5 40 Min Parking Revisions on Pearl St, Pine St & Austin Dr for planBTV Walk Bike
A Communication, E. Gohringer & N. Losch
B Commissioner Discussion
C Public Comment
D Action Requested –Vote
- 6 15 Min 2018 Paving Program Expansion
A Written Communication (See Directors Report), N. Baldwin
B Commissioner Discussion
C Public Comment
D Action Requested –Vote
- 7 30 Min Winooski Ave- Howard St – St Paul St Intersection Scoping Study
A Communication, S. Molzon & C. Mack, RSG
B Commissioner Discussion
C Public Comment
D Action Requested –None
- 8 20 Min Proposed Consolidated Collection Study
A Communication, R. Green
B Commissioner Discussion
C Public Comment
D Action Requested –Vote
- 9 5 Min Approval of Draft Minutes of 12-20-17 & 1-17-18
- 10 10 Min Director's Report
- 11 10 Min Commissioner Communications
- 12 **Adjournment & Next Meeting Date – March 21, 2018**



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: FEBRUARY 15, 2018
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on February 21, 2018 at 6:30 PM at
645 Pine St – Main Conference Room

1. Agenda
2. Consent Agenda
3. Parking Revisions on Pearl St, Pine St & Austin Dr for PlanBTV Walk Bike
4. 2018 Paving Program Expansion
5. Winooski Ave – Howard St – St. Paul St. Intersection Scoping Study
6. Proposed Consolidated Collection Study
7. Approval of Draft Minutes of 12-20-17 & 1-17-18

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- 12 **Adjournment & Next Meeting Date – March 21, 2018**



MEMORANDUM

February 15, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineering Technician *PMP 2/15/18*

CC: Nicole Losch PTP, Senior Transportation Planner *NL 2/15/18*

RE: Traffic Request Status Report

Number of Requests 01/11/17 =	55
New Requests since 01/11/17 =	0
Requests closed since 01/11/17=	1
Number of Requests 02/12/18 =	54

RFS BREAKDOWN BY TYPE*

		Last Month	Change
Accessible Space:	3		
Resident Only Parking:	4		
Crosswalks:	22		
Driveway Encroachments:	2		
Signage:	10		
Loading Zone:	3		
Area/Intersection Study:	2		
Parking Prohibition:	5		
Bus Stop:	1		
Geometric Issues:	2		
Parking Meters:	0	1	-1
Other:	0		
TOTAL:	54		



February 15, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician *PP 2/15/18*

CC: Nicole Losch PTP, Senior Transportation Planner *NL 2/15/18*

RE: Consent Agenda Item: Allen Street Loading Zone

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle: On the north side of Allen Street beginning two hundred fifteen (215) feet east of Murray Street and extending east for a distance of forty (40) feet, effective between the hours of 8:00 a.m. and 2:00 p.m. Monday through Friday, for a maximum time limit of thirty (30) minutes.

Purpose & Need:

A vehicle loading and unloading zone at 20 Allen Street would allow mobility-restricted visitors to safely access the Old North End (ONE) Community Center. New use of this Community Center has presented more regular drop off / pick up needs at this location.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and minimum engagement strategies were met.

Summary and Conclusion:

The main concern of Special Service Transportation Agency (SSTA) and ONE Community Center personnel is the lack of curbside parking for mobility-restricted visitors at 20 Allen Street. Their input describes existing safety concerns when picking up or dropping off members of the vulnerable population transported by SSTA vehicles or other vehicles. Many of these individuals are dealing with a disability and

may be utilizing a mobility device making the trek between the vehicle and the building or between the parking lot and the building entrance difficult. A vehicle loading zone would also allow SSTA personnel and other vehicles to park close enough to the curb/sidewalk to allow for the safe boarding and alighting of passengers.

Some Allen Street residents are concerned about additional parking restrictions. The time-of-day limitations are intended to reduce the burden for residents and other visitors utilizing on-street parking in this area.

Attachments:

1. Initial request
2. Site map
3. Public input and correspondence



SCALE: 1" = 40'



ALLEN STREET PROPOSED
TRAFFIC REGULATION CHANGES



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084

DESIGNED PMP	RFS N 1628
DRAWN PMP	SCALE 1"=40'
CHECKED DA	DRAWING
DATE	

Hi Phillip,

Happy New Year!

Are you aware of any action that has been taken to make a safer Allen Street in front of St. Joe's? I know you mentioned adding Allen Street to January's Public Works agenda. Has that happened?

Please see the below concerns that Eugene Douillard sent me regarding passenger drop off/pick up. He has also called me to discuss these same concerns.

I know you all are busy over there, so please let me know if there's anything I can do to help speed up the process. I'd really love to see a safer street, especially during these icy, cold times, for our seniors and children.

Thanks Phillip.

Candice Holbrook, MS, CPRP
Recreation Program Manager
Burlington Parks, Recreation & Waterfront

Candice,

The main concern of SSTA personnel is the lack of parking in front of 20 Allen Street. The lack of parking causes safety issues when picking up or dropping off members of the vulnerable population transported by SSTA vehicles. Many of these individuals are dealing with a disability and may be utilizing a mobility device making the trek between the vehicle and the building difficult.

It would be helpful to SSTA personnel and safer for Multi Gen clients if three designated 15 minute loading parking spots are created on Allen Street in front of the main entrance of 20 Allen. These spots would allow SSTA vehicles to pull out of the traveled lane of Allen Street when loading or discharging passengers allowing traffic to continue to flow. The spaces would also allow SSTA personnel to park close enough to the curb/ sidewalk to allow for the safe boarding and alighting of passengers.

At present, when an SSTA vehicle arrives at 20 Allen Street and the driver must utilize the lift because the passenger has mobility issues, there is not enough room to deploy the lift if vehicles are already parked along both sides of the street. An SSTA vehicle is approximately 8 feet wide. When the lift is deployed from the passenger's side of the van, it extends another 6 feet out. Once deployed, an SSTA driver needs another 2 feet beyond the end of the lift to safely load and unload the client onto the lift. This process is unable to be completed due to the lack of space when vehicles are parked along the roadside.

This is simply one idea to address the issue of concern. Regardless of the solution chosen, enforcement of the new rules will be critical in the actual elimination of the concerns.

Gene



January 30, 2018

To whom it may concern:

I am writing in support of signing three parking spaces in front of the Old North End (ONE) Community Center as temporary parking spots between the hours of 9:00am – 3:00pm, Monday through Friday. These parking spaces will benefit the Special Services Transportation Agency (SSTA) drop-offs and pick-ups for senior citizens and individuals with disabilities who regularly utilize the Champlain Senior Center and other services located at the ONE Community Center.

The current parking at the ONE Community Center consists of street parking and a distant parking lot. The street parking is limited to four hour parking between the hours of 8:00am – 4:00pm. This street is very congested on both sides with resident parking, staff parking, church parking, and individuals parking on Allen Street when utilizing other businesses. Therefore, it is hard for driving patrons to find parking on the street. The congestion also deters SSTA busses from using bus lifts due to minimized street width.

The parking lot is over one hundred and thirty yards away from the main entrance of the ONE Community Center via paved trail. The lot is located north of the building. The paved trail from the lot to the main entrance is not always maintained during the winter months. This distance is not ideal for seniors or individuals with disabilities to travel on, especially with the uneven surfaces of the sidewalk blocks and weather related issues. Plus the parking lot often is full of vehicles, eliminating patron parking.

As staff of Burlington Parks, Recreation and Waterfront (BPRW), Champlain Housing Trust (CHT), and other tenants/renters work towards a more ideal parking situation, it is of great concern that we help patrons who rely on SSTA rides to visit the ONE Community Center for services, especially those who rely the Center for the congregate meals program.

Thank you for your time. Please do not hesitate to contact me at cholbrook@burlingtonvt.gov or (802) 503-7716 if you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Candice K. Holbrook'.

Candice K. Holbrook, MS, CPRP
Recreation Program Manager

Hi Phillip,

My name is Marissa Dennis, and I currently reside at 46 Allen St. I received your inquiry regarding creating more space on Allen St. for bus parking in front of 20 Allen St. While I understand their request for bus parking, personally I feel it would be quite taxing on the residents of Allen St., and am ultimately in opposition of the request.

Parking on the street, as a resident, is already quite difficult. It seems like between the church and the multipurpose building, there is constantly some big event happening and people parked on the street who don't live here. This is especially true in the afternoon/early evening (4-6 PM) when returning from work, however seems to be a constant struggle regardless of the time of day or night.

Further, I've noticed that the people coming in and out of 20 Allen St. often park on the street when the building itself has a large lot behind it. Certainly, busses could utilize that lot. Also, they have a large green space to the left of the building where vehicles sometimes, but not often, park. Busses could also utilize that space as well. A compromise could be made if the multipurpose building was insistent that people coming in and out of the building use their parking lots. However, I don't see how that could be easily enforced.

Overall, since parking is already difficult due to the flow of people coming from in and out of that building, I feel strongly that they should not be allowed more parking space at the sale of residents. My opposition is also supported by the fact that they seemingly already have access to ample off-street parking.

Thanks for extending the offer to respond to this issue. I will keep an eye on the outcome and encourage my fellow roommates to voice their concerns as well.

All the best,
Marissa Dennis

Dear Mr. Peterson,

I am opposed to the addition of bus parking on Allen St. There is already very heavy parking pressure on the street from residents and visitors to St. Joseph's and the St. Joseph's School. Adding bus parking would inconvenience many more people than it would help. Thanks for gathering opinions.

Any updates on the proposed changes to handicapped accessible parking on Allen St.?

Thanks!

Liz Carson

Hi Phillip,

I am writing in response to the letter I received in my mailbox in regards to adding more bus parking on my street. I live on Allen Street directly across from 20 Allen Street. I am strongly opposed to the idea of adding bus parking. A majority of the street is already reserved for their building which makes parking for residents a head ache! I often have to drive around the block a couple of times to find a spot. Because of the church being on the same street, it makes parking very difficult. I feel that residents are often pushed aside when it comes to parking situations in Burlington so I would greatly appreciate you taking this response into consideration. They have a parking area on the right side of the street that I've noticed people do not use. Maybe enforcing their visitors to use that parking would offer more parking for the buses or perhaps the buses can park in that area? If you do decide to allow more reserved bus parking for 20 Allen Street building, would it be possible to make the rest of the street resident parking only so that the church goers do not take up the rest of the parking, leaving residents with nothing?

Thank you for taking the Allen Street resident's opinions into consideration.

Have a great rest of your winter and stay warm!

Kylee Harvey



BURLINGTON
RECREATION
CHAMPLAIN SENIOR CENTER

I support three parking spaces in front of the St. Joseph's School @ 20 Allen Street be designated as drop-off and pick up for vehicles transporting handicapped individuals

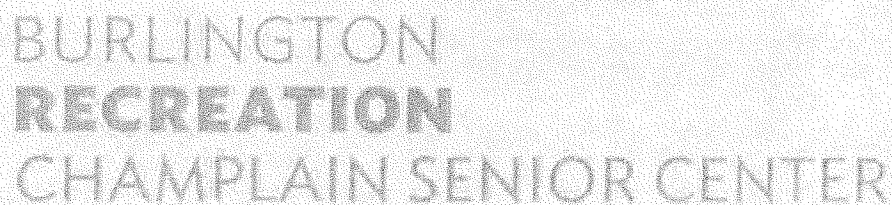
Name	Address	I participate at the-
CANDICE HOLBROOK	work address - 20 Allen St., Burlington	I work w/ various ages of participants at the ONE community center.
Livette Mason	work 20 Allen St, Burl	I work w/ seniors @ the Senior Center
SARAH CARTER	work 20 Allen ST	I WORK @ the Senior Center
Susan Carter	Work Address 130 Basse Court	Classes + work @ center
Janet Williams	20 allen Street	Champlain Sr. Ctr.
Kaillyn Arena	64 Lyman ave.	Volunteer at the Champlain Senior Center
Jessica Moore	84 Riva Way Milton, VT 05468	Volunteer @ Champlain Senior Center
Lacie Blandford	225 CV Howard Ave.	(Sr Member)
Angela Jones	310 Manhattan Dr.	Senior Center
Mary Barker	30 Foster Rd Essex, VT 05452	Attend Senior center



BURLINGTON
RECREATION
CHAMPLAIN SENIOR CENTER

I support three parking spaces in front of the St. Joseph's School @ 20 Allen Street be designated as drop-off and pick up for vehicles transporting handicapped individuals

Name	Address	I participate at the-
Beverly Battmann	7 Angora Dr #228 Burlington VT 05403	CSC
Rinda L. Miller	75 Buck Road St George	Champlain Senior Center
Aloyse Rowley	95 ARCHIBALD ST. Burlington VT.	CSC
Linda S. Smith	107 South Meadow Dr. Burlington VT	Senior Center
John D. [unclear]	Williston VT.	Senior Center
Steve Maxham	Burl. VT	Senior Ctr.
RICHARD KEMM	789 ELYAN AVE	Senior center
Einger Ercut	83 Ruff Ave	SSTA - Senior
Jessica Greenwald	TEASE TERRACE S. Burlington	Senior Center
[unclear]	44 Hurlburt Rd Milton VT 05465	SSTA
[unclear]	741 Main St. Colchester VT	SSTA



Name	Address	I participate at the-
Emilia R. Pitt	POLITIDOMENK@VUXX.COM	Senior Center
Stacy Maxham	stevy44maxham@gmail.com	Senior Center
Joe Vello	North Union St.	Senior Center
St. Germain		Senior Center
Jane Williams	Burlington	Champlain St. Center
Jane C. Peters	24 Bennington Ct. Burlington	Champlain Senior Center
Jane Cook	230 St. Paul Street Burlington	Champlain Senior Center
Nancy J. Seizing	17 Andrews Ave. S. Burlington	Core center
Wendy Prosser	273 Memorial Dr. Apt 6102 W. Union, VT 05495	Champlain CORE
GARY MALESKA	168 CENTENIAL CT BURLINGTON, VT	SSTA

Name	Address	Participate @ Home
Erin Hurlburt	William	SSTA CSC
Frances Hurlburt	South Burlington	SSTA
Gene Derville	Colchester	SSTA
Stan Bell	Colchester	SSTA
Arthur Davis	Burlington	SS+H
Muller Towels	S. Burlington	Work



February 15, 2018

TO: Public Works Commission
FROM: Phillip Peterson, DPW Engineer Technician *PMP 2/15/18*
CC: Nicole Losch PTP, Senior Transportation Planner *N 2/15/18*
RE: Consent Agenda Item: Parking Prohibition 208 Flynn Avenue

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle at any time in the following location: On the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.

Purpose & Need:

Due to the increase in vehicles parking along Flynn Avenue the measured sight distance east of the 208 Flynn Avenue driveway is approximately 35 feet; this does not satisfy the minimum recommended 115-foot sight distance requirement. The traffic volumes in this area during PM peak hours present the need to address the sight distance deficiency.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		The American Association of State Highway and Transportation Officials (AASHTO) Green Book lists the minimum recommended sight distances for specific design speeds. The speed limit along Flynn Avenue is 25 mph; according to AASHTO if a vehicle is traveling 25 mph, a sight distance of 115 feet is the minimum recommended stopping sight distance.
Aligns with City plans?	X			Public safety project by the City Engineer.
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and the minimum engagement strategies were met.

Summary and Conclusion:

This sight-distance improvement was requested through SeeClickFix Issue 3995718 on January 3, 2018. Three separate requests have been received since that time (SCF Issues 4095830, 4064850, 4063575). After staff assessed the issue, the City Engineer and Director of Public Works consulted the City Attorney and requested the Burlington Police Department issue an emergency order to prohibit parking in late January.

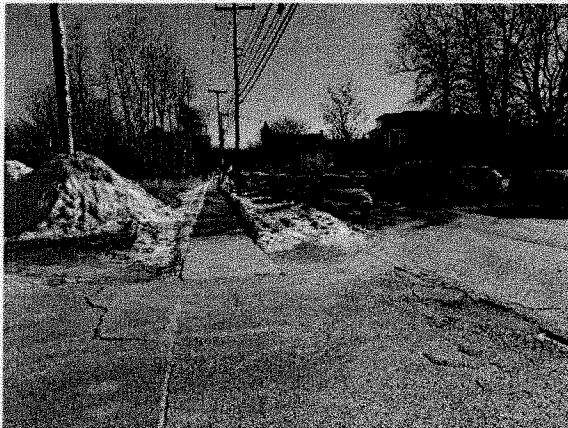


Figure 1: Driveway exist at 208 Flynn Avenue looking west

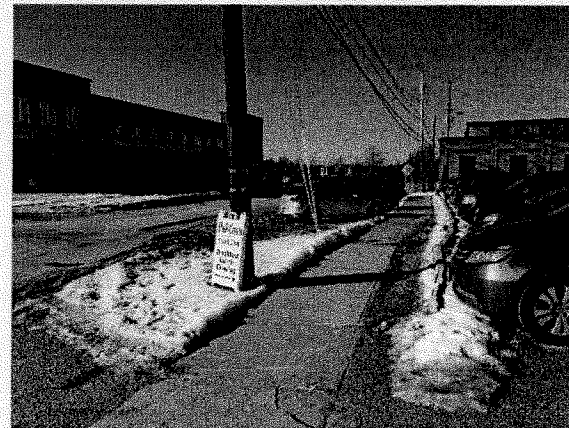


Figure 2: Driveway exit at 208 Flynn Avenue looking east

Sight distance related improvements were considered on the west approach, and they are unnecessary. Due to the PM peak traffic volumes at and near this driveway and the deficient sight distance at this location, DPW Staff recommend a parking prohibition as a sight distance related improvement east of the 208 Flynn Avenue driveway. Please see the attached drawing for further clarification.

Attachments:

1. SCF request history
2. Site map
3. Public input correspondence

Burlington, VT

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[View Notice](#)

City offices closed 2/19 in observance of President's Day. Recycling WILL be picked up.

[View Notice](#)

Acknowledged by: Burlington, VT

Traffic Calming - Acknowledged

208 Flynn Avenue Burlington, VT • [Show on Map](#)

Issue ID: 3995718

Submitted To: Burlington, VT

Category: Traffic Calming

Viewed: 225 times

Neighborhood: Burlington

Reported: on 01/03/2018

Tagged: bike concern, traffic, signs

Duplicated By: 4095830, 4064850, 4063575

REPORTER
An anonymous
SeeClickFix user
Civic Points: 0



DESCRIPTION

Per requester email: "... cars that park along the north side of Flynn [Ave] close to our entrance create a significant blind spot for cars and bikes exiting 208 [Flynn Ave]. I think it'd be prudent to prohibit parking in at least 2 spots to open up a view of the oncoming vehicles... heading west from Pine [St]."

Share

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(<https://plus.google.com/share?url=https://seeclickfix.com/issues/3995718?share=votetofix>)

11 TOTAL VOTES

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Here's who's watching this area. Want to set up a FREE watcher account for yourself or your organization?

FREE SETUP!

NEARBY ISSUES



Traffic Calming



Traffic Calming



Pothole



Street Pavement Condition

10 COMMENTS



DPW Pine Customer Service (Verified Official)

DPW Pine Customer Service assigned this issue to DPW Engineering PP

01/03/2018 • Flag



ACKNOWLEDGES **DPW Pine Customer Service** (Verified Official)

Thank you for reporting this issue. The Department of Public Works will now begin its investigation into the matter.

01/03/2018 • Flag

2/15/2018

Traffic Calming - Issue #3995718 - Burlington, VT - SeeClickFix - Web and Mobile Government 311



DPW Pine Customer Service (Verified Official)

Issue 4063575 has been marked as a duplicate of this issue.
01/25/2018 · Flag



DPW Engineering PP (Verified Official)

Thank you for submitting your query. Staff are collecting data and hope to reply here shortly.
Please call 802-863-9094 if you need to speak with someone sooner.
01/25/2018 · Flag



DPW Pine Customer Service (Verified Official)

Issue 4064850 has been marked as a duplicate of this issue.
01/25/2018 · Flag



208 Flynn Avenue (Registered User)

I agree and so do several other employees at 208 Flynn Ave. City Market just sold excess land??? why not build parking for your employees and customers. It poses a safety issue as well for those who work after dark and have to walk in the dark to their car which is parked far from the building due to lack of parking for 208 employees.
01/31/2018 · Flag



DPW Pine Customer Service (Verified Official)

Issue 4095830 has been marked as a duplicate of this issue.
02/05/2018 · Flag



DPW Engineering PP (Verified Official)

Due to DPW Staff recommendations, BPD has issued an emergency order to prohibit parking on the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.
02/05/2018 · Flag



KO (Registered User)

DPW - Thanks for taking action and for the timely response to the issue.
02/05/2018 · Flag



DPW Engineering PP (Verified Official)

This issue will be presented at the next DPW Commission meeting. The meeting will be in the Front Conference Room at the Department of Public Works at 645 Pine Street at 6:30 PM on Wednesday, February 21st, 2018.
02/13/2018 · Flag

NEW COMMENT

Write a comment...

I want to...

☒ Leave this issue **Acknowledged**

Attach: Photo Video

Comment

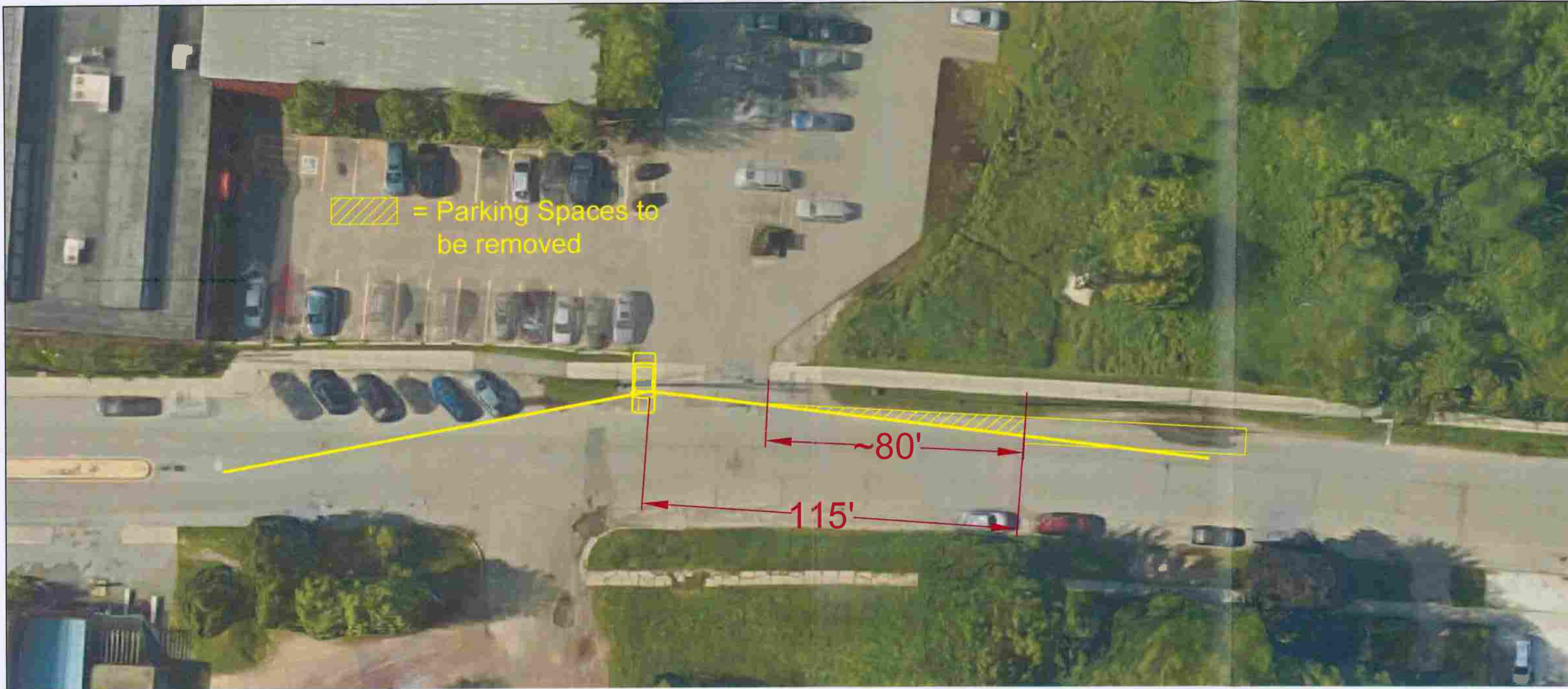
Report Issues on your Mobile Phone

(<http://itunes.apple.com/us/app/seeclickfix/id322000552?mt=8>)

(<https://market.android.com/details?id=com.seeclickfix.ma.android>)

Solutions For

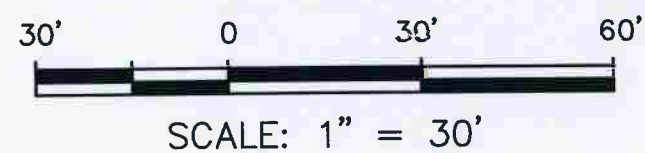
<https://seeclickfix.com/issues/3995718-traffic-calming>



NOTES:

Staff recommends:

No person shall park a vehicle at any time in the following location: On the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.



208 FLYNN AVENUE
PROHIBITED PARKING ZONE



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-8064

DESIGNED PMP	SCF 39957
DRAWN PMP	SCALE 1"=30'
CHECKED NLB	DRAWING
DATE 01/26/18	

Chapin,

What do we need to do to get DPW to post some no parking signs near the entrance to 208 Flynn Ave. in order to increase the sight lines for cars exiting the lot?

We are finding that since City Market opened, many cars (they appear to be City Market employees, based upon my seeing the same cars day after day) are now parking on both sides of Flynn in front of the filing cabinets. West facing parked cars are parking right up to the eastern edge of the 208 Flynn driveway and when coupled with the continuous line of parked cars stretching from 208's driveway east to the Co-Housing driveway, the sight lines for cars exiting 208 are almost totally obscured (especially at night). With the truck traffic and the general vehicle traffic, coupled with winter conditions (road narrowed by snow), the area is quite hazardous (come watch the 208 driveway for a few minutes around 5:00 some evening and you'll quickly see the problem).

So, what do we need to do to make this happen?

Thanks.

Will

Thanks Will.

We have recently received a request from another stakeholder in the 208 Flynn building to look at this as well. It has been entered as a traffic request and we are reviewing it. I will have Customer Service add your contact information on the request so that we can update you as this moved forward.

Customer Service: Please add Mr. Flender's contact information into this Traffic Request. Thank you.

Best,

Chapin

Good morning Will,

We here in Customer Service have added your contact information to this Traffic Request. You will now receive email updates as Engineer Technician Phillip Peterson moves forward with his investigation.

Thanks,

Steve Cormier

DPW Administration

Hello Phillip and Norm,

Phillip, what did you observe on your site visit today – regarding the reported lack of sight lines emerging from the 208 Flynn Ave driveway?

We've heard from the owner of Select Design and now a Pine Forrest board member. It appears to me (from my observation as well) that we have a significant safety issue here with the increased on-street parking caused, in part, by City Market requiring their employees to park off-site. I'd like your read on the situation. My experience at this driveway and the high flows from this driveway especially during the PM peak give me great concern.

If you both concur, I'd like to propose that we do one of two things while Phillip works through this traffic request:

- Request the police make an emergency order to prohibit parking 40-50' to the east of the 208 Flynn Avenue driveway.
- Conduct a demonstration using my authority as DPW Director to install a no parking here to corner sign 40-50' east of the 208 Flynn Avenue driveway. We can install a coroplast sign asking for input on this demonstration as you (Phillip) work on bringing the permanent

I'd prefer to go the first route because it is quicker, but to do this I'd like a determination from our Engineering team that there is insufficient sight distance and that the current situation is unsafe. Based on your assessment today Phillip, would you make this determination?

Best,

Chapin

Chapin and Norm,

Based on my site visit yesterday I would recommend a parking prohibition on the north side of Flynn Avenue that extends 50 feet to the east of the eastern most entrance of 208 Flynn Avenue. The prohibition distance may be longer as I have not a full analysis of the data. I discussed the situation with Dan Hill this morning, so they are prepared to put up temporary signage. Norm, based on your experience do you think a police order is the best way to proceed, or a demonstration project based on DPW Directors order?

Phillip Peterson, Engineering Technician

Burlington Department of Public Works

Phillip,

I would ask that you act with a high degree of urgency.

I would suggest we have a scaled drawing that provides the appropriate measured distance for the two prohibitions to provide adequate sight distance looking in both directions(East/West).

With that in hand Chapin can approach the Chief of Police to exercise his authority to deviate from existing regulations to establish a safe condition while this proceeds through the process of formal adoption through the Commission.

I would ask that you prepare this map today.

I don't think we should wait for a pilot.

Good Afternoon,

Department of Public Works (DPW) Staff have received several requests to prohibit parking on the east side of the 208 Flynn Avenue driveway due to site distance issues. The new City Market has increased traffic volumes and parking usage along Flynn Avenue. Staff conducted two site visits on 1/25/18 and 1/26/18 to determine if it is necessary to request the Burlington Police Department (BPD) issue an emergency order to prohibit parking.

Essentially the driveway at 208 Flynn Avenue is an uncontrolled intersection. For uncontrolled intersections, the drivers of both approaching vehicles should be able to see conflicting vehicles in adequate time to stop or slow to avoid a crash. The required sight distance for safe operation at an uncontrolled intersection is directly related to the vehicle speeds and the distances traveled during perception, reaction, and braking time. The American Association of State Highway and Transportation Officials (AASHTO) Green Book lists the minimum recommended sight distances for specific design speeds. The speed limit along Flynn Avenue is 25 mph; according to AASHTO if a vehicle is traveling 25 mph, a sight distance of 115 feet is the minimum recommended stopping sight distance.

Due to the increase in vehicles parking along Flynn Avenue the measured sight distance east of the 208 Flynn Avenue driveway is approximately 35 feet; this does not satisfy the minimum recommended sight distance requirement. Consequently, DPW Staff recommend a parking prohibition as a sight distance related improvement; furthermore, Staff feel it is necessary for the BPD to issue an emergency order to prohibit parking. DPW Staff recommend no person shall park a vehicle at any time on the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet. Sight distance related improvements were considered on the west approach, and they are unnecessary. Please see the attached drawing for further clarification. Feel free to contact me should you have any questions.

Phillip Peterson, Engineering Technician

Hello Chief,

We have a condition on Flynn Avenue where dramatically increased levels of on-street parking (due to City Market) has created inadequate sight distances for vehicles existing a high-traffic driveway at 208 Flynn Avenue (see detail in attachment and email from Engineering Tech Phillip Peterson below). DPW will be advancing a regulatory change to prohibit parking adjacent to this driveway, but the process may take a couple months.

It is the opinion of my engineering staff that the existing condition is not safe – and I am requesting to have you utilize your authority to deviate from existing regulations to establish a safe condition (by prohibiting parking 80' east of the 208 Flynn Ave driveway) until the regulation is formally adopted by the DPW Commission. The Traffic Division is prepared to install the appropriate 'no parking' signage once we get your authorization.

Please don't hesitate to contact me with any questions.

Best,

Chapin

Chapin Spencer, Director

Hi Phillip,

Thank you for the opportunity to comment regarding the DPW's emergency parking order on Flynn Avenue. I work in the 208 Flynn Avenue complex directly across from the new City Market and regularly drive and walk along Flynn Avenue.

I strongly support making the emergency order to remove parking immediately east of the easternmost driveway of 208 Flynn Avenue permanent. Since City Market has opened there has been a large increase in on street parking and it has been very difficult to safely exit 208 Flynn because vehicles are parking on both sides of Flynn avenue and right up the the driveway. Visibility is terrible for people exiting the driveway and I've seen several near misses. This is compounded by the increase of cars regularly exiting Briggs Street onto Flynn Avenue, directly across from the 208 Flynn parking lot. The new no parking signs are great, unfortunately they are often being ignored (as well as the signs on Briggs Street) but I guess that's an issue for Parking Enforcement.

I also think it's important to make this change permanent before the summer season as this area of Flynn Avenue now sees a high level of on street summer parking by people hoping to avoid parking fees at Oakledge Park. This summer could be a mess with market employees and park visitors all vying for spaces on Flynn Avenue - and if past experience is a guide - they often park in the 208 Flynn parking lot when the street fills up.

Additionally, I would like to suggest better marking of the new crosswalk between 208 Flynn and City Market. I use this crosswalk daily and estimate well more than half of drivers are not yielding. I've also nearly been hit by a vehicle leaving the City Market driveway. I've noticed a tendency of drivers leaving the market and turning right, to not stop at the exit if there is no traffic coming from the west and then realizing too late that a pedestrian is in the crosswalk. Perhaps simple signage at the market exit could raise awareness about the nearby crosswalk? And/or a stop sign at the exit?

One final observation. I've seen a few vehicles (approaching from the east) drive on the left side of the median on Flynn Avenue to enter City Market. I'm happy that they're using the nice spacious parking lot provided but I think the market signage directing people to the parking lot is confusing some folks into thinking that's the lane for entrance (rather than making a left turn after the median).

Thanks again for the opportunity to comment and I appreciate the DPW Commission doing its best to balance the needs of all who live, work, play and shop in the area.

Best regards,

Jess



February 15, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician *PMP 2/15/18*

CC: Nicole Losch PTP, Senior Transportation Planner *NL 2/15/18*

RE: Consent Agenda Item: Pine Street 2-Hour Parking Zone

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle for a period longer than two (2) hours between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:
 - a. On the east side of Pine Street starting 50 feet south of Marble Avenue extending 133 feet south.
 - b. On the east side of Pine Street starting 105 feet south of Howard Street extending 147 feet south.

Purpose & Need:

The increase of "Two-hour parking" along Pine Street would promote customer turnover for several local businesses.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and the minimum engagement strategies were met.

Summary and Conclusion:

Staff received a request in November 2017 from Connie Coleman, a member of SEABA, asking the existing "One-hour parking" zone located on the east side of Pine Street north of Howard Street, be extended from the southern Dealer.com driveway to Kilburn Street. The intent was to promote customer turnover at several local businesses, and hopefully increase safety. DPW Staff attended a meeting in November at SEABA which included leadership from Dealer.com representatives, local business and SEABA members; the meeting dealt with parking problems specific to this item and the majority of SEABA members at this meeting felt additional "One-hour parking" would be beneficial. Public outreach regarding this proposal received mixed feedback, with concerns raised about the short duration of One-hour restrictions and the extent of this proposed change along Pine Street. As a result, staff adjusted the initial recommendation to from One-hour to Two-hour parking and reduced the scope of the change to include Pine Street between Marble Avenue and the northernmost Dealer.com driveway. Dealer.com is utilizing a new parking lot north of Marble Avenue for employee parking and is supportive of this recommendation.

Attachments:

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

Dear Phil,

Thank you for attending our meeting last month.

As you heard, the businesses in South End along Pine street between Howard and Kilburn (and to Maple) have been noticing an increasing lack of parking for our customers.

We have collectively noticed trouble with having enough parking for customers with the many businesses that are popping up in this area. We also notice that Dealer.com employees parking all day in open spots along Pine, Kilburn and Howard Streets. Our customers have all voiced regular complaints that they are unable to patronize our businesses due to lack of available parking. This is affecting our small businesses.

We have heard the same parking concerns from the owners and property managers at the Maltex building, Conant building, Howard Space buildings, and the Kilburn and Gates Building. Feel free to contact these folks, too.

I understand that Adjusting parking regulation within the City's right-of-ways requires a change to city ordinance. So, please consider this a formal request to investigate the possibilities. We believe that an easy (and more immediate) adjustment could be that the 1 hour parking is extended along Pine St from the Dealer.com driveways on Pine driveway to Kilburn St.

There is concern that the Unsworth Property project in Howard St (adding 25+ business and studio units will make this difficult challenge even worse). Where will all of the visitors and customers **park?** While this is a wonderful plan for our community, the permit process for this project seemed to have happened with old ordinances in mind. There wasn't consideration for the new/current status of the busy South End and the current amount of businesses/ patrons/traffic.

Thank you for your time,
Connie Coleman

Connie Coleman
Fine & Custom Jewelry
at Alchemy Jewelry Arts Gallery
Burlington, Vermont

Burlington, VT

[Change location]

Follow this Place



Looking to get your government on SeeClickFix?
Check the "who's watching" section below to see who's already here!

**GET
STARTED**

HOME › ISSUES › 1 HOUR PARKING LIMITS

See Click Fix should not be used to report emergencies. We monitor this page Mon-Fri, 7:30AM-4:30PM.

[View Notice](#)

City offices closed 2/19 in observance of President's Day. Recycling WILL be picked up.

[View Notice](#)

RELEASE: City Expands Paving Program to Include Repaving of North Avenue, Pine Street, and Others

[View Notice](#)

Acknowledged by: Burlington, VT

1 hour parking limits - Acknowledged

500-400 Pine St. Burlington, Vermont • [Show on Map](#)

Issue ID: 3897879

Submitted To: Burlington, VT

Category: On street parking violations

Viewed: 312 times

Neighborhood: Burlington

Reported: on 11/22/2017

REPORTER
Burlington, VT Collaborative Neighbor
Civic Points: 14390

DESCRIPTION

A couple of concerns. I believe others have raised these prior as well.

1. Enforcement of time limited (1-2 hour parking) is very lightly enforced. Many small business owners are having a very hard time getting clients and customers into their businesses from the lack of on street parking.
2. The section of Pine St. outside of Dealer.com should be changed to 1-2 hour parking as well. As Dealer.com increases their number of available parking spots for employees, we should discourage employees from parking there all day. Years ago, there was never issues there, but with Dealer.com's expansion, it has become a major issue.
3. Understanding that major changes are happening (potentially) to the Pine St. corridor, the city REALLY needs to look into a light at Howard and Pine. How this has not happened already is beyond me. It's a very dangerous intersection especially with limited line of sight south from day long parked cars.

Thanks!

Share



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(<https://plus.google.com/share?url=https://seeclickfix.com/issues/3897879?share=votetofix>)

10 TOTAL
VOTES

Vote to Fix

Main

Photos and Videos

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this area. Want to set
up a FREE watcher
account for yourself or
your organization?**

**FREE
SETUP!**

NEARBY ISSUES



Surprising New Door



New BCA space has no bike rack



Sidewalks flooded



Sidewalks

9 COMMENTS

**Bill Ward Director of Code Enforcement** (Verified Official)

Bill Ward Director of Code Enforcement assigned this issue to Parking Manager
11/22/2017 · Flag

**IT Department** (Verified Official)

RFS 19528 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.
11/22/2017 · Flag

**ACKNOWLEDGED** **Parking Manager** (Verified Official)

We attempt to check this area daily. Officer was in the area around 10:00AM checking plates and recording time.
11/22/2017 · Flag

**OldVtr** (Registered User)

I think it's time for some metered parking around this busy area. This would support local businesses by opening up spaces. And it would also provide revenue to support our city, rather than continuing to be a revenue drain with the frequent monitoring required under the existing regimen. (I'd pop a quarter or two in a meter or swipe a card for a time certain, and pay attention to my parking time rather than risking a ticket. I'm less likely to pay attention to parking time and the unlikely enforcement without a meter.)
11/22/2017 · Flag

**CLOSED** **ccain** (Verified Official)

we monitor this area everyday and will continue to do so
11/27/2017 · Flag

**REOPENED** **What Infrastructure** (Registered User)

Can we forward the concerns brought up by the original poster to the Public Works Commission?
11/28/2017 · Flag

**DPW** (Verified Official)

DPW assigned this issue to DPW
11/28/2017 · Flag

**ACKNOWLEDGED** **DPW** (Verified Official)

Issue Acknowledged - To process traffic requests DPW requires contact information from the requester. Please provide your name, address, phone number, and email address via email (dpw-pinecustomerservice@burlingtonvt.gov) or by calling customer service at 863-9094 (3).
11/28/2017 · Flag

**DPW Engineering PP** (Verified Official)

Thank you for reporting this issue. We need to ask for additional information before we can begin our investigation. Can you provide your name, address, phone number, and email address via email (dpw-pinecustomerservice@burlingtonvt.gov) or by calling customer service at 863-9094 Ext.3? This issue will not proceed until Staff have received this information.
01/12/2018 · Flag

NEW COMMENT

Write a comment...

I want to...

- Leave this issue **Acknowledged**

Attach: Photo Video

Comment

Report Issues on your Mobile Phone



NOTES:

Staff recommends the Commission adopt:

(a) No person shall park a vehicle for a period longer than two (2) hour between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

13. On the east side of Pine Street starting 50 feet south of Marble Avenue extending 133 feet south.
14. On the east side of Pine Street starting 105 feet south of Howard Street extending 147 feet south.



**PINE STREET
2-HOUR PARKING ZONE**



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0468 (Fax)

DESIGNED PMP	RFS 1957
DRAWN PMP	SCALE 1"=30'
CHECKED NL	DRAWING
DATE 02/13/18	SHEET



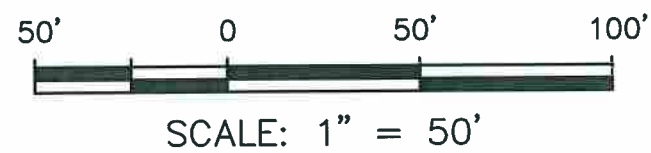
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**PINE STREET
2-HOUR PARKING ZONE**



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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

DESIGNED PMP	RFS 1957
DRAWN PMP	SCALE 1"=5'
CHECKED NL	DRAWING
DATE 02/13/18	SHEET

Hi Spencer,

My Havey lot is open! We added about 200 parking spots in early December, so we are ready for municipal parking closures, no problem there. I'm good with the 2-hour parking proposal going before the DPW Commission.

I am always happy to meet and will definitely make myself available whenever you have some time in the coming month but I'll be on PTO from the 26th-2nd, and again from on the 9th, 12th, and 13th.

Essentially, I'm with you and ready to move forward ☺

Grace

Grace Ciffo

Senior Manager, Facilities, 1 Howard St. Burlington VT 05401
p: 802.540.1130 | m: 802.233.2178 | f: 802.540.1278

DEALER.COM

Cox Automotive

Thank you Phillip.

Grace, let me know if you want to discuss this prior to it going to the DPW Commission. Our plan would be to send this to the Commission's February meeting and then the ordinance would go into effect in about a month after that – late March. When will your Havey parking lot open up? We have a busy season on Pine Street planned – including water main relining and likely some significant repaving (given the rapid deterioration this winter). What do you say we meet in a couple weeks to go over this year's Pine St work?

Best,
Chapin

Chapin Spencer, Director
Department of Public Works

Grace,

Attached is a drawing what we are proposing for new 2-hour parking zones along Pine Street. Chapin asked me to share it with you. Please let me know what you think. Feel free to contact me with any questions.

Best,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works

Larry,

Thanks for taking my call this afternoon. Just to sum up; you are a reluctant supporter of extended the 1-hour parking. Furthermore, if the 1-hour parking change is a problem you would like DPW Staff to return Pine Street to the current parking configuration. Feel free to contact me should you have any questions.

Thanks

Phillip Peterson, Engineering Technician
Burlington Department of Public Works

You asked our opinion. I'm not sure if I understand the intent of this change, which is why I wanted to talk with you before I wrote this. In principle, we would like to be able to say that we have no objection, since we are members of SEABA and wish the organization well. However, if this change creates additional pressure on parking spaces and causes people who are not our customers or those of our neighbors to park their vehicles here, it would create a problem for us. Our business is located across the street on the west side, and we have just enough parking spaces for our own vehicles and those of our customers. We share this parking with five other businesses at 377 Pine Street, including Barge Canal Market and Myers Bagel, so we really have no extra parking spaces.

We would hate to have to put up signs about rules for parking here, or about threats of towing.

Please ask SEABA if they have any ideas about how to prevent this from becoming a problem. One more thought: what happens after our business hours end at 5 PM is of much less concern to us.

Lawrence Ribbecke, Lawrence Ribbecke Studios, 377 Pine Street, www.ribbeckeglass.com
658-3425

Hi Phillip,

Thanks for putting a letter out to Pine Street residents regarding the extension of the 1 hour parking zone on the east side of Pine Street.

I am in favor of this idea. I also think a few 15 minute spots would be good in front of Speeder and Earl's and Seaba for quick pick ups. I believe there is one in front of the Lamp shop now and that one should remain. It may also be good to have a 2 hour spot as well.

All that said, this problem will not be solved without more enforcement. The timed spots along the North side of the bottom of Howard Street are most often used by Dealer employees for a good part of

the day and they are rarely enforced. I think I saw someone giving out tickets just one time in many years.

In addition to more enforcement, an agreement with Dealer that all employee and contracted help cars are marked with a dealer sticker in the back window. Also, a request from the city that they use their own parking lots, not use spaces that are needed by the businesses of Howard and Marble too.

I have been in this building for nearly 20 years. My office faces South and I can look over the corner of Howard and Pine. The other problem I have seen since Dealer came is that parking along Pine street which didn't happen prior to their coming and growth has made it an extremely dangerous intersection. Pulling out of Howard to take a left on Pine is flirting with danger. I have witnessed 5-6 accidents on this very corner.

So, we have Dealer eating up parking and forcing more spots to be timed, and we have more danger because the cars lined up along Pine blocks a driver view of Pine Street. I'm not sure what the solution is, but I would hate for there to be a fatality on this intersection, if there hasn't been one already. I realize the City wants to support this excellent job creator in our city, but at what cost to human safety?

Thanks,
Amey
Amey Radcliffe
Gotham City Graphics

Dear Mr. Peterson,

As the owner of 405 Pine St, I'd like to express my opposition to changing the east side of Pine St to 1 hour parking as proposed by SEABA. Many people park there for business purposes, shopping, lunch and to attend classes and activities in the surrounding buildings (including mine). To limit such activity to one hour is ridiculous. A one hour limit would be great if all anybody wanted to do was run in and out of the SEABA offices, but I fear that anybody who was planning on staying in the area to eat a meal or conduct business would be out of luck.

Parking in Burlington in general, and on Pine St in particular, is already challenging. This proposal will only make things more inconvenient.

Sincerely,

Skip Farrell

Hi Philip,

Thank you for the opportunity to contribute feedback to the street parking evaluation along Pine Street. I own Great Harvest, and I have a good view of the street parking in front of our building just south of Marble Ave. We often see cars park there for the entire workday. We would be grateful if those spots (there are probably about 8 of them) were changed to 1 hour parking. I believe that protecting those spaces for customers would benefit all of the businesses between Marble and Howard.

However, I feel that extending the 1 hour parking just to Marble Ave would be enough. There are many employees working in our building, many more than there were just 2 years ago when Burlington Furniture rented most of it. The parking for those employees is already limited and in high

demand. Continuing to allow all day street parking along Pine north of Marble would benefit many of us who work on Pine.

Please let me know if you have any questions. I would also like to know if there are additional meetings or opportunities to learn more about the parking evaluation.

Thanks!
Sara Brown

Hello I have a buisness at Kilburn and gates bldg and there is already no parking so no I wish that wouldn't happen. Thank you for asking.
Margery Keasler
Optimumhealthvt.com

Phillip —

I'm responding to your request for feedback relating to a change to 1-hour parking on Pine Street. I support this during the day when this system would be good for local small businesses. Our office is located on Pine Street, too.

JAMES LOCKRIDGE | Executive Director | The Big Heavy World Foundation, Inc.

Hi Philip,
I received a notice about the possibility of 1 hour parking being extended on Pine St. I am in full support of this designation. Further, I hope that the city can enforce the current designation and the new one. There are often vehicles with Dealer.com parking stickers in those spots for most of the day, which takes spots away from small local businesses.
Thank you,
Terry Zigmund
Burlington Community Glass Studio



February 15, 2018

TO: Public Works Commission

FROM: Nicole Losch, Senior Transportation Planner
Elizabeth Gohringer, Associate Planner

RE: *planBTV Walk Bike* Implementation - Parking Revisions on Pearl Street, Pine Street,
and Austin Drive

Recommendations

Staff recommends that the Commission adopt:

- No parking on the south side of Pearl Street between South Union Street and Hungerford Terrace
- Repeal "No Parking" on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street
- No parking on either side of Pine Street, from Ferguson Avenue to Home Avenue
- No parking on the south side of Austin Drive, from Ledgewood Circle to Industrial Parkway

Purpose & Need

- Purpose: Expand the network of safe, convenient, and connected bikeways and implement the City's walk-bike Master Plan while supporting local residents and businesses.
- Need: Connect existing and planned bikeways with similar types of bikeways. Connect the planned eastbound bike lanes on Pearl Street with a designated bike lane from Battery Street to Colchester Avenue, extend biking facilities south on Pine Street, and create a protected bike lane on the eastern block of Austin Drive to connect the adjacent shared-use paths. Implement short-term projects within the existing street width and right-of-way.

Introduction

Initiation

All of these projects have been initiated by the Department of Public Works. The Pine Street and Austin Drive projects discussed here are both listed under the 12-Month Priority Action List in *PlanBTV WalkBike*.

The Pearl Street project discussed here was originally placed in the long-term plan during the development of *PlanBTV WalkBike*, but we are hoping to advance it sooner for two reasons:

- The City continues to hear from the biking community that Pearl Street is one of the highest priority streets for biking upgrades
- When *PlanBTV WalkBike* was being developed, the Main Street protected bike lane was slated to begin construction in 2018, but that project has been delayed, making the need for improved biking facilities on Pearl Street more timely.

Alignment with City plans

In April 2017, the City Council approved *PlanBTV WalkBike*, Burlington's road map to improve walking and biking in Burlington. PlanBTV's two goals are to create safer streets for everyone and to make walking and biking a viable way to get around town. During the community outreach for *PlanBTV WalkBike*, the top priorities identified by the public were implementing more protected bike lanes and creating a more connected and continuous bicycle network. These three projects are listed in PlanBTV and they all work towards these goals.

Public Engagement

This project falls under Involve: Traffic Regulation Change on the Spectrum of Engagement.

Tools of engagement used for this project:

- Mailings to residents and owners of properties adjacent to and within estimated area of effect
- Area-Councilor notification, Commission Chair/VC notification
- Project Meeting (Commission Meeting)
- Additional Pearl Street outreach:
 - Met with GMT and UVM Transportation on-site to discuss the project and the proposed parking addition
 - Direct outreach to the Redstone property owners (247 Pearl St)
 - Direct outreach to Paul Averill Dental (239 Pearl St)
 - In our letter, we offered to meet on-site with anyone who had questions or concerns and to talk about any shared parking opportunities between property owners
- Additional Austin Drive outreach:
 - Direct outreach to Pool World about their driveway access (16 Austin Drive)

Public Engagement Plan Equity Impacts:

1. Who is positively impacted?
 - Pearl St
 - People bicycling eastbound would have a continuous designated route. Drivers and bicyclists eastbound would have separate lanes, making biking and driving safer.
 - Drivers entering/exiting driveways on the south side of Pearl St in the project area would have greater visibility.
 - The businesses at the northeast corner of Pearl St and S Union St would benefit from the addition of 3 parking spaces on the north side of Pearl St.
 - Motorists, particularly transit and trucks, would have fewer conflicts and improved passing width where travel lanes are currently only 9' wide.

- Pine St
 - Bicyclists on Pine St south of Flynn Ave would have added facilities where none previously existed.
 - Austin Dr
 - People bicycling eastbound and westbound from Home Ave to Ledgewood Circle or from the Burlington Greenway (waterfront shared-use path) to the Champlain Parkway shared-use path would have a low-stress bikeway where none previously existed. Drivers and bicyclists would have separate lanes on Austin Dr, making biking and driving safer.
2. Who may be negatively impacted and for how long?
- Pearl St
 - The residents and businesses in the project area that currently use the 12 parking spaces on the south side of Pearl St will no longer have those on-street parking spaces. This would be a permanent impact to the south side but would be partially mitigated by the proposed addition of 3 spaces on the north side.
 - Pine St
 - The residents who currently use the on-street parking will no longer have access to it. This would be a permanent impact.
 - Austin Dr
 - Anecdotally, we have heard that no one parks on this part of Austin Drive, so we do not expect any negative impacts from restricting parking.
3. What are the main concerns, issues, and interests of the community?
- Pearl St
 - The businesses and residents in the area who currently use the parking spaces on the south side of Pearl St are worried about their guests/customers being able to find parking nearby.
 - Creating better visibility when entering/exiting driveways on the south side of Pearl St in the project area.
 - Pine St
 - Restricting parking on Pine St will make guest parking less convenient for visitors.
 - Austin Dr
 - Ensuring bikeway design will maintain access to the driveways on the north side of the street.
4. Will any individuals, institutions, or groups be disproportionately impacted?
- Pearl St
 - The customers/clients/guests who go to the businesses/residences directly adjacent to the project area will be most impacted. This is primarily Paul Averill Dental and 247 Pearl St (Redstone apartments).
 - Pine St
 - The residents and their guests who currently use on-street parking on Pine St, though we have observed on-street parking usage rates to be very low (see Observations section below).

- Austin Dr
 - There are no known groups that may be disproportionately impacted by this change.
5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
- Pearl St, Pine St, Austin Dr
 - These projects were all recommended in *PlanBTV WalkBike*, which included public engagement. Direct outreach was required to advance the parking changes to implement these projects.
6. Are there any linguistic or cultural barriers to engaging with impacted residents?
- Pearl St, Pine St, Austin Dr
 - There are no known linguistic or cultural barriers within the project areas.

Observations, Considerations, and Alternatives

Pearl Street

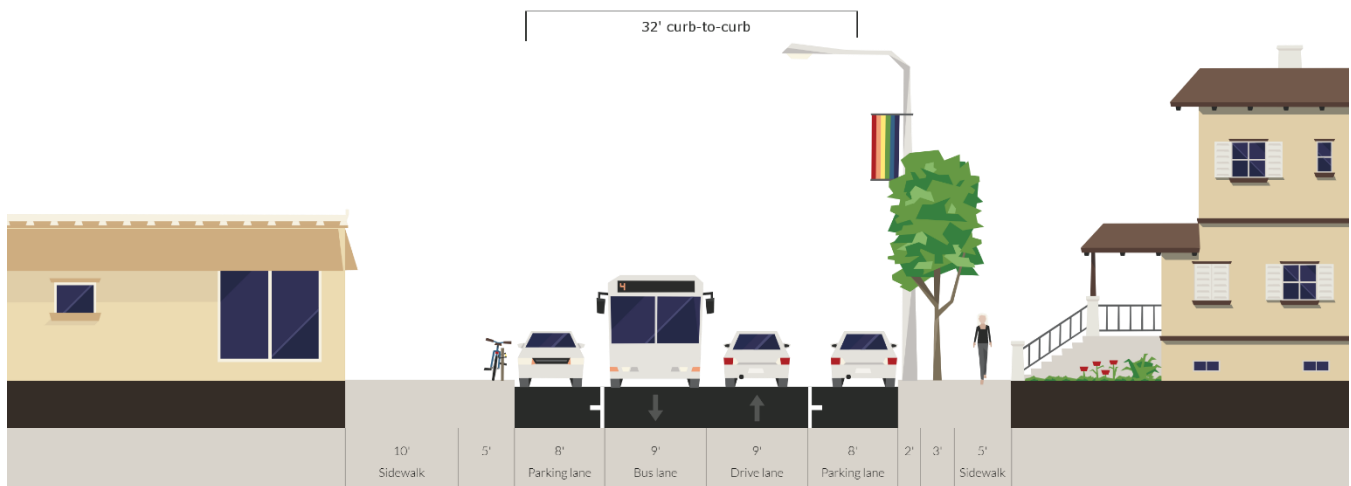
- Restricting parking on the south side of Pearl St between S Union St and Hungerford Terr would connect the dedicated eastbound bike lane that is already planned to extend on either side of this block, starting from Battery St and continuing up to Prospect St (map attached). The existing on-street parking on the south side of Pearl St would prevent the bike lane from continuing uninterrupted through this block.
- There are 20 parking spaces on the north and south sides of Pearl St, between S Union St and Hungerford Terrace. A parking count was conducted three times/day, for three days, to better understand on-street parking use in the area. These are the results:

	Tues, 1/30/18	Wed, 1/31/18	Thurs, 2/1/18
Noon	North: 4 South: 5 Total: 9 % utilization: 45%	North: 7 South: 6 Total: 13 % utilization: 65%	North: 2 South: 3 Total: 5 % utilization: 25%
8PM	North: 7 South: 8 Total: 15 % utilization: 75%	North: 5 South: 8 Total: 13 % utilization: 65%	North: 4 South: 5 Total: 9 % utilization: 45%

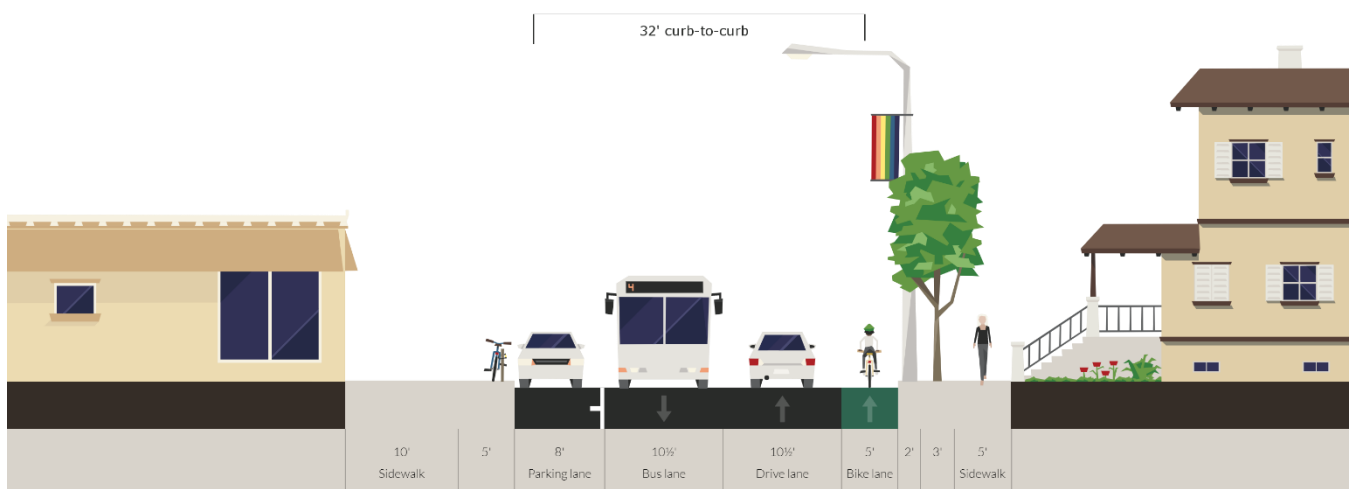
- The closest publicly-accessible parking lot is located at the corner of Pearl St and Clarke St, about a 3-minute walk from Pearl St Beverage and open to the public on weekends and evenings.
- There is metered, on-street parking available on the north side of Pearl St, starting at S Union St and extending several blocks to the east.

- Staff have heard from residents who live on the south side of Pearl St (247 Pearl St and 267 Pearl St) that it is very challenging to pull in and out of their driveways due to lack of visibility caused by the cars parked on the street.
- Public input indicates parking on the south side is convenient for mobility-restricted visitors to local businesses. No designated handicapped parking spaces will be removed by this project, but designated space can be explored on the north side if adjacent businesses are interested in that accommodation.
- When snow melts, staff will evaluate the feasibility of removing some greenbelt to create a parking bump-in on the south side of Pearl Street. If feasible, that could be constructed as soon as funding is available.

Pearl Street: Union – Hungerford (EXISTING)



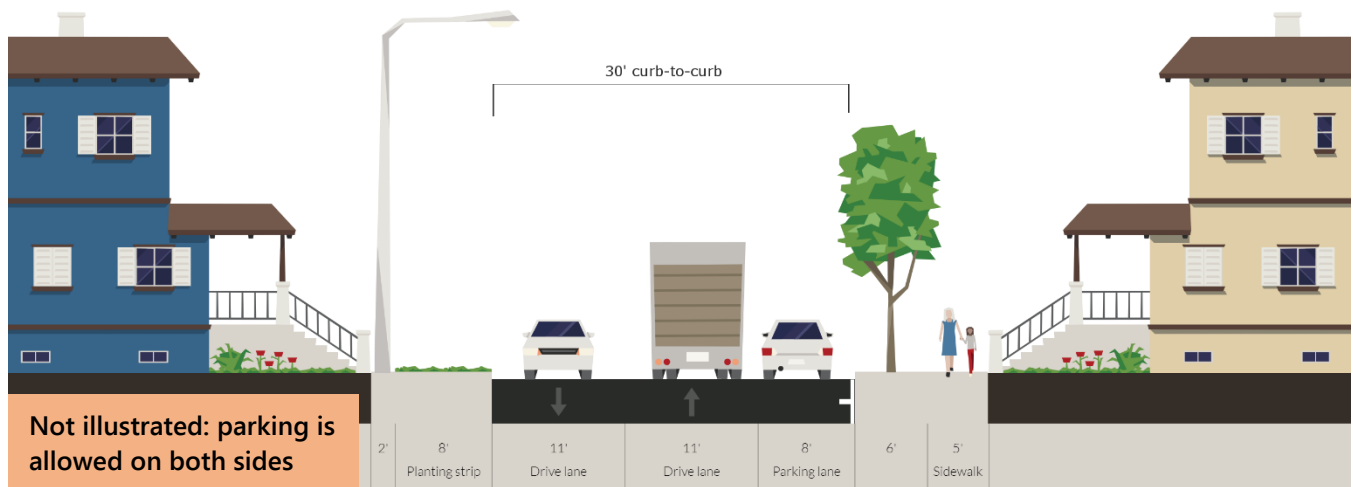
Pearl Street: Union – Hungerford (PROPOSED)



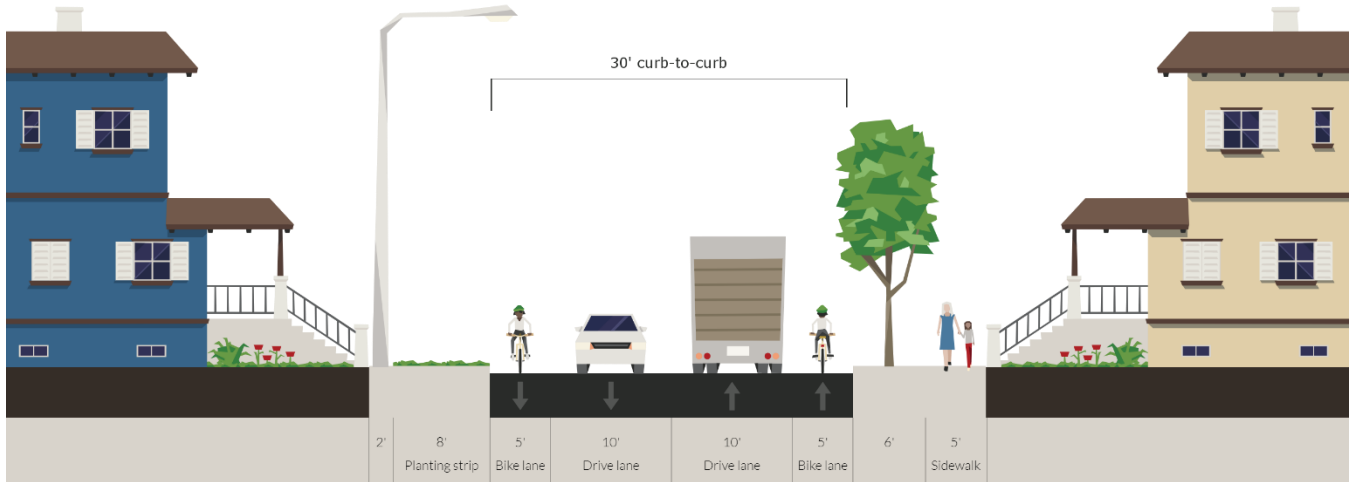
Pine Street

- Restricting parking on both sides of Pine St, between Ferguson Ave and Home Ave, will allow bike facilities to extend further south on Pine St. This will create greater connectivity between the South End neighborhood and downtown. In the future, it will also connect bicyclists to the bikeways on Home Avenue, Austin Drive, and the Champlain Parkway bikeways.
- Even to install a bike lane in only one direction, parking cannot be accommodated on either side of the street. We are working with the biking community to determine whether the planned facility will be a buffered southbound bike lane or northbound and southbound bike lanes without buffers.
- A parking count was conducted three times/day, for three days, on the east and west sides of Pine St, between Ferguson Ave and Home Ave, to better understand on-street parking use in the area. No parked cars were observed any of these times.
- This part of Pine St consists of mostly single-family homes with small driveways for off-street parking.
- Staff have heard anecdotal reports of several crashes between drivers and parked cars in this area.

Pine Street: Ferguson – Home (EXISTING)



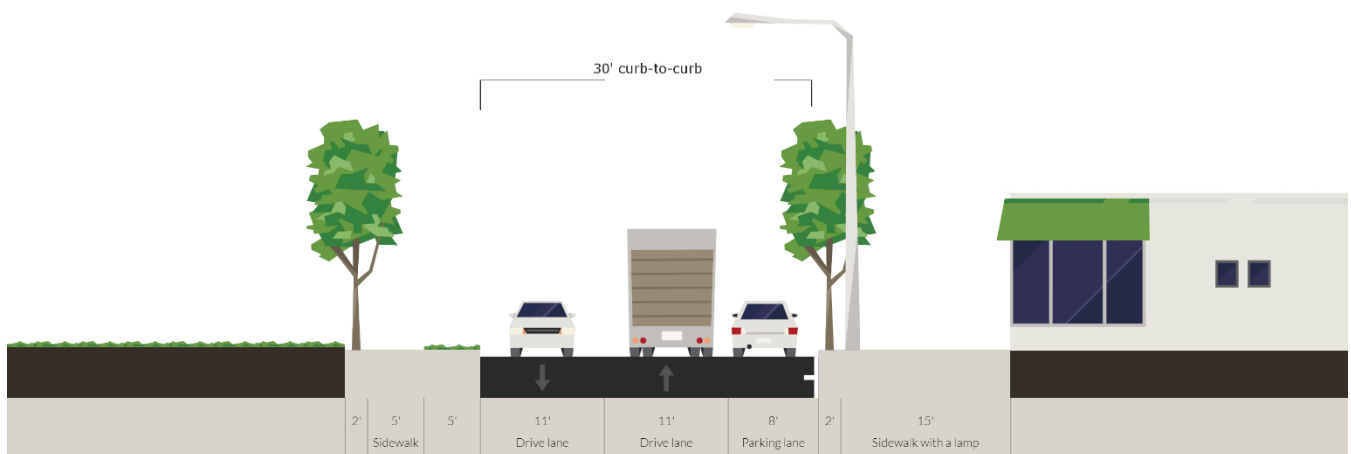
Pine Street: Ferguson – Home (PROPOSED)



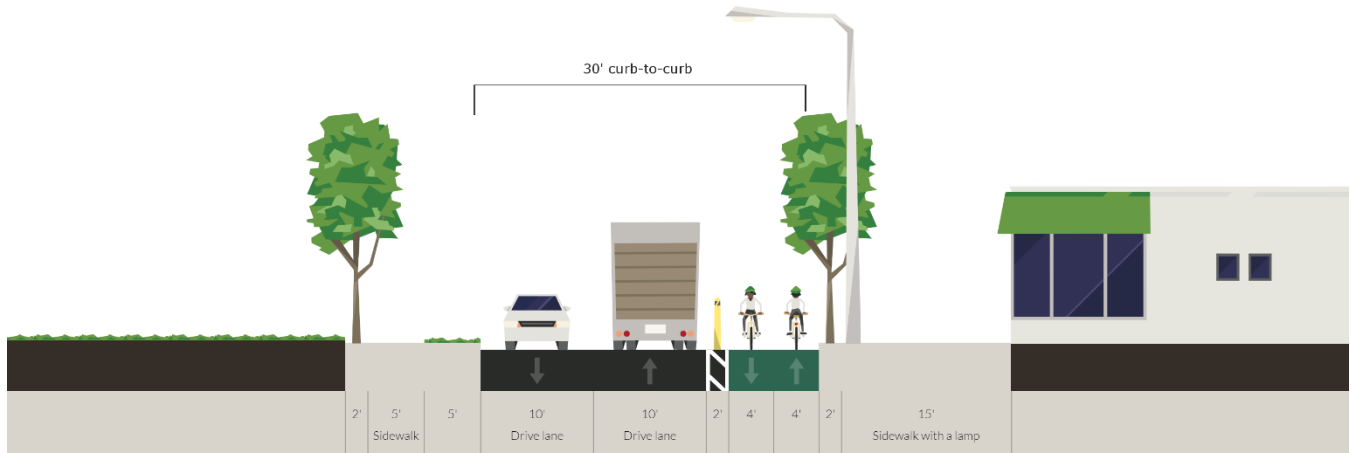
Austin Drive

- Restricting parking between Ledgewood Circle and Industrial Parkway would allow for a two-way protected bike lane on the north side of Austin Drive, improving connectivity into and around Oakledge Park.
- This protected bike lane would be part of a larger Neighborhood Greenway, which is a network of neighborhood streets with low vehicle volumes and speeds, designed to prioritize safety. This Neighborhood Greenway would connect to Oakledge Park via Oak Beach Drive.
- This project was originally conceptualized to be a 2-way protected bike lane along Austin Drive to the southern entrance of Oakledge Park. The route was changed to include a Neighborhood Greenway on Oak Beach Drive in order to preserve on-street parking options near Oakledge Park.
- The surrounding land use is mostly industrial, and the businesses have ample off-street parking.

Austin Drive: Industrial – Ledgewood (EXISTING)



Austin Drive: Industrial – Ledgewood (PROPOSED)



Conclusions

Staff recommends that the Commission adopt the parking adjustments discussed in this memo. These changes will allow for expansion of the network of safe, convenient, and connected bikeways in Burlington. These projects are recommended in the City's *PlanBTV WalkBike*, support local residents and businesses, and contribute to a thriving and healthy community.

Letter Sent to Residents and Property Owners in Pearl St Project Area

January 26, 2018

Dear Pearl Street Residents and Property Owners,

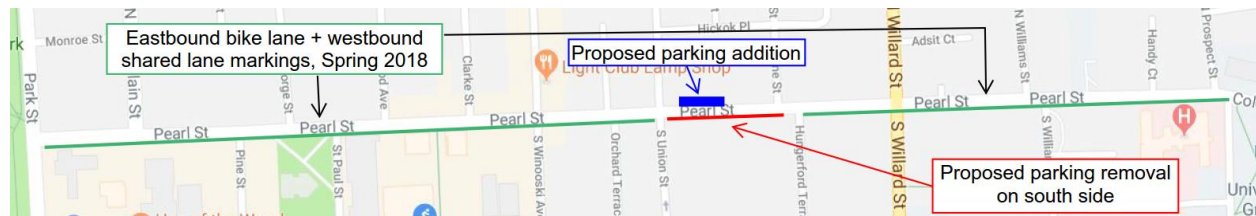
We are writing about a proposal to improve the safety and connectivity of the transportation network in Burlington for all users: a bikeway on Pearl Street from Battery St to Prospect St which includes a dedicated eastbound bike lane and westbound shared lane markings. This project, if approved by the DPW Commission, would remove a total of 9 on-street parking spaces.

In April 2017, City Council approved planBTV WalkBike, Burlington's road map to improve walking and biking in Burlington. Hundreds of interviews were conducted with Burlington residents as part of this plan. These interviews identified Pearl St as one of the most insecure roads for biking in Burlington. Observationally, the experience for drivers is also insecure as the lack of a dedicated lane leads to increased lane sharing with cyclists, including during evening commutes. Long before planBTV WalkBike was passed, Burlington residents have been expressing their desire for safer biking routes as an alternative form of transportation. A large part of this is strengthening the east-west biking routes through the City's downtown.

In addition to planBTV WalkBike, the City has received complaints about the block of Pearl St between Union St and Hungerford Terrace for years. Currently, the vehicle travel lanes are 9ft wide, which is one foot narrower than the City's standard minimum width for each lane. If the parking removal is approved, the vehicle travel lanes will be widened, which should alleviate some of the issues drivers experience in this block.

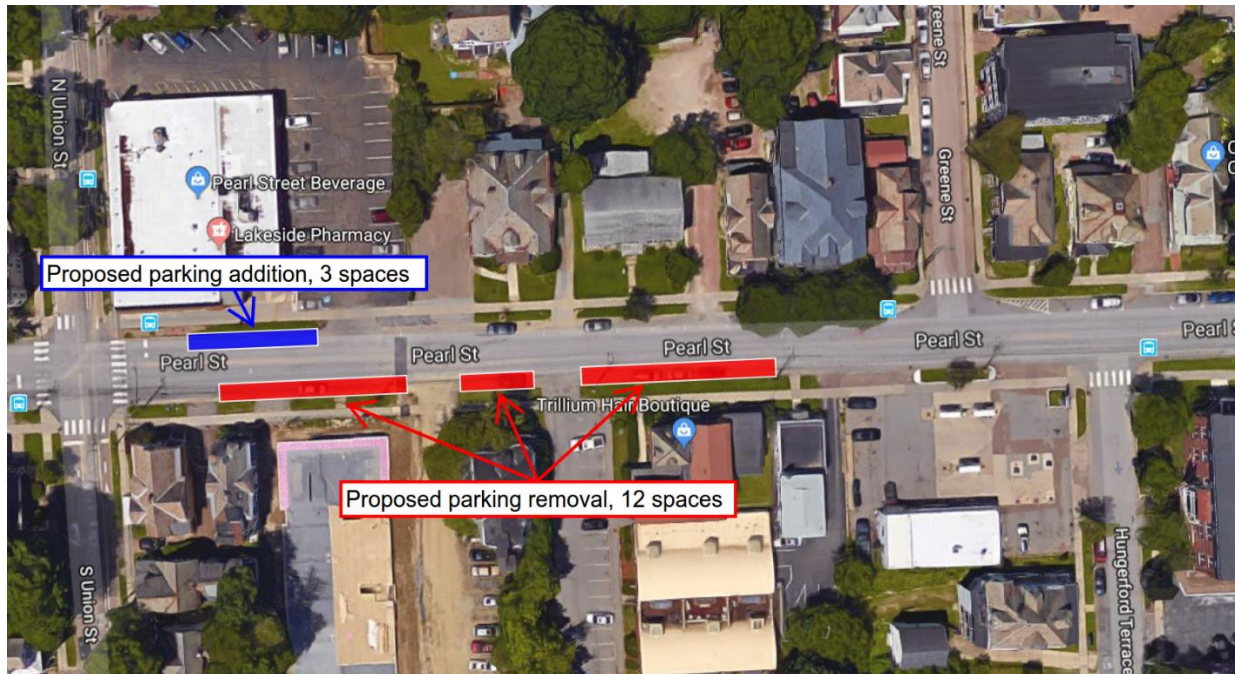
We believe this change will lead to benefits for pedestrians, drivers and cyclists. Drivers appreciate predictable cyclist behavior. Cyclists desire dedicated space on the road. Pedestrians need certainty about where cars and bikes will be. As a main corridor leading away from downtown, this is an integral route for those heading to and from work and even those who came to enjoy the Lake or our fantastic downtown. Based on technical considerations, best practices, and public input, we recommend that Pearl Street serve the multi-modal needs of Burlington.

In order to advance this project, 12 metered spaces on the south side of Pearl St would have to be removed. This spring, the bike lanes and shared lane markings will be painted from Battery St to Union St, and from Hungerford Terrace to Prospect St, potentially leaving just this one short section without bike lanes.



We understand that parking for small businesses and residents in this area can be challenging:

- DPW is proposing to add three on-street parking spaces where it is currently restricted on the north side of Pearl Street in front of Pearl Street Beverage.
- DPW met with representatives from Green Mountain Transit and UVM, who share a bus stop at the corner of Union St and Pearl St, and both organizations are supportive of this project.
- We are contacting property owners to facilitate conversations about shared-parking opportunities. If you're a business/property owner and would like to meet with DPW staff to discuss this project, please contact us at dpwplanning@burlingtonvt.gov or 802-863-9094 x3. **We will be available to meet on-site during the week of February 5th-9th.**
- DPW will take all of the feedback received into consideration. As we work to advance this bike lane this construction season, it is our goal to bring this project forward at the February 21st Public Works Commission Meeting for their approval.



Burlington has a long history as a vibrant and inclusive city. To continue that legacy, our transportation system must evolve to meet the needs of all users. Just as we take care of our roads and sidewalks, we know that a safe, connected bike network has numerous public health, environmental, and economic benefits for our City; and safe travel lanes for vehicles – especially transit – support these same values. DPW values all road users and strives to create an equitable, balanced transportation network.

We hope to bring this forward at the February 21st Public Works Commission Meeting and identify shared parking arrangements by that time. Please share your feedback with us by February 13th, so it can be included in the memo for the Commission's consideration. You can do so by contacting dpwplanning@burlingtonvt.gov or calling 802-863-9094 x3. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at:

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

Thank you,

Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x3
645 Pine Street Suite A, Burlington VT 05401

Pearl St Feedback Received by 2/14/18

February 11, 2018

We have significant concerns regarding the loss of parking spaces along Pearl St between Union and Hungerford. There are residents and businesses that rely on these on street spaces in this dense, parking starved part of the city. Our property is at 247 Pearl St. Please keep us informed.

Erik J. Hoekstra | Managing Partner | Redstone

210 College Street | Suite 201 | Burlington, VT 05401

P. [802.658.7400](tel:802.658.7400) | F. [802.860.3594](tel:802.860.3594) | M. [802.363.5165](tel:802.363.5165)

www.redstonevt.com | ehoekstra@redstonevt.com

January 29, 2018

Phone call from Louis Segal. He lives at 267 Pearl St. He is in support of the elimination of parking spaces on the south side of Pearl because it's really hard to see out of their driveway when they're pulling out onto Pearl. His wife was hit while pulling out this week. There are also visibility issues while coming out of the Redstone property. However, there is a lot of pressure on their parking lot because the condos share the parking lot with the businesses in the front.

February 8, 2018

Phone call from Mira. She lives on Mansfield Ave, drives on Pearl St. Feels that having parking on both sides is very dangerous.

February 14, 2018

Phone call from Phil Lavoie. He works at 273 Pearl St and is neutral on the project overall. He wanted to know if there would be bollards/barriers between the vehicle lane and bike lane, because he has clients who use Special Services Transportation Agency (SSTA) and the bus pulls up to the curb in front of their building to drop people off.



Paul A. Averill, D.D.S.
General Dentistry

2/7/2018

Chapin Spencer

Director of Public Works

City of Burlington

Dear Chapin,

I am deeply concerned and worried about the proposed plan to eliminate additional parking spaces from the downtown Burlington area. As a longtime business owner on Pearl Street I have seen many changes over the years, one thing for certain is that the need for parking in this area has risen, not decreased! The high density of apartments in the area with little or no parking of their own puts tremendous strain on the area. The proposed section on Pearl Street that stands to lose the parking also has several businesses' including Burlington Health and Rehab which depend on these spots. Just this past August this area lost 10 parking spaces on North Union.

I do understand the concept of improving accessibility for bikers on Burlington's roads. I do find it hard to believe that not having a bike lane on this half block of Pearl Street would be a deterrent for bicyclists on the street. I also know that these types of parking pressures on businesses drive business out of the city. Our practice has been on Pearl Street since the mid 1950's (And in downtown Burlington for almost 120 years) and we serve patients from the surrounding area as well as those from downtown Burlington. Most require parking, but many are able to walk or bike to their appointments. There are 2 other dental practices on this same block of Pearl Street, as well as other businesses on the south side of the street. When businesses are forced out do to parking issues ultimately it means more people on the roads in cars commuting outside the city for those services!

With the loss of the medical office building next door, we also lost significant parking in the area. (As well as patient parking) Now that there is an enormous apartment building in the same footprint (and with considerably less parking), the needs for parking have increased even more.

The 9 foot width of the road ("which is one foot narrower than standard") has been like this since the road has been in place. One thing that could improve this issue in the winter time is more frequent plowing after snowfall accumulation by activating the snow ban light system. (Snow and ice accumulates and prevents cars from parking close to the curb making the road more narrow)

Each time we lose parking in downtown Burlington it puts additional pressures on the existing spaces. This is obvious when you see a service station (corner of Pearl and Hungerford) using its space to sell



Paul A. Averill, D.D.S.
General Dentistry

parking spots instead of selling gas and doing auto services. These pressures will likely, in the future, eliminate our relationship with Lakeside Pharmacy for our patient parking. If that happens, we will have to close.

Another concern of ours is that we have been utilizing the road space at the end of our driveway to accommodate elderly and semi-handicapped patients. They have been able to park here to give them easier access to our practice. Without this they will have to go elsewhere for their care.

I sincerely hope that this is not already a done deal, and that you will take this and other input to heart before you make a decision like this that will have a devastating impact on those doing business and living in this area of Burlington.

Sincerely,

Paul A. Averill, DDS

CC: Mayor Weinberger

Letter Sent to Residents and Property Owners in Pine St Project Area

January 18th, 2018

Dear Resident or Property Owner,

In April 2017, the City Council approved *planBTV Walk Bike*, Burlington's road map to improving walking and biking in Burlington. In accordance with this plan and its goal of promoting a safe, connected, and predictable transportation network for all residents, the Department of Public Works is recommending that the southbound bike lane on Pine St be continued from Flynn Ave to Home Ave.

In order to provide space for this southbound extension of the bike lane, DPW is proposing to restrict parking on both sides of Pine St from Ferguson Ave to Home Ave. A parking count was conducted three times per day, on three separate days, for this area. No parked cars were observed any of these times, indicating that on-street parking usage on Pine St from Ferguson Ave to Home Ave is very limited. Parking is already restricted on both sides of Pine St from Flynn Ave to Ferguson Ave, so no changes are necessary for that block.

At the February 21st, 2018 Public Works Commission meeting, DPW will recommend restricting parking on both sides of Pine St from Ferguson Ave to Home Ave.

Please share your feedback with us by February 13th, so it can be included in the memo for the Commission's consideration. You can do so by contacting dpwplanning@burlingtonvt.gov or calling **802-863-9094 x 3**. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at: <https://www.burlingtonvt.gov/DPW/Commission/Agendas>

Thank you,



Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x 3
645 Pine Street Suite A, Burlington VT 05401

Pine St Feedback Received by 2/14/18

February 13, 2018

Dear DPW,

Our names are Oliver and Elsie Parini and we live at 968 Pine Street between Morse and Home Ave. We are writing in regards to DPW's plan to continue the southbound bike lane on Pine Street from Flynn Ave to Home Ave. While we support the city's efforts to promote biking, we are *not* in favor of extending the bike lane south along Pine Street.

The primary concern with this plan is that restricting on-street parking would be an unnecessary hardship for us. We have limited parking in our single-lane driveway and we use the on-street parking every single day to shuffle our cars in and out of our driveway. Restricting on-street parking would mean that we would either have to hold up traffic in the morning or park our cars on side streets nearby — which would add an extra burden to our neighbors and their parking spaces. Additionally, we would have no parking for guests; we value our close friends and family and inviting them to our house, in our wonderful city, is part of the value of our home.

From a more logistical point of view, we feel that adding a bike lane from Flynn Ave to Home Ave is not the best location choice. There are just too many cars and we are not convinced that the number of people using the bike lane on this one small section of the street will offset the amount of cars to make any noticeable reduction in traffic. From a safety perspective, adding bike traffic to an already busy street seems like an unnecessarily risky decision. After all, cars regularly drive in bike lanes and because this is such a busy section we expect cars to utilize the bike lane regardless jeopardizing the safety of the bikers and making the whole effort futile. There are many alternate locations for a bike lane that are safer and cause less disturbance that we would like you to consider.

Please know that we are both bikers, runners and advocates of alternate transportation. We love that Burlington is trying to make our streets safer for biking; however, we feel very strongly that restricting parking on our particular section of Pine Street to add a bike lane is not the most advantageous, safe or practical plan. Please reconsider.

With respect and thanks,
Elsie and Oliver Parini

P.S. We are both happy to elaborate further if anyone would like to reach out. You can reach us at oliver.parini@gmail.com.

February 1, 2018

Dear Elizabeth,

Thank you for the notice of the proposed change in parking on Pine from Ferguson to Home Ave.

I live at 947 Pine, on the corner of Pine and Morse, so parking is already restricted in front of my house. My understanding was that it is only the block between Morse and Home where parking is allowed, on the east side of the street. I support the extension of the bike lane but want to add a restriction request.

Morse Place west of Pine - where my house and driveway are located - is already over-used as a cut-through by drivers impatient with the frequent back-ups at the Pine-Home 4-way stop. There have been many times when I have started to back out of my driveway only to have to stop suddenly when an overly assertive southbound Pine Street driver speeds in frustration around my corner (turning right onto Morse) to continue west on Home via Foster Street. More than once I have counted my blessings that a vehicle didn't ram into the rear of my car.

Further, people visiting homes on the Morse-Home block of Pine Street already park in front of my house/driveway, making visibility/maneuverability out of the driveway challenging. My request is to also add a no-parking sign on Morse from Pine Street street to just past my driveway. Parking at the top of this block is also challenging in cases where cars driving east on Morse towards Pine are forced into the center of the street dangerously close to the stop sign. I imagine this is also an issue on Lyman Avenue.

I appreciate your consideration. I'd be happy to discuss this further if it would be helpful.

Thanks,
Mindy Clawson
947 Pine St.

February 11, 2018

Burlington Public Works Commission:

My name is Gabriel Arnold and I own and live in a home with my family at 974 Pine St. between Home and Morse. We received a letter that the DPW is proposing to eliminate on-street parking on Pine St from Ferguson Ave to Home Ave, in front of our home in the favor of bike lanes. We are strongly opposed to this proposed change for two reasons.

First, the on-street parking on this stretch in particular from Home to Morse is frequently used by ourselves and our neighbors. We have a single lane driveway that only accommodates two cars. The on-street parking is where we park, where our guests park, and where service vehicles park. Some of our guests have health issues who are unable to walk up the hill from the nearest street that would allow parking after the change. Eliminating this parking will inconvenience us and our guests, create barriers to people visiting us, and will in turn negatively impact the value and salability of our home that we have invested in and pay significant property taxes for.

Second, eliminating this parking would make Pine St in our neighborhood less safe and would be inconsistent with planBTV South End. Pine Street is already very dangerous on this stretch. There are no stop signs from Home all the way to Flynn. Many cars and commuters speed along this stretch, and this is exacerbated by the downhill between Home and Morse. We experience speeding cars frequently and in fact the only traffic calming measure on this stretch is the on-street parking. On-street parking is an effective traffic calming measure that reduces the apparent width of the road, and in turn causes drivers to reduce their speed. It creates a buffer between pedestrians on the sidewalk and the cars. If the city were to eliminate this parking, it would increase vehicle speeds and turn this stretch of Pine St into even more of a commuter raceway that it was never intended for and should not be. It will be less safe for everyone, including cars, bikers, and pedestrians.

Looking forward, the PlanBTV South End vision is for the Champlain Parkway to be built and our section of Pine St. to be turned more towards the neighborhood street it should be. Additional traffic calming measures on Pine between Home and Flynn are recommended including curb extensions, mini-roundabouts, and crosswalks. The Champlain Parkway is to become the commuter route, which will include a full shared-use protected bike lane. This will run parallel to Pine less than 2 blocks away and will provide an unobstructed protected alternative for bikers looking to bike into the city. The Parkway is where higher speed traffic including both cars and bikes should be directed. Our street and our section of Pine should be slowed and measures should be put in place to discourage commuters and higher speed traffic from using it. Low speed, shared use car+bike lanes with frequent stops and traffic calming measures will be more appropriate for Pine St. in our neighborhood. We ask that the city keep safety of everyone and the Plan BTV South End vision in mind rather than moving forward with this short-term bandaid that will reduce safety and encourage higher speeds in our neighborhood. We are almost there, the parkway construction is to start next year.

Sincerely,
Gabriel Arnold P.E. and family
974 Pine St.

Letter Sent to Residents and Property Owners in Austin Dr Project Area

January 26, 2018

Dear Residents and Property Owners,

We are writing about a proposal to improve the safety and connectivity of the transportation network in Burlington for all users: a bikeway on the eastern block of Austin Drive.

In April 2017, City Council approved planBTV WalkBike, Burlington's road map to improve walking and biking in Burlington. Through interviews as part of that plan, connectivity into Oakledge Park was described as an important improvement to pursue. In accordance with this plan, the Department of Public Works (DPW) intends to install a protected bike lane on the eastern block of Austin Drive, connecting to Oakledge Park via a Neighborhood Greenway on Oak Beach Drive. A Neighborhood Greenway is a network of neighborhood streets with low vehicle volumes and speeds, designed to prioritize safety, including for cyclists and pedestrians.

In order to complete this project, DPW is proposing to restrict on-street parking on the south side of Austin Drive, between Ledgewood Circle and Industrial Parkway. This will provide space for a two-way protected bike lane on the north side of Austin Drive. Protected bike lanes help people of all ages and abilities feel safe while biking, such as the families and children who ride their bikes to Oakledge Park. Protected bike lanes also benefit drivers, since cyclist behavior becomes more predictable. In addition, the protected lane helps to provide a safe and comfortable alternative to driving to and from Oakledge Park, lessening the burden on parking in the area.

To advance this project in 2018, we plan to attend the February 21st meeting of the Public Works Commission and recommend they restrict parking on Austin Drive between Ledgewood Circle and Industrial Parkway. **Please share your feedback with us by February 13th, so it can be included in the memo for the Commission's consideration.** You can do so by contacting dpwplanning@burlingtonvt.gov or calling 802-863-9094 x3. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at: <https://www.burlingtonvt.gov/DPW/Commission/Agendas>.

Thank you,



Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x3
645 Pine Street Suite A, Burlington VT 05401



Austin Dr Feedback Received by 2/14/18

February 1, 2018

Phone call from Joe Barrett. Concerned about trucks being able to make the turn, turning left from Industrial Parkway and then turning right to go into their driveway. They currently take the entire intersection to turn. They would like to be kept informed as designs are developed.

February 1, 2018

Hi Nicole,

Can you share any plans for a new bike lane on Austin Drive? We are planning work at our building at One Industrial Avenue and while I don't think a bike lane will cause much impact it would be helpful to have the plans.

Thanks,

Jon Moore

Director of Maintenance and Planning

Green Mountain Transit (GMT)



February 14, 2018

TO: Public Works Commission

FROM: Susan Molzon, P.E., Public Works Engineer
Nicole Losch, PTP, Senior Transportation Planner

RE: Intersection Scoping Study for Winooski Ave – Howard St – St Paul St

Recommendations

Staff recommends that the Commission endorse the Winooski-Howard-St Paul Intersection Scoping Study and its preferred alternative recommendation. The Report may be downloaded from the project website at <https://www.burlingtonvt.gov/DPW/Winooski-Howard-St-Paul-Intersection-Scoping-Study>

Purpose & Need

Make the intersection easy and safe to cross for all modes of transportation, including pedestrians, bicycles, transit, and vehicles, while minimizing impacts to vehicle capacity, encouraging an inviting and welcoming environment, and supporting the neighborhood center. A more detailed description of the Purpose & Need can be found in Section 7.0 of the Report.

Public Engagement

This project falls under Collaborate on the Spectrum of Engagement. The project website, Front Porch Forum, Social Media and email correspondence have all been used to engage the public throughout this scoping study process. The Report details the public involvement at previous meetings including a Local Concerns Meeting and Alternatives Presentation. A Demonstration project was also undertaken for this intersection and is discussed in the Report.

Conclusions

The short-term recommendation is for a quick build project to extend curbs and to improve the bicycle facilities at this intersection. The long-term recommendation is for construction improvements to include a new signal system with pedestrian signals, curb extensions, crosswalk for S. Winooski Ave, and improved bicycle facilities as described in Alternative 2 of the Report.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Rob Green
ASSISTANT DIRECTOR
RIGHT OF WAY

Memo

February 14, 2018

To: Burlington Public Works Commission

From: Rob Green, Assistant Director DPW

Re: Residential Consolidated Collection

Requested Action

Have the Commission approve the following motion: "To recommend the City work with CSWD and any interested adjacent cities to advance a feasibility study on residential consolidated collection of trash, recycling and organics.

Background

Consolidated collection is a system in which a municipality contracts with one or more haulers to provide curbside collection of trash, recycling, and organics for specific routes within that community, rather than having multiple haulers serve a scattering of customers in each neighborhood. Currently there are (4) private haulers providing trash service and DPW providing all the residential recycling pickup.

Discussion

Burlington Public Works is working with Chittenden Solid Waste District (CSWD) and our neighbor South Burlington in exploring the potential of a Residential Solid Waste Consolidated Collection System. The City of Winooski was asked if they were interested, but they declined at this time. CSWD has been evaluating consolidated collection for years. In 2009 they formed a study committee, comprising haulers, CSWD board members, and CSWD staff, to direct a study. After years of input, the committee was never able to reach consensus on a county-wide approach for all its members to pursue. In response, the CSWD Board in 2014 decided to pause the process and provide technical assistance to individual communities interested in exploring consolidating collection.

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).

City staff have a number of questions and continued conversations with South Burlington and CSWD will likely bring up more. Together we are proposing to draft for a Request For Proposal (RFP) to procure a consultant to get our questions answered and provide the Commission and City Council enough detail for the city to determine the next steps. I look forward to hearing your questions and will keep the DPW Commission, TUEC and the City Council informed of any future progress.

What Are the Potential Benefits of a Residential Consolidated Solid Waste Collection System?

- Reduction of the overall cost to residents for the collection of trash, recycling and solid waste
- Reduction of heavy truck traffic in neighborhoods by having all wastes and recyclables picked up on the same day
- Reduction of the environmental and infrastructure impacts of truck traffic
- Possible increase to the amount residents recycle by having all residents with larger capacity covered wheeled carts
- Economics of scale could make the costs of organics collection more affordable
- Uniting all residential solid waste collection into a seamless system would allow Burlington Public Works to get out of the recycling collection business
 - Ending administration of Burlington's recycling tax
 - Ending our challenge of high employee turnover
 - Ending our need to acquire and maintain expensive collection equipment

We Seek to Have the Feasibility Study Address;

- Projected costs for curbside pickup of trash, recyclables, and organics for Burlington residents?
- Ways consolidated collection could be structured to give small haulers a fair opportunity to compete for the franchised districts
- Determine ability to offer bi-annual yard waste collection
- Determine ability to include heavy waste service
- Define residential customer (what housing types would be served?)
- Recommended types of service and options to be offered to residents
- Determine who would bill the residents
- Determine optimal length of contracts
- Draft recommended implementation steps and timeline should Burlington seek to advance consolidated collection

As the CSWD Commissioner representing Burlington and the Assistant Director of DPW managing the recycling program, I believe Burlington should explore the possibility of having a consolidated solid waste collection system. I presented this opportunity to the City Council's Transportation energy & Utilities Committee a few weeks ago and received favorable feedback.

Projected Costs:

We expect Burlington's share of the feasibility study to cost somewhere between \$30,000 to \$50,000. We have budgeted for this expense in our FY19 budget.

Feel free to reach out with any questions in advance of the meeting. Thank You.

Sections 14-1 thru 14-4 of the City Ordinance is attached below for your reference.

ARTICLE I. IN GENERAL¹

14-1 Purpose.

The purpose of these provisions (sections [14-1](#) through [14-10](#)) is to protect the health and welfare of the citizens of Burlington, to promote energy and resource conservation and to protect the environment. The city council hereby adopts these provisions to regulate the separation, recovery, collection, removal, storage and disposition of solid waste, including recyclables, in the city.

(Ord. of 6-3-91)

14-2 Definitions.

The following definitions shall apply to this article:

Authorization by the City of Burlington: Authorized pursuant to a legal contract or other written authorization entered into by the city and a private third person as defined herein.

Person: Any person, firm, partnership, association, corporation, company or organization of any kind.

Recyclable: Recyclable material as specifically identified in regulations promulgated pursuant to these provisions.

Solid waste: Any solid waste as defined in Title [10](#) V.S.A. section [8602](#).

(Ord. of 6-3-91)

14-3 Solid waste regulation.

In accordance with section [48](#)(VI) of the City Charter, the collection, removal and disposal of all solid waste, including recyclables, within the limits of the city shall be regulated by the city council. Such regulations as are necessary and appropriate to effectuate the aims of this chapter shall be proposed by the public works commission for approval by the city council.

(Ord. of 6-3-91)

14-4 Collection.

- (a) The city council is authorized to employ or make contracts with individual persons for the separation, recovery, collection, removal, storage or disposition of solid waste, including recyclables. Contracts will be reviewed and awarded by the city council and/or the public works commission consistent with current city policy. Contracts which are awarded pursuant to this authority shall be advertised or otherwise put to competitive bid as required by city policy. Contracts may be rejected or awarded at the sole discretion of the city for any reasons which it deems appropriate, including, but not limited to, the efficiency of scale, past performance, stability of operation and need for competition.
- (b) All collectors and haulers of solid waste and recyclables in the city shall register with the department of public works and such registration shall constitute authorization to collect and dispose of solid waste and recyclables. Registrants may be required to provide information necessary to assure the proper handling of such materials. The public works commission, with city council approval, may establish other requirements, including a registration fee, necessary to carry out these provisions.
- (c) Those businesses, landlords or institutions that elect to implement their own collection or disposal programs may do so only with the approval of the public works commission and shall register with the department of public works, which shall have the authority to monitor such programs for compliance with regulations adopted pursuant to these provisions.

(Ord. of 6-3-91)

Burlington Department of Public Works Commission Meeting
Draft Minutes, 20 December 2017
645 Pine Street

Commissioners Present: Robert Alberry (*via phone*); Tiki Archambeau (Chair); Jim Barr; Chris Gillman (Clerk); Solveig Overby; Jeff Padgett; Justine Sears (Vice Chair). **Commissioners Absent:** None.

Item 1 – Call to Order – Welcome – Chair Comments

Chair Archambeau calls meeting to order at 6:29pm and makes opening comments.

Item 2 – Agenda

Commissioner Barr makes motion to accept agenda and is seconded by Commissioner Padgett.

Action taken: motion approved;

“Ayes” are unanimous.

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

Matthew Vaughan, Ward 2, speaks on Agenda Item 5.

Chris Bullard, Ward 1, speaks on Agenda Item 5.

Daniel Scheidt, Ward 6, speaks on Agenda Item 5.

Patrick Hanley speaks on parking fine rates.

Kevin Bouchard speaks on Agenda Item 5.

Robert Tanneberger speaks on crosswalk at 246 North Winooski Ave.

Item 4 – Consent Agenda

A. Traffic Status Report

B. Burlington Free Press Parking Agreement

Clerk Gillman makes motion to accept Consent Agenda and is seconded by Commissioner Barr.

Action taken: motion approved.

“Ayes” are unanimous.

Item 5 – FY’18 Bike Projects & Willard Parking Flip

A) Communication by DPW Senior Transportation Planner Nicole Losch and DPW Associate Planner Elizabeth Gohringer who speak on FY’18 bike projects, including the parking “flip” on Willard St., introducing “Willard St Parking Lane/Bike Lane Switch Feedback received post 12.13.17” document for the record.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, and Commissioners Alberry, Barr, Overby, and Padgett ask questions on Item 5 with DPW Director Chapin Spencer, City Engineer and DPW Assistant Director for Technical Services Norm Baldwin, and Planner Losch answering.

C) Public Comment

Daniel Scheidt, Ward 6, speaks on Item 5.

John Ware, Ward 3, speaks on Item 5.

Chris Bullard, Ward 1, speaks on Item 5.

Kevin Bouchard speaks on Item 5.

D) Commissioner Discussion

Vice Chair Sears, Clerk Gillman, and Commissioners Alberry and Padgett engaged in a discussion over Item 5.

E) Motion made by Commissioner Padgett to accept staff’s recommendation: repeal “No Parking” on east side of Willard Street between Maple Street and North Street; no parking on the west side of Willard Street between Maple Street and North Street; motorcycle parking in the first parking

space north of Maple Street, in the first parking space north of Main Street, and in the first parking space north of Brookes Avenue.

Seconded by Commissioner Barr.

Discussion

Clerk Gillman and Commissioner Padgett talked of Item 5.

Action taken: motion approved;

Commissioner Alberry: nay

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: aye

Item 6 – Great Streets Standards Approval

A) Presentation by DPW Engineer Laura Wheelock and Planning & Zoning Principle Planner for Comprehensive Planning Meagan Tuttle who speak on Great Streets Standards.

B) Commission Questions

Chair Archambeau and Commissioner Overby ask questions on Item 6 with Director Spencer, City Engineer Baldwin, Engineer Wheelock, and Planner Tuttle answering.

C) Public Comment

Daniel Scheidt, Ward 6, speaks on Item 6.

D) Commissioner Discussion

E) Motion made by Commissioner Barr to accept staff's recommendation: approve and recommend the City Council adopt Great Streets Standards.

Seconded by Commissioner Padgett.

Discussion

Commissioners Overby and Padgett and City Engineer Baldwin, Engineer Wheelock, and Planner Tuttle talked of Item 6.

Action taken: motion approved;

"Ayes" are unanimous.

Item 7 – Plumbing Code Revisions

A) Communication by City Engineer Baldwin who speaks on the revised Plumbing Code.

B) Commission Questions

Chair Archambeau asks questions on Item 7 with City Engineer Baldwin answering.

C) Public Comment

D) Commissioner Discussion

E) Action Requested – None.

Item 8 – Traffic Calming/Traffic Requests Presentation

A) Communication by Director Spencer and City Engineer Baldwin who speak on the process improvement effort for Traffic Calming and Traffic Requests and wanting to get Commission input on an initial concept of delegating authority to DPW staff for adjusting certain traffic and parking regulations listed in Appendix C of City Ordinance.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, Clerk Gillman, and Commissioners Barr, Overby, and Padgett ask questions on Item 8 with Director Spencer and City Engineer answering.

C) Public Comment

D) Commissioner Discussion

E) Action Requested – None.

Item 9 – Approval of Draft Minutes of 11-15-17

Commissioner Barr makes motion to approve draft minutes of 11-15-17 and is seconded by Commissioner Padgett.

Action take: motion approved;
Commissioner Alberry: aye
Chair Archambeau: aye
Commissioner Barr: aye
Clerk Gillman: *abstains*
Commissioner Overby: aye
Commissioner Padgett: aye
Vice Chair Sears: aye

Item 10 – Director’s Report

Director Spencer reports on UVM water billing anomaly and updates the Commission on addressing the issue.

Item 11 – Commissioner Communications

Commissioner Overby comments on narrow streets widths and snow removal and the ICV Encumbrance Permit at College St & Pine St with Director Spencer and City Engineer Baldwin answering; Chair Archambeau comments on Germain St parking, the Snow Ban car-drop on Pomeroy St, the Willard Parking Flip, Permit Reform, the addition of a guardrail at Manhattan Dr & Oak St, and Commission meeting minutes with Director Spencer and City Engineer Baldwin answering.

Item 12 – Adjournment & Next Meeting Date – January 17, 2018

Motion to adjourn made by Commissioner Barr and seconded by Clerk Gillman.

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

Meeting adjourned at 9:54pm.

Burlington Department of Public Works Commission Meeting
Draft Minutes, 17 January 2018
645 Pine Street

Commissioners Present: Robert Alberry (*via phone*); Tiki Archambeau (Chair); Jim Barr; Chris Gillman (Clerk); Jeff Padgett; Solveig Overby (*via phone*). **Commissioners Absent:** Justine Sears (Vice Chair).

Item 1 – Call to Order – Welcome – Chair Comments

Chair Archambeau calls meeting to order at 6:31pm and makes opening comments.

Item 2 – Agenda

Commissioner Barr makes motion to accept agenda. Chair Archambeau offers friendly amendment to accept agenda while moving Consent Agenda Item C to Agenda Item 4.1. Commissioner Barr accepts friendly amendment.

Action taken: motion approved;

Commissioner Alberry: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

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

Amanda Young, Ward 1, speaks on Agenda Item 5.

Item 4 – Consent Agenda

A. Traffic Status Report

B. 30-Minute Metered Parking Space on Pine St

D. Stop Control on Union St

E. Stop Sign on Briggs Street & Ferguson Ave

Commissioner Barr makes motion to accept altered Consent Agenda and is seconded by Clerk Gillman.

Action taken: motion approved.

Commissioner Alberry: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Item 4.1 – New Accessible Space at 60 Lakeview Terr

A) Communication by Engineer Technician Phillip Peterson who speaks on proposed new accessible space.

B) Commission Questions

Chair Archambeau asks questions on Item 4.1 with City Engineer and DPW Assistant Director for Technical Services Norm Baldwin and Technician Peterson answering.

C) Public Comment

D) Commissioner Discussion

Clerk Gillman and Commissioner Barr engaged in a discussion over Item 4.1.

E) Motion made by Commissioner Padgett to accept staff's recommendation: the addition of a new Accessible Space on the east side of Lakeview Terrace beginning two hundred thirty-four (234) feet north of Canfield Street and extending north for a distance of twenty (20) feet.

Seconded by Clerk Gillman.

Discussion

Action taken: motion approved;

Commissioner Alberly: aye

Chair Archambeau: nay

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Item 5 – Draft Policies on Narrow Streets

A) Communication by DPW Director Chapin Spencer and Senior Transportation Planner Nicole Losch who speak on developing narrow street policies.

B) Commission Questions

Chair Archambeau, Clerk Gillman, and Commissioners Barr, Overby, and Padgett ask questions on Item 5 with Director Spencer, City Engineer Baldwin, and Planner Losch answering.

C) Public Comment

Amanda Young, Ward 1, speaks on Item 5.

Cathy Austrian, Ward 1, speaks on Item 5.

D) Commissioner Discussion

Chair Archambeau, Director Spencer, and Technician Peterson engaged in a discussion over Item 5.

E) Action Requested – None.

Item 6 – Approval of Draft Minutes of 12-20-17

Commissioner Barr makes motion to delay approval of draft minutes of 12-20-17 to the February Commission Meeting and is seconded by Commissioner Alberly.

Action take: motion approved;

Commissioner Alberly: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Item 7 – Director's Report

Director Spencer reports on the Water/Wasterwater billing error update, the now-underway Intervale Road scoping study, plowing updates, and thanking Billy Burns in advance of his impending retirement from the city. City Engineer Baldwin reports on the Technical Services Division's efforts to fill 4 vacancies.

Item 8 – Commissioner Communications

Commissioner Overby comments on Intervale Road Scoping study and the vacancies in the Technical Services Division; Commissioner Padgett comments on the good plowing job being done; Commissioner Barr comments on residents complementing staff on addressing narrow streets and the snow removal effort.

Item 9 – Adjournment & Next Meeting Date – February 21, 2018

Motion to adjourn made by Commissioner Barr and seconded by Clerk Gillman.

Action taken: motion approved;

Commissioner Alberry: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Meeting adjourned at 7:41pm.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: February 14, 2018

PAVEMENT CONDITIONS:

As you know, this winter's repeated freeze/thaw cycles have caused extensive deterioration along many of our major roadways. Due to the severity of the situation, DPW is proposing to expand our 2018 paving list to repair road damage to North Avenue, Pine Street, and other severely weather-degraded major roadways. DPW has issued an addendum to its paving contract to address segments of impacted arteries, with a focus on ensuring safe travel and significantly improved roads for Burlington.

The Sustainable Infrastructure Bond, approved by voters in November 2016, doubled DPW's annual paving contract. Through careful financial management and at no additional taxpayer expense, DPW will expand beyond this already increased scope of paving work for the 2018 construction season. DPW annual paving contracts will have increased as follows:

-) Pre-Sustainable Infrastructure Bond (before 2017): ~\$1M
-) Post-Sustainable Infrastructure Bond (2017): ~\$2M
-) Projected for 2018 to fix the weather-damaged roads: ~\$3M

We have added an agenda item on to the February Commission meeting to request Commission support for augmenting the 2018 paving program. The Commission approved the original 2018 paving program at its October 2017 meeting. The additional streets that would see new or supplemental paving or long linear patching under our proposed plan include:

-) North Avenue
-) Colchester Avenue
-) Pine Street
-) North Street
-) Maple Street

Thank you for your understanding as we are working hard to provide the Commission the most comprehensive and up-to-date information on this emerging issue. We will have more information at the meeting.

WINOOSKI RIVER BRIDGE SCOPING PROJECT

The CCRPC, along with the cities of Burlington and Winooski and other partner organizations, and the public, have initiated an important scoping project to evaluate the future connection between the two cities. The current bridge over the Winooski River is approaching 90 years old and nearing the end of its expected useful life. For both structural and functional reasons, this bridge will require significant improvements, perhaps outright replacement, in the not-too-distant future. The CCRPC hired the engineering consultant firm of McFarland Johnson to undertake a scoping study – to identify site constraints and recommend crossing alternatives. The local concerns /

alternatives presentation meeting was held February 8. DPW will be actively involved and we welcome Commissioners and members of the public to engage in the scoping process.

<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/winooski-river-bridge-scoping-study/>

LOWER PARKMOBILE FEES & VALENTINES WEEK PROMOTION

We are pleased to announce that through a competitive bidding process we have lowered the fees that our pay-by-cell provider Parkmobile charges to customers using the phone-based parking app. The initial fee has decreased from \$0.35 to \$0.30 and the fee to extend the duration of a parking stay has been completely eliminated (was formerly \$0.35). More than 25% of all meter payments downtown are being made through the app these days. There is also a Valentines Week promotion underway now where the Church Street Marketplace and their sponsors are underwriting \$3 off for on-street parking sessions with the use of a special promotional code (Love). Each customer can only use the promotion once. The promotional code has already been used by 100+ parkers.

WATER BILLING ANOMOLY

We have updated the Commission each month on where the UVM water billing issue stands. As you may recall, we have contracted with financial services firm KPMG to conduct an independent assessment of the department's 98 compound meters. KPMG is currently working to complete their assessment report. We will include the full report in the March Commission meeting packet along with a staff developed summary of activities we have taken to address the report's findings. We will also plan to have a deliberative item on the agenda so that the Commission and the public can discuss and ask questions.

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



City of Burlington
Department of Public Works
645 Pine St
Burlington, VT 05401
802-863-9094
Burlingtonvt.gov/dpw

PRESS RELEASE

For immediate release:

February 15, 2018

For more information, contact:

Robert Goulding, DPW Public Information Manager

802-540-0846

City Expands Paving Program to Include Repaving of North Avenue, Pine Street, and Other Major Arterials

Public Works reallocating existing resources to address unanticipated damage to major roadways from this winter's unusual freeze-thaw cycle

Burlington, VT – The Department of Public Works (DPW) is expanding its 2018 paving list to repair road damage to North Avenue, Pine Street, Colchester Avenue and other severely weather-degraded major roadways. DPW has issued an addendum to its paving contract to address segments of impacted arteries and will begin the work as soon as weather conditions allow the asphalt plants to reopen (typically in April or early May). The Sustainable Infrastructure Bond, approved by voters in November 2016, doubled DPW's annual paving contract. By reallocating existing resources, DPW will expand beyond this already increased scope of paving work for the 2018 construction season and repave well more than double the amount of roadway that the City typically fixes in a year.

"The current state of our major arterials is unacceptable, and I appreciate how quickly our Public Works Department has answered my call to come up with a plan to improve these roads as much as possible, as quickly as possible, and to restore them fully as soon as the weather warms," said Mayor Miro Weinberger. "This new plan will do all of that, and without increased burden on the taxpayers."

Citywide Improvement: New North End to the South End

Public Works has maintenance teams on daily patrols throughout the city to improve what can be fixed now, working on regular work hours or over the weekends whenever warmer weather presents an opportunity.

Problematic road conditions from this winter's severe cold and rapid thaw are region-wide, with clear impacts throughout Burlington. The near-term plan to address these impacts includes:

- **North Ave:** Segments with substantial deterioration will be added to the paving schedule this spring, and other segments will now receive extensive linear patching during the construction season.
- **Plattsburg Ave:** A key section will be paved this spring as part of the original paving schedule.
- **Pine St:** In coordination with previously planned subsurface drinking water infrastructure upgrades, key sections of Pine Street will now also be repaved, and others will receive extensive linear patching.
- **Colchester Ave:** In addition to already planned paving of the stretch of Colchester Ave as it reaches Winooski, additional segments will be repaved or extensively patched to improve road conditions.
- Other proposed segments receiving extensive patching include parts of Maple Street (of which a large section was already on the original list) and North Street.

Interim Steps, Careful Planning, and Construction

Public Works continues to fill potholes with cold patch as conditions allow to provide a viable mid-winter solution to improved roads. Crews have also milled short delaminated (shallower, but longer or wider than a traditional pothole) segments of North Avenue and Pine Street to provide a smoother lane of travel. Engineering and maintenance teams are monitoring if the milled sections will survive additional freeze-thaw cycles or accelerate the creation of potholes by thinning the paved road surface. Additionally, test pits have been dug to determine the thickness of these paved sections and inform the proactive approach to paving these roads this spring. For impacted roads that are not repaved, resources will be devoted to effectively “hot patch” and improve these roads. Hot patch is a more durable solution short of a full repaving that will be available to address road deterioration as the weather warms and asphalt plants re-open.

The projected total cost of the annual paving contracts for 2018 to fix the weather-damaged roads will be dependent on bid submissions and Public Works Commission and City Council approval. The overall construction schedule will be dependent on weather and contractor availability. Public Works will be releasing more information on the paving list and schedule as it becomes available.

“We will fix these arteries,” said Chapin Spencer, Director of Public Works. “Our residents, commuters and visitors rely on these roads for safe travel. As the Mayor has made clear, everyone using our roads deserves better, and we will continue working tirelessly to improve the conditions.”



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###



FINAL REPORT [DRAFT]

BURLINGTON BP15(17) WINOOSKI-HOWARD-ST PAUL INTERSECTION SCOPING STUDY

2/12/2018



DRAFT

PREPARED FOR:
BURLINGTON VERMONT DEPARTMENT OF PUBLIC WORKS

SUBMITTED BY:
RSG

180 Battery Street, Suite 350
Burlington, VT 05401
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IN COOPERATION WITH:
HARTGEN ARCHAEOLOGICAL ASSOCIATES, INC.
POINT OF BEGINNING, LAND SURVEYING AND CONSULTING



FINAL REPORT [DRAFT]

PREPARED FOR: BURLINGTON DEPARTMENT OF PUBLIC WORKS

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EXECUTIVE SUMMARY

Why this intersection?

The intersection of St Paul Street, Howard Street, and South Winooski Avenue is a gateway to several neighborhoods, and it is an emerging neighborhood hotspot of its own. The five-legged intersection operates reasonably well for motor vehicles, which are guided by traffic lights. However, it is a challenging environment for pedestrian, wheel chair, bicyclist, vision impaired and other non-motorized travelers. Most notably, there are no pedestrian signals or push buttons for people to safely cross the intersection on foot. Nearby residents that travel through or observe the intersection daily were the first to call request safety and accessibility improvements several years ago, and have been engaged throughout this study.

The study has been conducted to be consistent with the City's past planning efforts, including planBTV Walk-Bike and planBTV South End. The results will inform future planning along Winooski Avenue.

Multimodal Perspective

This study placed an emphasis on pedestrian and bicycle safety and improved accessibility. The steering committee and members of the public recognized and supported a reduced efficiency for motor vehicles within reason, as long as safety is not jeopardized and volumes are not redirected elsewhere.

Pop-Up Demonstration (August 2017)

A pop-up demonstration project (based on Alternative 1) was in place over the course of 5 days, which allowed intersection users and the project team to better understand the look and feel and impacts and benefits of curb extensions at the intersection. Feedback received was largely positive.

Study Findings

Of the 5 alternatives presented to the public, there was overwhelming support for preserving the 5-legged intersection geometry (as opposed to splitting the intersection into two separate intersections) and the use of a signal (as opposed to a roundabout), but including the following major features: pedestrian signals and ADA upgrades, an accessible crosswalk of South Winooski Ave, and curb extensions that create plaza space and reduce curb radii. RSG recommends conducting a semi-permanent demonstration project with curb extensions during the summer of 2018, with the long-term goal of refining the design to address vehicle turning maneuvers, and implementing Alternative 2 of this study, with these minor design modifications.

EXISTING CONDITIONS

1.0 BURLINGTON'S FIVE CORNERS

The intersection of St Paul Street, Howard Street, and South Winooski Avenue is a defining intersection in Burlington's South End. It is a gateway to several neighborhoods, including the Five Sisters, the Hill Section, and the South End Arts and Business District, and it is an emerging neighborhood hotspot of its own. It is along a primary vehicle route between downtown Burlington and points south, and it is a major pedestrian crossing point for nearby destinations like Calahan Park, the Pine Street corridor, and Christ the King and Edmunds School Campuses, as well as the four businesses located at the intersection.

Above all, the intersection is hub of activity where pedestrians, vehicles, bicycles and transit meet and interact. Residential neighborhoods surround the commercial intersection very near to the burgeoning Pine Street corridor. The goal of this scoping study is to evaluate various ways to improve the safety for people walking, bicycling, driving and taking transit, to meet accessibility standards, and to foster the emerging neighborhood by supporting enhancements to pedestrian, bicyclist, and motorist travel.

The acronym "WHSP" will be used to describe the Winooski – Howard – St Paul intersection study area throughout this document.

The character of this intersection is defined by the roadway and the adjacent land use. The paved width consists of motor vehicle lanes, crosswalks, on-street parking spaces, and areas where buses stop

FIGURE 1-1: STUDY AREA WITHIN BURLINGTON.

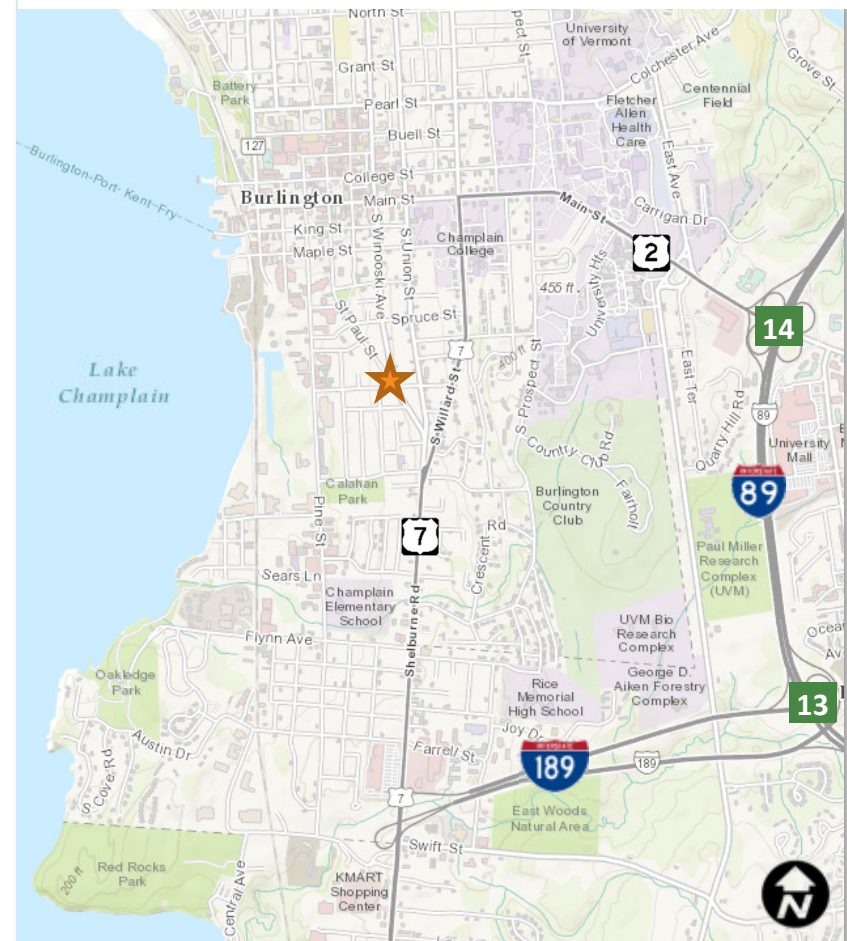


FIGURE 1-2: CENSUS TRACTS WITHIN BURLINGTON.

WHSP Intersection Scoping Study Final Report - DRAFT Existing Conditions

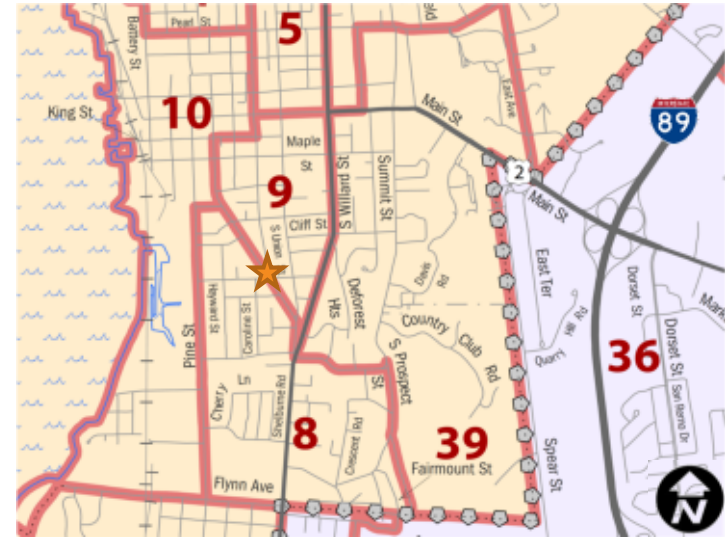
for passengers. South Winooski Avenue is one-way southbound, with bike lanes in both directions. Off the pavement are businesses, houses, sidewalks, parking areas, driveways, a park, and bus stops. A traffic signal controls the movement of vehicles. The landscape generally slopes east to west.

1.1 | STUDY AREA DEMOGRAPHICS

The WHSP study area straddles two census tracts within Burlington:

1. Chittenden Tract 8, roughly bounded by Pine Street, St Paul Street, Ledge Street, South Prospect Street, and Flynn Ave; and
2. Chittenden Tract 9, roughly bounded by St Paul Street, Main Street, and Willard Street.

Several key demographics of the surrounding census tracts include:



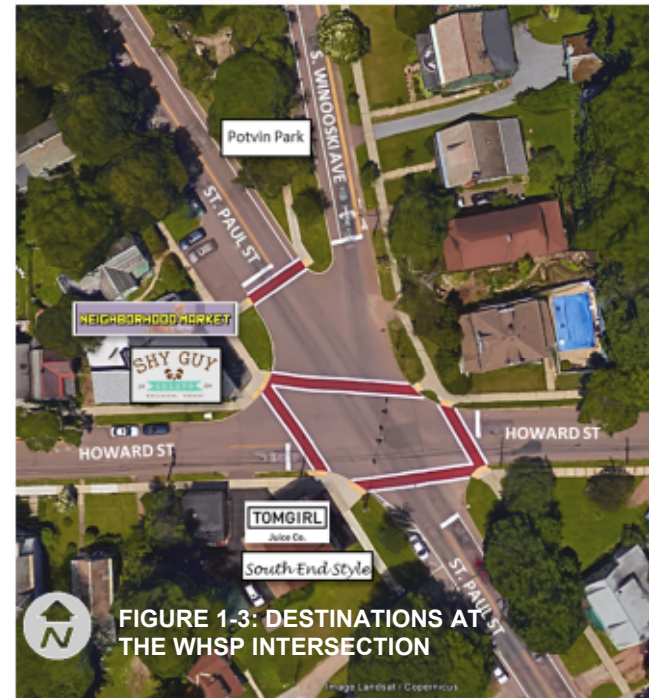
American Community Survey Demographic and Housing Estimates, 2011-2015	Tract 8	Tract 9
Population	2,723	2,627
Non-White Population, Percentage	9.5%	6.9%
Under age of 15, Percentage	17.7%	7.1%
Over age of 65, Percent	9.4%	13.0%
Commute Share, Percentage	Drive Alone – 50.8% Drive, Carpool – 8.0% Transit – 8.3% Walk – 18.8% Other – 4.7%	Drive Alone – 40.6% Drive, Carpool – 6.7% Transit – 1.8% Walk – 29.5% Other – 8.2%
Percentage of Families whose income in the past 12 months is below the poverty level	17.4%	21.4%

1.2 | ADJACENT LAND USE

Immediately adjacent to the WHSP intersection are four commercial spaces straddling Howard on the west side of St Paul, with the remaining land use as residential. The four businesses include:

- The **Neighborhood Market** sells groceries, wine, and beer, and is open between 10 am and 9 pm.
- **Shy Guy Gelato** sells servings of gelato at their storefront Fridays through Sundays from 11 am to 9 pm, with no indoor seating.
- **Tomgirl Juice** sells juice, coffee and tea, and prepared foods. The shop has a seating area and is open Mondays through Saturdays during the day.
- **South End Style** is a hair and beauty salon.

There is head-in perpendicular parking outside of the Neighborhood Market with room for approximately five cars; two spaces reserved to the house immediately to the north of the market, leaving three for public use.



Potvin Park is a small park owned and managed by the City of Burlington, located between St. Paul Street and South Winooski Ave. The park is located on the slope between the streets and is defined by this difference in elevation. It contains a stepped seating area with a platform near the St Paul Street bus stop and is spotted with trees and shrubs. A stairway running through it connects the two streets. Much of the treated lumber defining the park is deteriorated; concrete sidewalks, metal railings and other park features are similarly worn and showing age.



1.3 | MOTOR VEHICLE MOBILITY

Each leg of the intersection has one motor vehicle lane in each direction except for S. Winooski Ave, which is one-way in the southbound direction (into the intersection) adjacent to a contraflow northbound bicycle lane. Thus, for vehicles, there are five approach routes and four exit routes. There are no dedicated turn lanes or turn signal phases. Hard right turns from South Winooski Avenue onto St. Paul Street are legal movements. Right turns on red lights are permitted.

St. Paul Street is a designated truck route; trucks are prohibited on S. Winooski Ave. South Winooski Avenue and St. Paul Street south of the intersections are proposed minor arterials and Class 1 Town Highways designated as Alternate US-7.

Surrounding the intersection, on-street parallel parking is located on the west side of South Winooski Ave, the north side of Howard Street (both east and west legs), and the west side of St. Paul Street (both north and south legs).



FIGURE 1-7: BUS STOP ON ST PAUL STREET



FIGURE 1-6: PARKING AND BUS STOPS.

1.4 | TRANSIT MOBILITY

The Route 5 (Pine Street) Green Mountain Transit bus makes two stops at the Study intersection: on the eastbound side of Howard Street west of the intersection, and on the northbound side of St. Paul Street north of the intersection. School Tripper buses also stop on St. Paul Street; these buses help students and other passengers travel to school, and they are also open to the general public. There are no bus shelters or designated waiting areas for passengers waiting for the bus.

1.5 | PEDESTRIAN MOBILITY

All five legs of the intersection are lined by a sidewalk on both sides.

Close to the center of the intersection, red crosswalks provide a guided connection from corner to corner. Where St. Paul Street and South Winooski Avenue first meet at the tip of Potvin Park, a crosswalk connects the southwest tip of the park across St. Paul Street to the sidewalk in front of 457 St. Paul Street (the building containing the Neighborhood Market and Shy Guy Gelato). There is no crosswalk between the park and the opposite side of S. Winooski Ave, and the skew angle of the intersection leads to long crossing distances across St. Paul Street. The Manual on Uniform Traffic Control Devices (MUTCD) guidelines encourage short perpendicular crossings, spaced at least 200 feet.

The intersection does not have pedestrian signals. Pedestrians must pay attention to which directions have a green light and be aware of turning vehicles to safely cross the street.

1.6 | BICYCLE MOBILITY

Bike lanes are striped and signed on South Winooski Ave in both directions; double yellow striping allows bicyclists to ride northbound on this street that is one-way southbound for motor vehicles. The other streets approaching the WHSP intersection do not have bicycle facilities. The northbound lane of St Paul Street has a striped shoulder, but not a marked bicycle lane.

Although identified as a Bike Route in various planning documents and the Burlington Bike Map, Howard Street does not have any designated bicycle infrastructure or amenities.

The steep grades, particularly along eastbound Howard Street and southbound St Paul Street, create challenges for many bicyclists to build momentum and traverse the expanse of pavement.



2.0 STUDY AREA MAPS

Zoning districts, historic districts, and natural resource boundaries have been reviewed in the vicinity of the Study intersection to understand the context of the Study intersection and features that will need to be considered when designing and comparing potential alternatives.

2.1 | ZONING

The Study intersection is at the convergence of two residential zoning districts: Medium Density Residential (northwest of the intersection) and Low Density Residential (surrounding the remainder of the intersection). To the west, along Pine Street, is an Enterprise - Light Manufacturing district. The Main Street boundary of downtown Burlington is approximately 0.6 miles north of the Study intersection along S. Winooski Avenue.

According to Walk Score (walkscore.com), the intersection has a Walk Score of 67 - “Somewhat Walkable”; this means that “some errands can be accomplished on foot.” Walk Score rates locations with a score of 1 (least walkable) to 100 (most walkable) by the destinations within walking distance.

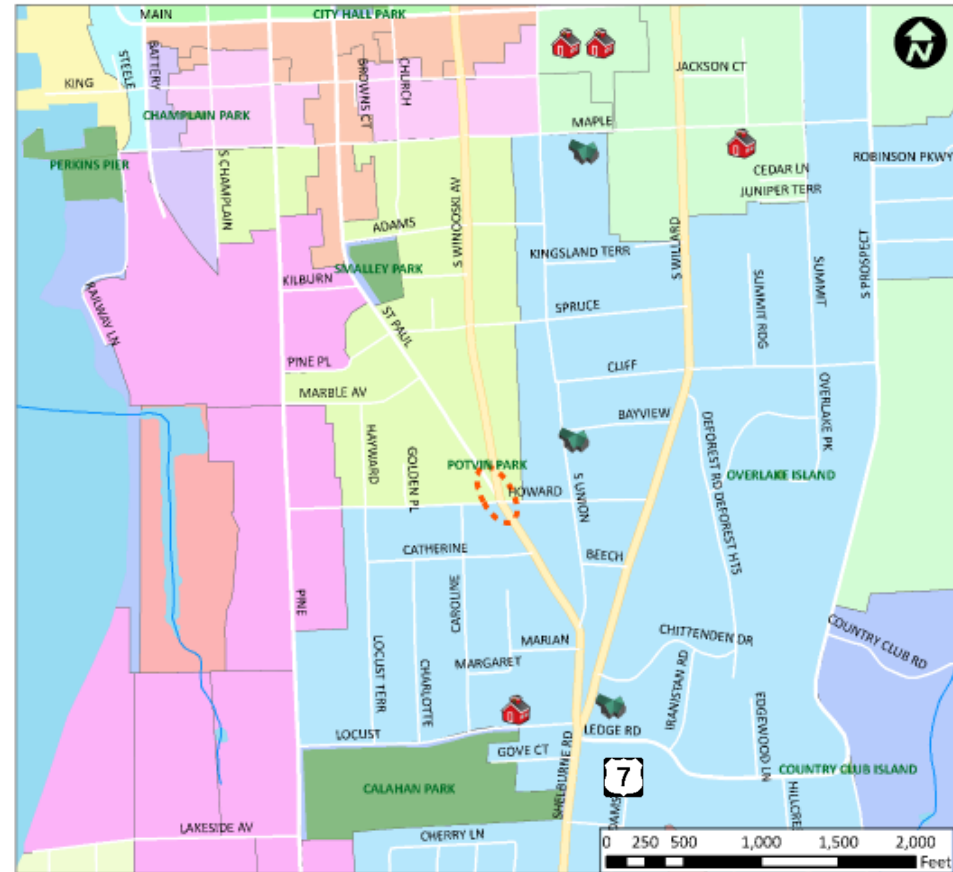
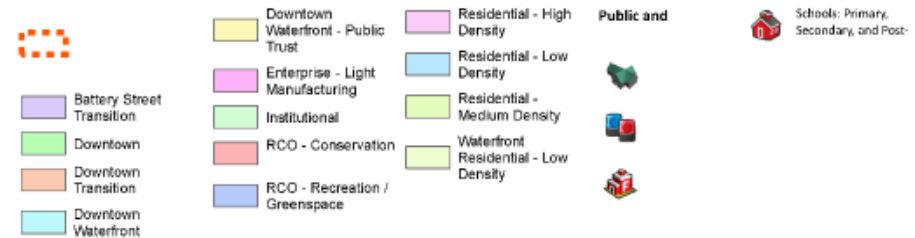


FIGURE 2-1: BURLINGTON ZONING DISTRICTS



2.2 | NEARBY DESTINATIONS

The WHSP study intersection is within one mile of many different community destinations, giving them potential to be both walkable and bikeable.

To the north is downtown Burlington and the shared campus of Edmunds Elementary and Middle Schools. Smalley Park has a basketball court, baseball field, and natural playground.

To the west is the Pine Street corridor, home to art and music venues, shops, cafes, and breweries. Along Pine Street is Dealer.com, one of the largest employers in Burlington.

To the south is Christ the King School, Calahan Park, and Champlain Elementary School (not pictured). Calahan Park, approximately 16 acres in size, has baseball diamonds, soccer fields, tennis courts, a basketball court, an outdoor ice rink and sledding hill in the winter, and a community garden managed by Burlington Parks and Recreation.



FIGURE 2-2: NEARBY DESTINATIONS

2.3 | HISTORIC AND ARCHAEOLOGICAL RESOURCES

Located within the Champlain Lowlands, there are hundreds of precontact sites of significance within several miles. However, the precontact sensitivity of this specific project area is considered to be low based on the presence of slope, the absence of nearby waterways, and previous historic disturbance from road and sidewalk construction and residential development.

The Study intersection is near, but not within, a designated historic district. It lies closest to the South Union Street historic district, which includes over 100 houses built between 1835 and 1938 that represent a variety of architectural styles.

All structures immediately surrounding the intersection were built between 1880 and 1938. All are inventoried in the Vermont Historic Sites and Structures Survey conducted in 1970s. Historic archeological potential is low within the project area due to previous disturbance from road and sidewalk construction, as well as historic development of houselots. It is recommended that proposed alternative designs should limit disturbance to areas within the existing sidewalk footprint as much as possible.

Additional detail regarding the history and development of this intersection can be found in the Archaeological Resource and Historic Preservation Assessment.



FIGURE 2-3: BURLINGTON HISTORIC DISTRICTS

2.4 | NATURAL RESOURCES

The WHSP study intersection is not within any wetlands buffer zones, endangered/sensitive species' habitats, or Special Flood Hazard Areas (lands that are at high risk of flooding). Thus, future changes to the intersection will not impact or be impacted by these things. The nearest sensitive areas are located in and near the Barge Canal, including wetlands and a rare-to-Vermont plant species. A flood hazard zone runs along the shore of Lake Champlain and surrounds the Barge Canal.

Stormwater is currently directed into the Main Plant Combined Sewer System. “Green Streets” concepts to slow and reduce peak stormwater flow volumes are recommended.

2.5 | SITE SPECIFIC CONSTRAINTS

The WHSP study intersection is a gateway into downtown Burlington and a more pedestrianized environment. Proposed intersection improvements should reflect the higher volumes of non-motorized traffic and pedestrian activity. The intersection should be designed for slower speeds, which may include roundabouts, mini-roundabouts, or traffic signal pedestals (as opposed to mast arms), as appropriate.

The urban environment indicates that many utilities should be expected underground, including water, sewer, and natural gas.

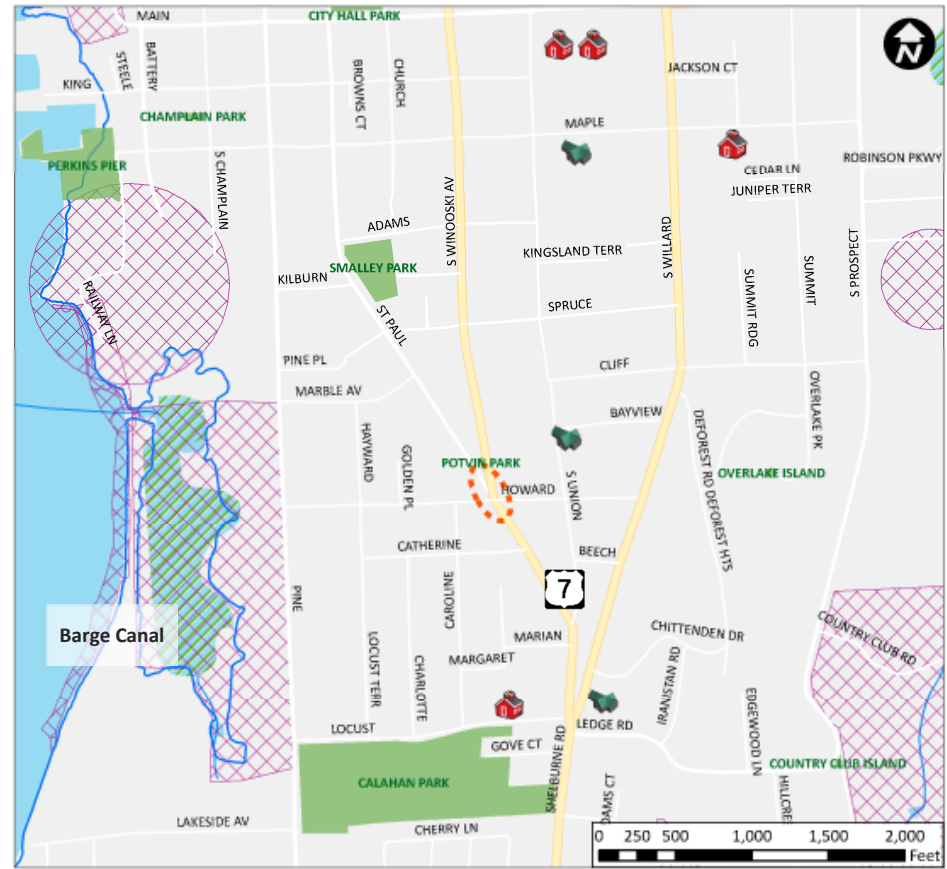


FIGURE 2-4: NEARBY NATURAL RESOURCES



3.0 PAST STUDIES

In recent years, the WHSP intersection has been considered for improvement twice. These studies included a VTrans reconstruction project and a neighborhood study to explore accessibility challenges. Several recent and ongoing planning studies managed by the City also provide insight to the greater neighborhood and various elements of the intersection, including planBTV South End, planBTV Walk Bike, the Open Space Protection Plan, and the Winooski Avenue Corridor Study.

3.1 | 2009 VTRANS RECONSTRUCTION

As of 2009, Potvin Park did not extend as far south into the intersection as it currently does; it ended approximately 40 feet north of its current tip. At that time, the crosswalk across the north leg of St. Paul Street connected the park to the current crossing point in front of the Neighborhood Market, resulting in a significantly longer pedestrian crossing than the existing crosswalk. The southbound bicycle lane, installed in 2006, ended further north on S. Winooski Ave as a southbound right turn lane opened.

In 2009, VTrans initiated a construction project (STP 2722) along US Alternate Route 7, which includes S. Winooski Ave to the north of the Study intersection and St. Paul Street to the south of the Study intersection. Results of this project at the Study intersection included:

- Removal of the southbound right turn lane and extension of bicycle lanes on South Winooski Avenue to the stop bar;
- Extension of Potvin Park further south into the intersection;
- Revised striping to align with the extended park; and
- Reconstruction of sidewalk ramps.

The final construction did not include a crosswalk across S. Winooski Avenue, presumably due to no existing sidewalk landings and steep slopes creating a challenge for construction of an ADA-compliant landing area.



FIGURE 3-1: WHSP STUDY AREA INTERSECTION IN 2004.

3.2 | AARP LIVABLE COMMUNITIES GRANT STUDY

In 2012, a group of residents living near the Study intersection applied for and secured an AARP Livable Communities Grant to better understand accessibility challenges for all users at the intersection. AARP's Livable Communities "supports the efforts of neighborhoods, towns, cities and rural areas to become great places for people of all ages." Safe, walkable streets and access to community life and important services are key to the mission of this program.

The study considered a number of concerns from neighbors, and a safe crossing of S Winooski Ave emerged as a priority. A crosswalk at this location is challenging due to the steep grade of Potvin Park with respect to an ADA-compliant landing space and connection to the existing sidewalk network.

The City of Burlington Department of Public Works reviewed several crosswalk options, one of which was developed into a proposed construction improvement, shown below. The proposed plan would involve a diagonal crossing of South Winooski Avenue, from the east side of Potvin Park southeast across South Winooski Avenue. Further development of the crosswalk installation was postponed for a more comprehensive study of the intersection.

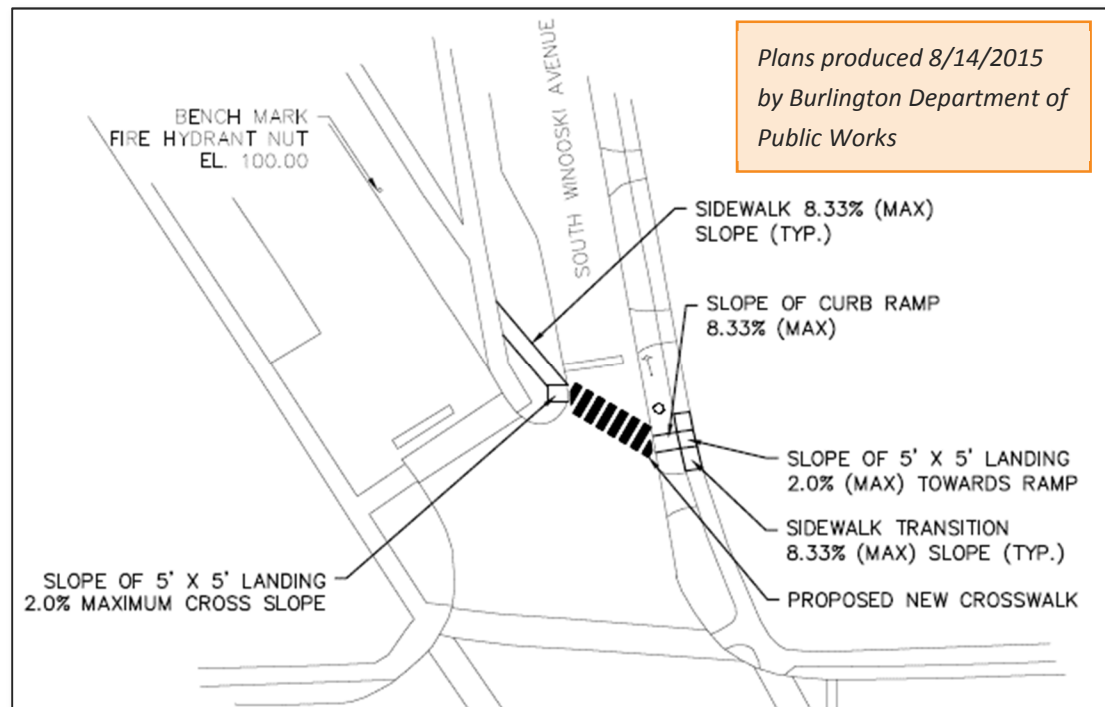


FIGURE 3-2: S. WINOOSKI AVE CROSSWALK PLANS

3.3 | PLAN BTV SOUTH END

planBTV South End is a master plan for the southwestern quarter of Burlington. The WHSP Study Intersection is located within the planBTV South End “Broader Study Area”. The latest version is a draft plan from June 2015.

planBTV South End focuses on the South End Enterprise Zone - a zoning district encompassing the arts and business district along Pine Street, but many of its goals apply to the South End as a whole. Overarching goals in planBTV relevant to the Study intersection relate to **mobility** (also a focus of Walk Bike planBTV), **parks**, and **stormwater management**.

MOBILITY

Overarching goal: Increase walkability and bikeability and improve transit service in the South End. Goals and strategies relevant to the Study intersection include:

Goal: Design for Lower Speeds and Many Modes

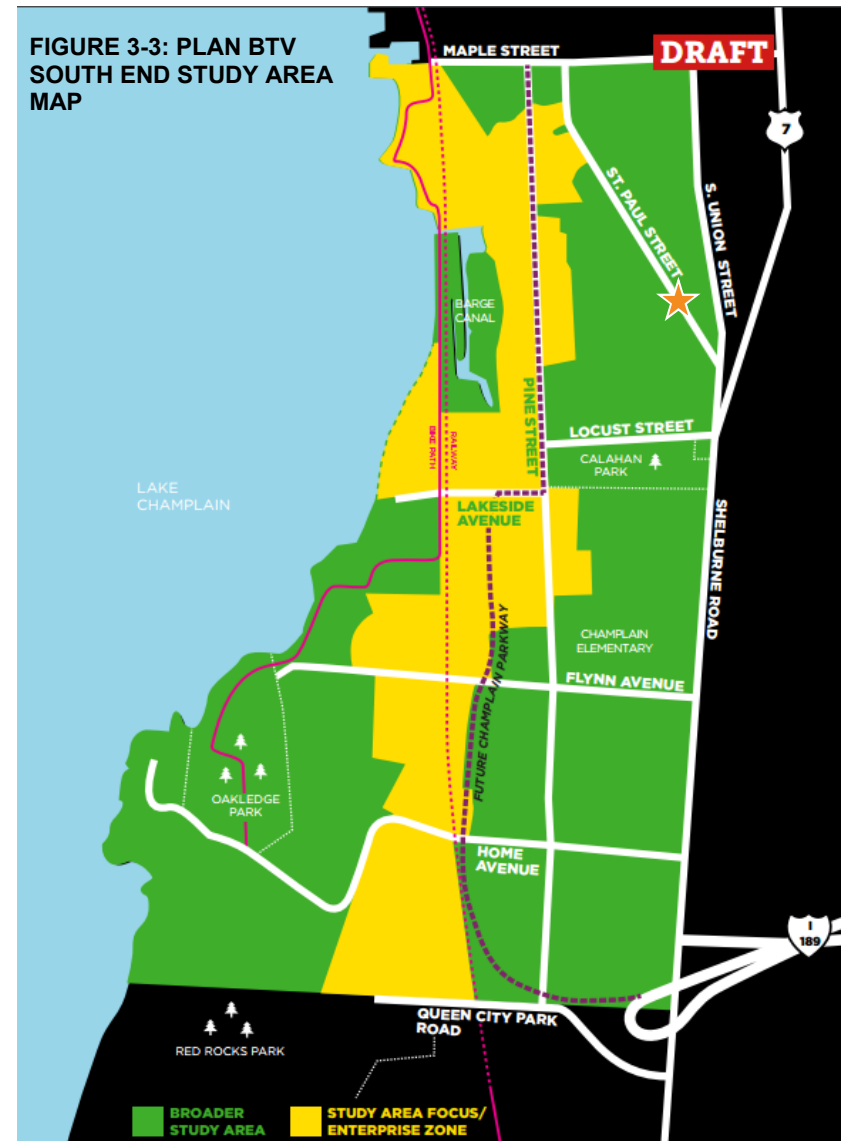
- Reinforce the target speed of 25 mph, and incorporate traffic calming principles into every project.
- Consider expanded use of roundabouts and mini roundabouts.

Goal: Serve the full range of cyclists

- Continue to expand and enhance bike infrastructure within the South End

Goal: Improve transit service.

- Provide amenity-rich / artful bus stop areas.



PARKS AND POCKET PARKS

Overarching goal: Increase green spaces and accessibility to them in the South End. Goals and strategies relevant to the Study intersection include:

Goal: Create new parks within the South End; make existing parks more accessible.

- Incorporate pocket parks and plazas into new development in the Lakeside Ave area. (The Study intersection is not in the Lakeside Ave area, but it presents a potential opportunity for a pocket park or plaza.)

STORMWATER MANAGEMENT

Overarching goal: Reduce the City's impact on Lake Champlain through stormwater management. Strategies relevant to the Study intersection include:

- Minimize paved areas;
- Slow the flow of stormwater by dispersing runoff; and
- Treat the water before it heads to the lake through infrastructure such as bioretention cells and bioswales.

REFERENCE TO WHSP INTERSECTION

The planBTV South End study specifically references the Winooski / Howard / St Paul intersection in the Connectivity and Mobility element of the study:

Address key intersections to improve safety and alleviate traffic congestion.

Consider appropriate locations for new traffic signals, roundabouts or mini-roundabouts to address traffic congestion, and reinforce lower, safer speeds at intersections.

Explore potential for a redesigned intersection at Howard/St.

Paul/Winooski, where improvements could help foster an emerging neighborhood activity center.



Watersheds by receiving water

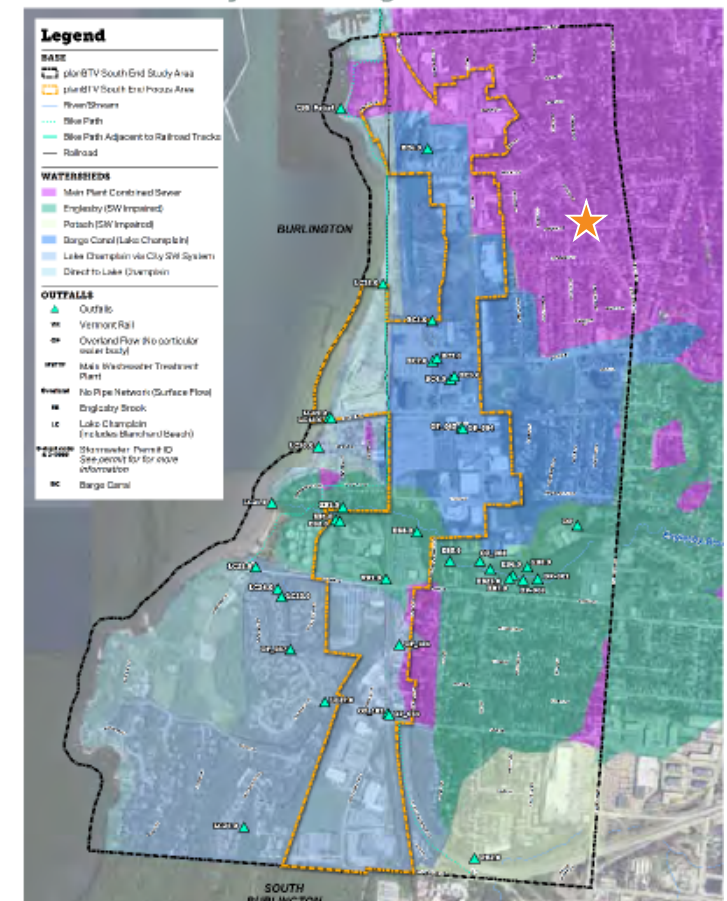


FIGURE 3-4: STORMWATER WATERSHED MAP FROM THE PLANBTV SOUTH END STUDY

3.4 | PLAN BTV WALK BIKE

Plan BTV Walk Bike, approved in April 2017, summarizes existing conditions of walking and bicycling conditions in Burlington, and it offers design recommendations for intersections, street segments, and amenities (such as bike parking). It has two overarching goals:

1. Create safer streets for everyone.
2. Make walking and biking a viable (and enjoyable) way to get around town.

The plan identifies the S. Winooski-Howard-St. Paul intersection as **one of 20 priority intersections**. Specific recommendations to consider for this intersection within the next 2 to 5 years include a mini-roundabout or signal phasing changes, high visibility crosswalks, and curb extensions with creative materials.

The plan also recommends **nine city-wide actions** as part of its Action Plan. The following five actions are particularly relevant to the S. Winooski-Howard-St. Paul intersection:

1. Engineer and design city streets to self-enforce appropriate target speeds.
2. Improve safety at all 20 priority intersections. (The S. Winooski-Howard-St. Paul intersection is one of the 20 priority intersections.)
3. Provide a connected network of sidewalks and safe intersections.
4. Create a dense, interconnected bicycle network that serves the needs of people of all ages and abilities.
5. Leverage walk/bike projects to add green infrastructure to Burlington's streets.

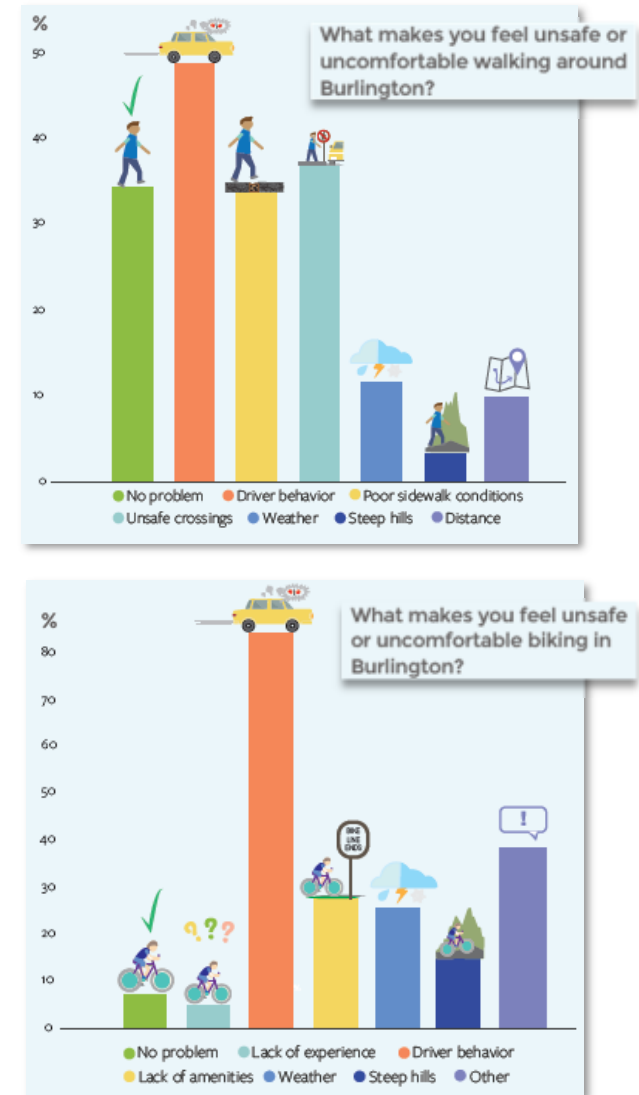


FIGURE 3-5: WALK BIKE SURVEY RESULTS; 540 PARTICIPANTS

3.5 | OPEN SPACE PROTECTION PLAN

The 2014 Open Space Protection Plan (OSPP) is an update of the first OSPP completed in 2000. The OSPP includes an inventory of open spaces within the City, summarizes comments from the public, and recommends actions. The overarching goals of the OSPP are to:

1. Protect and preserve natural areas and open spaces of local, regional, and statewide significance for the benefit of future generations.
2. Maintain and improve the integrity of natural and recreational systems within the City.
3. Ensure long-term stewardship and appropriate public access to natural areas and open space, including improved opportunities for pedestrian access and interaction throughout the City.

The OSPP focuses on four types of open space and sets a goal for each of them: natural areas, urban agriculture, parklands, and green infrastructure/stormwater management. The latter two open spaces types are particularly relevant to the S. Winooski-Howard-St. Paul intersection due to the presence of Potvin Park at the intersection, the proximity to other open spaces, and the potential for significant stormwater runoff mitigation.

**FIGURE 3-6: COMMUNITY GARDEN AT
CALAHAN PARK, A HALF-MILE WALK OR BIKE
RIDE FROM THE WHSP INTERSECTION**

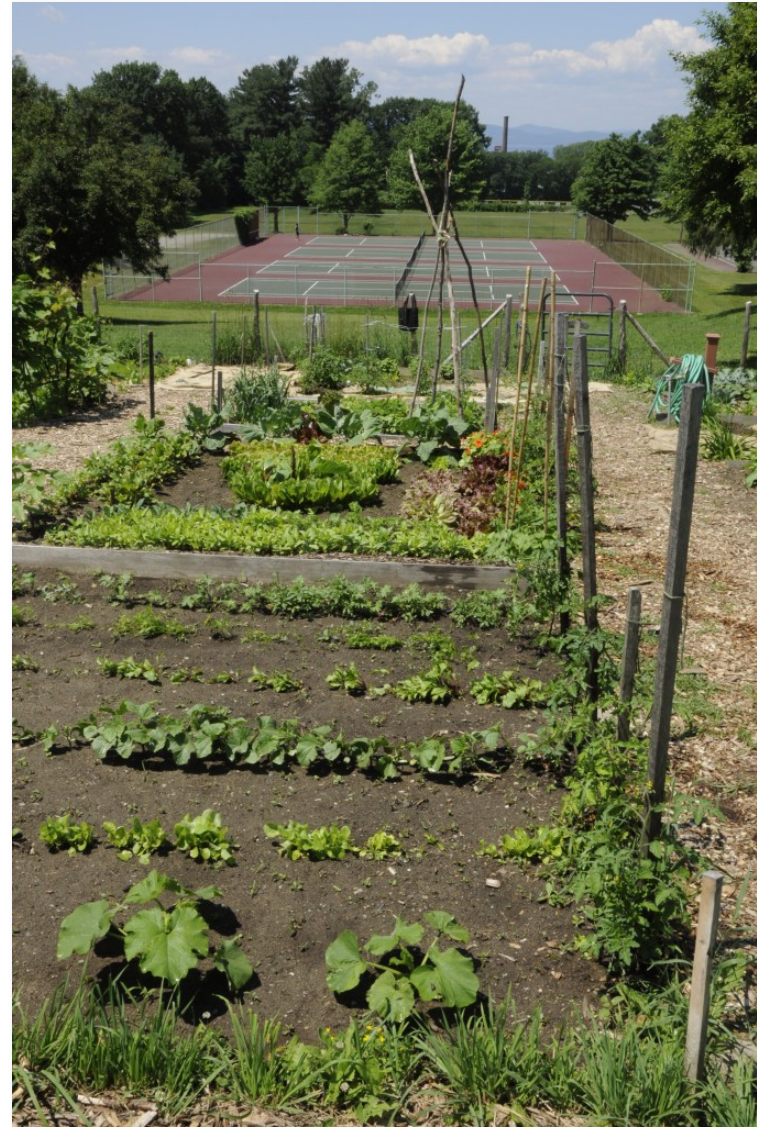


Photo: Vermont Community Garden Network

3.6 | WINOOSKI AVENUE CIRCULATION STUDY

The Winooski Avenue Circulation Study, completed in December 2016, evaluated five alternative traffic patterns along Winooski Avenue between Howard Street and N. Union Street in Burlington. All alternatives reviewed would fit within the existing paved width of the roadway. The purpose of the study was to find a connection between the Old North End and the South End that improves safety and the flow of traffic for both bicycles and vehicles. Currently, both Winooski Ave and S. Union Street have segments of one-way vehicle traffic. When present, bicycle facilities are also limited to one direction except along S. Winooski Ave between Howard Street and Maple Street.

The following alternatives were modeled in a microsimulation model:

1. Complete Street on Winooski Avenue; Winooski Avenue as primary bicycle corridor
2. Two-Way Flow on North Winooski Avenue
3. Two-Way Flow on all of Winooski Avenue; Union Street as primary bicycle corridor
4. One-Way Pair: Counter-Clockwise Flow
5. One-Way Pair: Clockwise Flow

The Complete Street on Winooski Ave was found to have the least amount of impact on traffic compared to the other four alternatives. This alternative would include bike lanes on both sides of Winooski Avenue from Union Street (to the north) to the S. Winooski-Howard-St. Paul intersection. The existing vehicular traffic directions would remain the same, but a conversion from four lanes to three lanes would be required between Pearl Street and Main Street. Some on-street parking would need to be removed.



4.0 ROADWAY CHARACTERISTICS AND TRAFFIC VOLUMES

The average annual daily traffic (AADT) of the St Paul Street and South Winooski Avenue approach legs of the Study intersection are shown to the right.

Roadway classifications for each approach leg include:

St Paul Street South – FAU A007 (Alt US Route 7) – Class 1 Town Highway (TH-4) – Functional Class: Urban Principal Arterial (Proposed Change to Minor Arterial)

St Paul Street North – FAU S5046 – Class 2 Town Highway (TH-15) – Functional Class: Urban Collector (Proposed Change to Minor Arterial)

South Winooski Avenue – FAU A007 (Alt US Route 7) Class 1 Town Highway (TH-4) – Functional Class: Urban Principal Arterial (Proposed Change to Minor Arterial)

Howard Street – not on the Federal Aid system – Functional Class: Urban Local

The speed limit for all roads is 25 mph.

ROADWAY RIGHT OF WAY

Given the urban and developed context of the intersection, the roadway right of way is assumed to extend 1-foot beyond the existing sidewalk. Any proposed impacts beyond the existing sidewalks would likely constitute impacts to private property.

UTILITY INFRASTRUCTURE

A number of utilities are located within and directly adjacent to the existing roadway and sidewalk network, including aerial electric and communications lines, with lighting on the utility poles, underground gas, sewer, water, and stormwater pipes and conduits, including valves and manholes; utilities are illustrated in the existing conditions basemap in Attachment 4. While the entire project area is within an urban soil background area, no underground storage tanks, well heads, or other environmentally hazardous or sensitive sites have been identified nearby.



FIGURE 4-1: AVERAGE ANNUAL DAILY TRAFFIC ALONG THE PRIMARY APPROACH LEGS TO THE WHSP INTERSECTION

Notably in this count, only 18 pedestrians were tallied throughout the day. Much higher pedestrian volumes should be expected. Bicycles were not differentiated from vehicles, if they were counted at all. Beyond confirming traffic volumes and heavy vehicle percentages, the count appears to offer minimal value to a Bicycle and Pedestrian study.

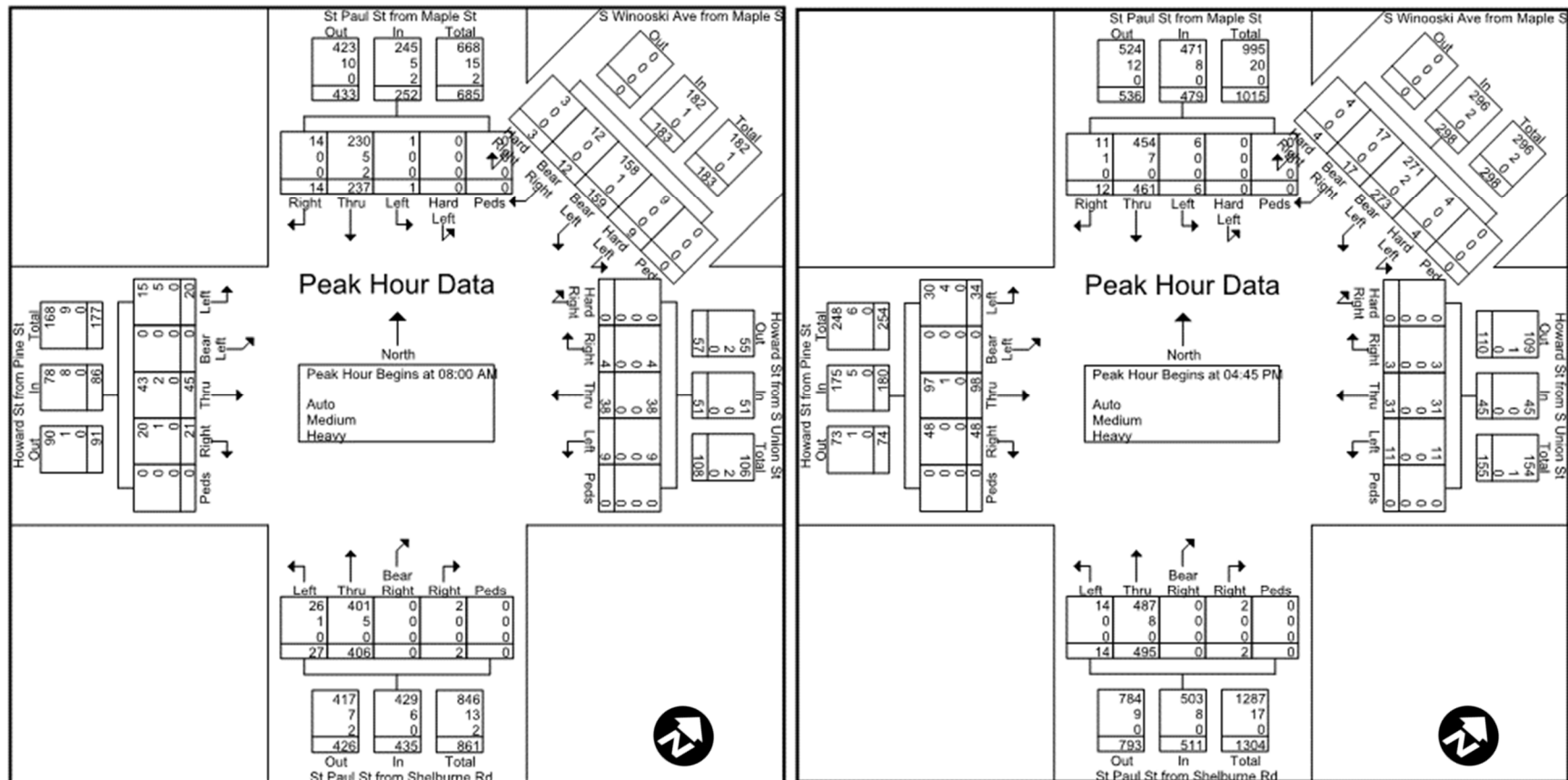


FIGURE 4-2: AM (LEFT) AND PM (RIGHT) PEAK HOUR VOLUMES FROM 2016 VTRANS TURNING MOVEMENT COUNT.

SUPPLEMENTAL 2016 COUNT

RSG performed a 12-hour turning movement count on October 26, 2016 (6AM to 6PM) at the Study intersection using digital video equipment. The movements of motorized vehicles, bicycles, and pedestrians were counted. The weather was noted to be overcast and cool, with a maximum temperature of 39-degrees. Light snowfall was noted.

MOTORIZED VEHICLES

The observed morning and evening peak hours of motorized traffic were determined to be 7:45-8:45 am and 4:45-5:45 pm, respectively.

Following VTrans traffic study guidelines, observed peak hour traffic volumes were adjusted to represent the design hour volume (DHV)¹. Design hour adjustment factors are based on VTrans automatic traffic recorder (ATR) **D157**, located on St. Paul Street approximately 750 feet north of the Study intersection. The calculations to adjust observed traffic volumes to the DHV are as follows:

1. The most recently observed AADT at ATR D157 was 9,472 vehicles in 2002. This AADT was adjusted to 2016 based on observed growth at ATR D163, located 0.4 miles north of the Study intersection. ATR D163 had counts in 2005 and 2016. An assumption was made that volumes in 2005 were similar to volumes in 2002. ATR D163 saw no growth between 2005 and 2016, so a growth factor of 1.00 was applied to ATR D157. Thus, ATR D157 is assumed to have a **2016 volume of 9,472.**
2. The k factor of VT-15 is 0.1061 (the VTrans k factor for urban areas). Plugging this k factor and the 2016 AADT into the equation $DHV = AADT * k$ leads to a **DHV of $9,472 * 0.1061 = 1,000$ vehicles.**
3. Because ATR D157 is north of the Study intersection along St. Paul Street, vehicles in the 2016 RSG traffic count that entered the intersection from the north along St. Paul Street or exited the intersection heading north were added together. The total number of **vehicles from the peak hour of this count that likely passed ATR D121 are 985 vehicles.**
4. The adjustment factor between 985 and 1,000 is 1.02. Therefore, the observed traffic volumes at the Study intersection in the morning and evening peak hours were **increased by 2%** to adjust to the DHV.

The raw and adjusted volumes are shown in the following figures.

¹ The DHV is the 30th highest hour of traffic for the year and is used as the design standard in Vermont.



WHSP Intersection Scoping Study Final Report - DRAFT
Existing Conditions

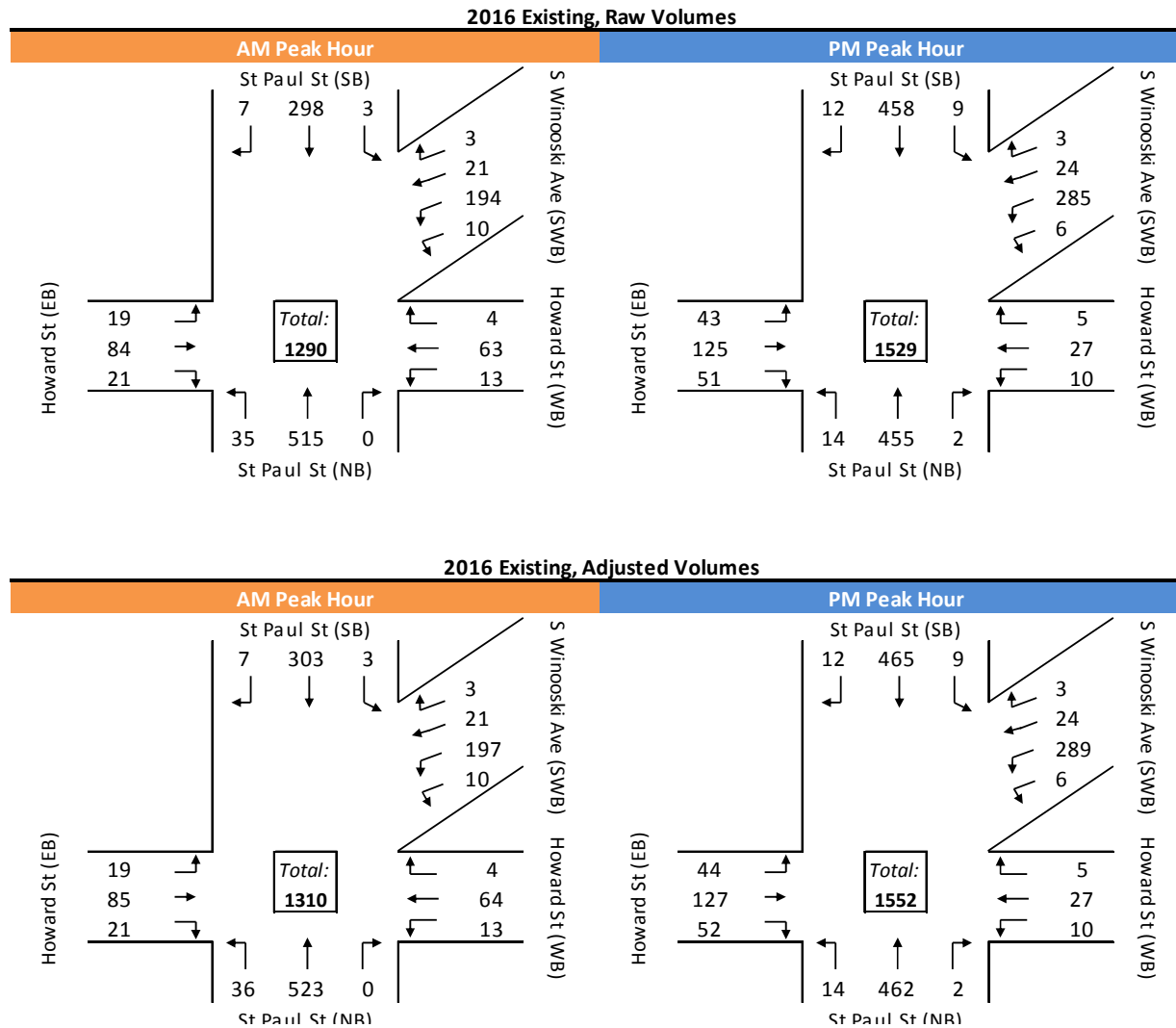


FIGURE 4-4: RAW AND ADJUSTED PEAK HOUR VOLUMES FROM 2016 TURNING MOVEMENT COUNT

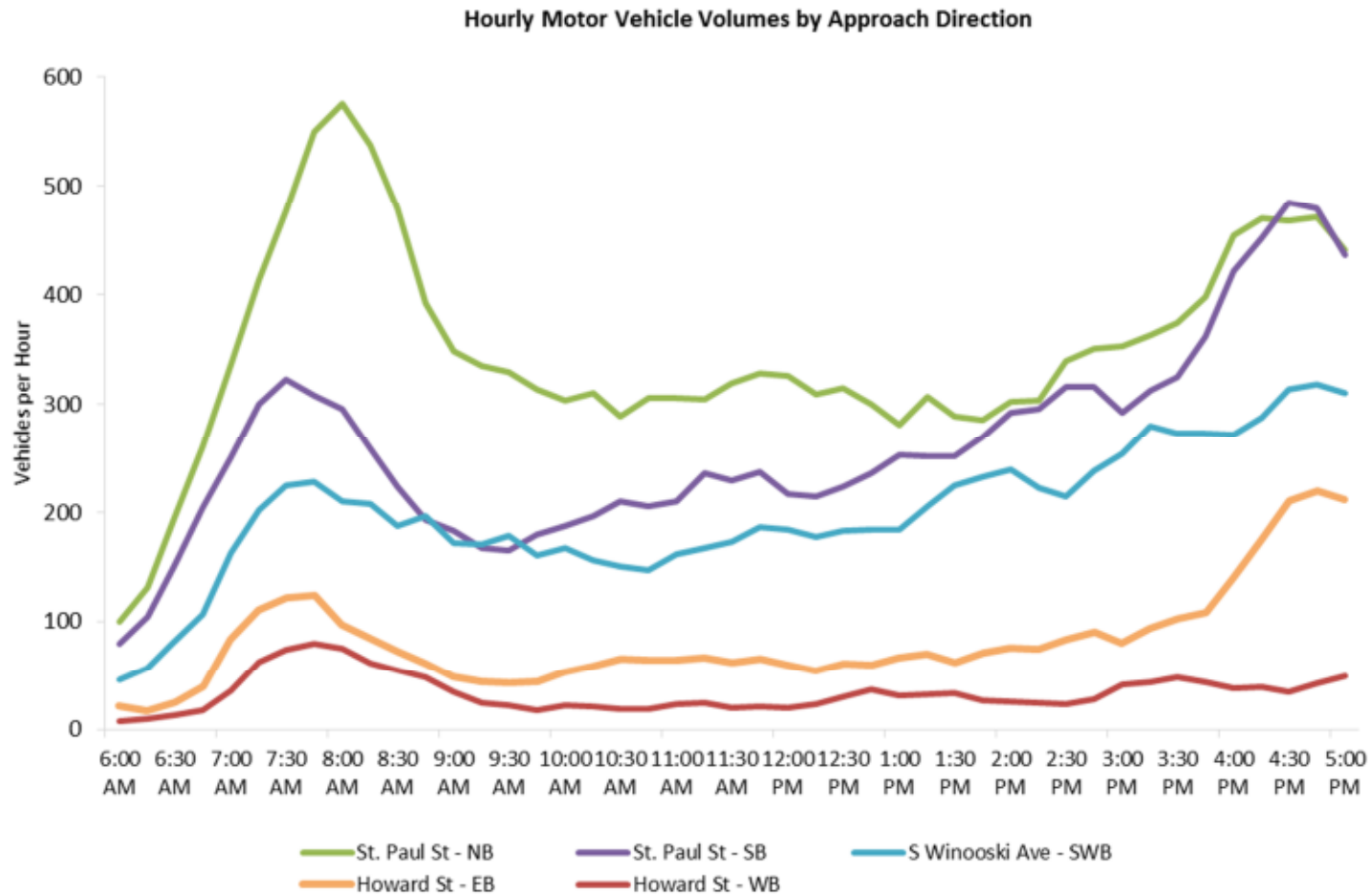


FIGURE 4-5: HOURLY MOTOR VEHICLE VOLUMES BY APPROACH DIRECTION

PEDESTRIANS

Pedestrian movements were recorded in the same videos as the traffic movements. Pedestrian crossings occurred at the intersection in several peaks over the course of the day rather than experiencing distinct peak times. During the AM and PM vehicle peak hours, there were 12 and 26 pedestrian crossings at the Study intersection, respectively. In the entire 12-hour period, there were 263 pedestrians. The day of the count was in the mid-thirties and there were light snow flurries in the morning. Schools were in session.

Total pedestrians observed: 263

(Warmer months would likely record a greater number of pedestrians)

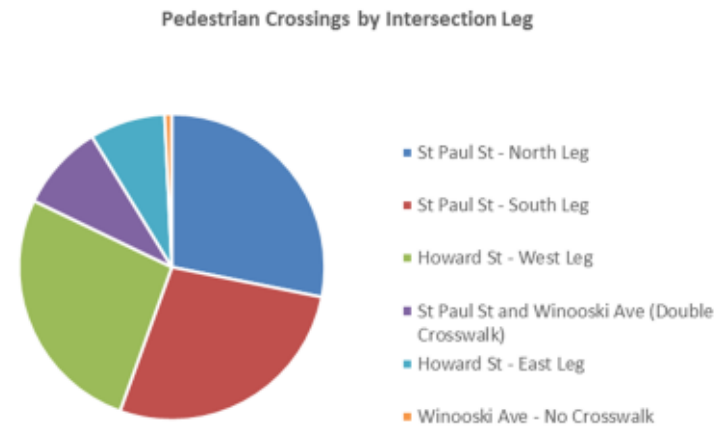


FIGURE 4-6: PEDESTRIAN CROSSINGS BY INTERSECTION LEG

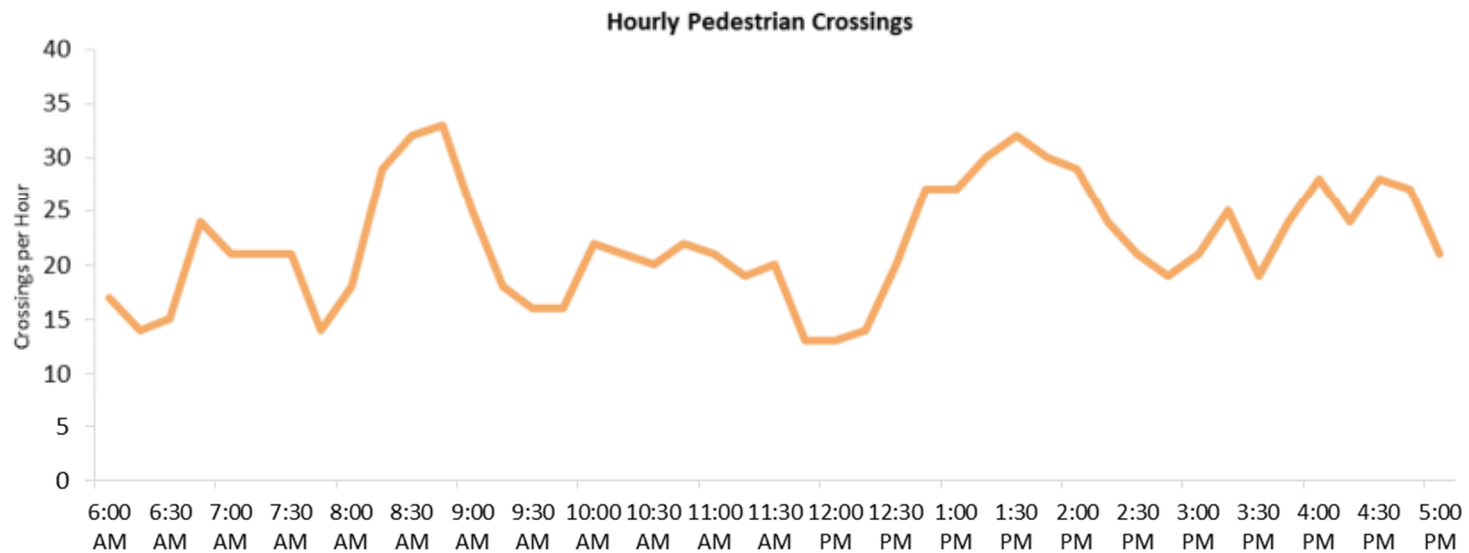


FIGURE 4-7: HOURLY PEDESTRIAN CROSSINGS

BICYCLES

Bicycle movements were recorded in the same videos as the traffic movements. 61 people on bicycles passed through the Study intersection during the 12-hour count. This number does not include bicyclists riding on the sidewalk. No bicyclists were observed on the north leg of St. Paul Street, except for those using the sidewalk.

Bicyclists riding in the street were all adults. Several elementary school-age kids were on bicycles, but did not ride through the intersection, instead using sidewalks and crosswalks.

Total bicyclists observed: 61

(Warmer months would likely record a greater number of cyclists)

Bicyclist Volume by Approach Direction

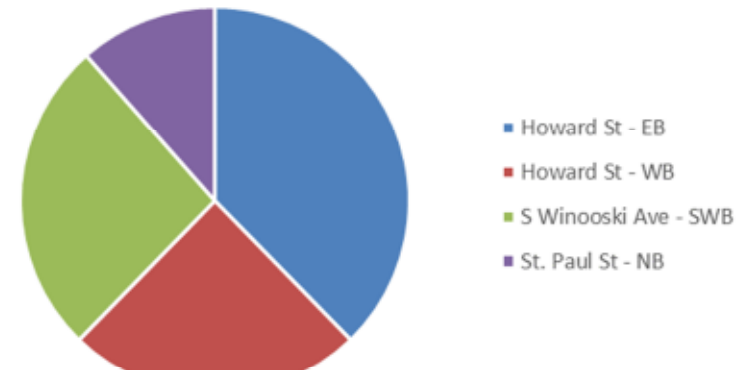


FIGURE 4-8: BICYCLIST VOLUME BY APPROACH DIRECTION

Hourly Bicycle Volumes

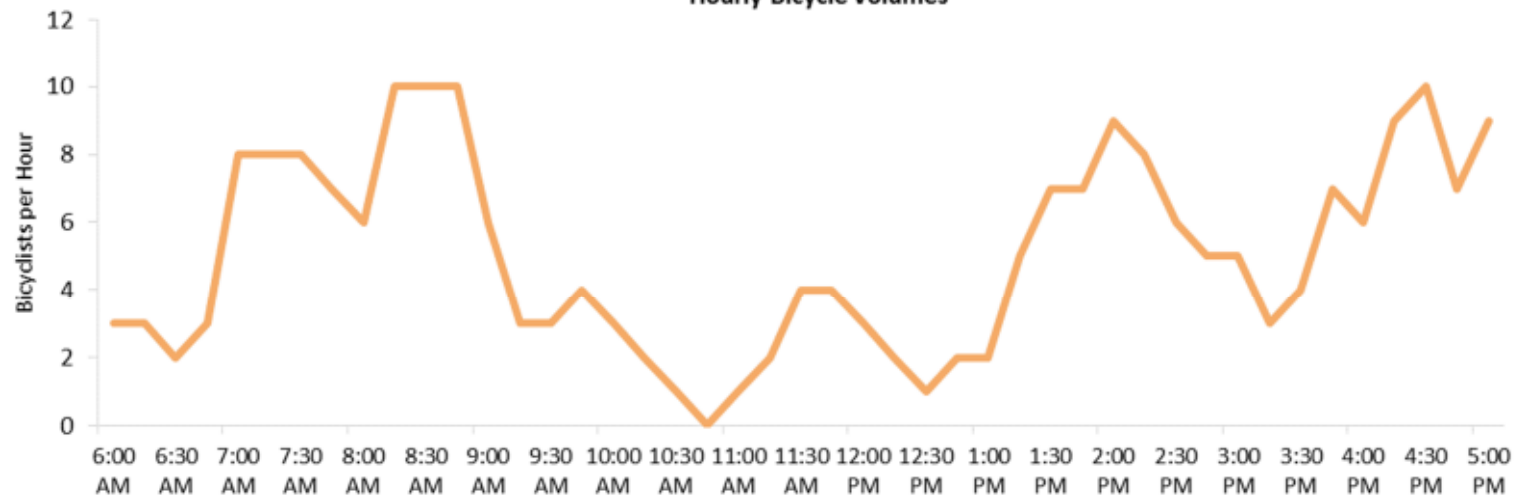


FIGURE 4-9: HOURLY BICYCLE VOLUMES

5.0 CRASH ANALYSIS

Crashes at the Study intersection were compiled using the VTrans Public Crash Data Query Tool and by contacting VTrans directly. Crashes were reviewed in the five-year period between October 15, 2011 and October 15, 2016. During this time, there were 33 crashes, two of which resulted in injury with the remaining crashes causing property damage only. One crash involved a bicycle with no injury resulting. There have been no reported crashes involving pedestrians.

Rear end crashes and sideswipes were markedly the most common type of crash.

Most crashes occurred during daylight hours, between 6:00 AM and 6:00 PM; this is unsurprising given that most traffic occurs during this time period.

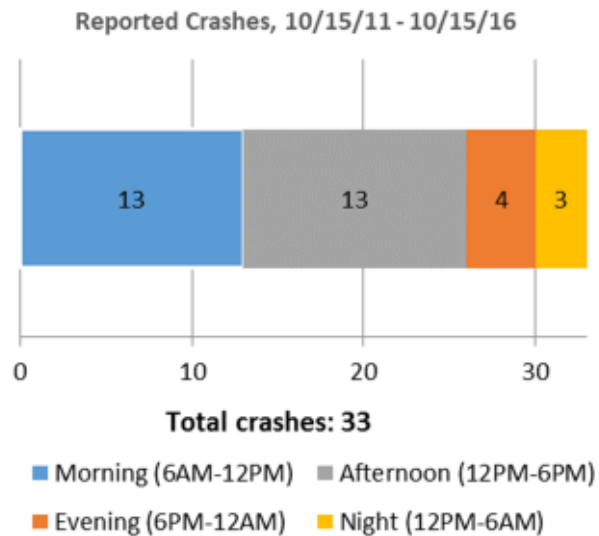


FIGURE 5-2: CRASHES BY TIME OF DAY

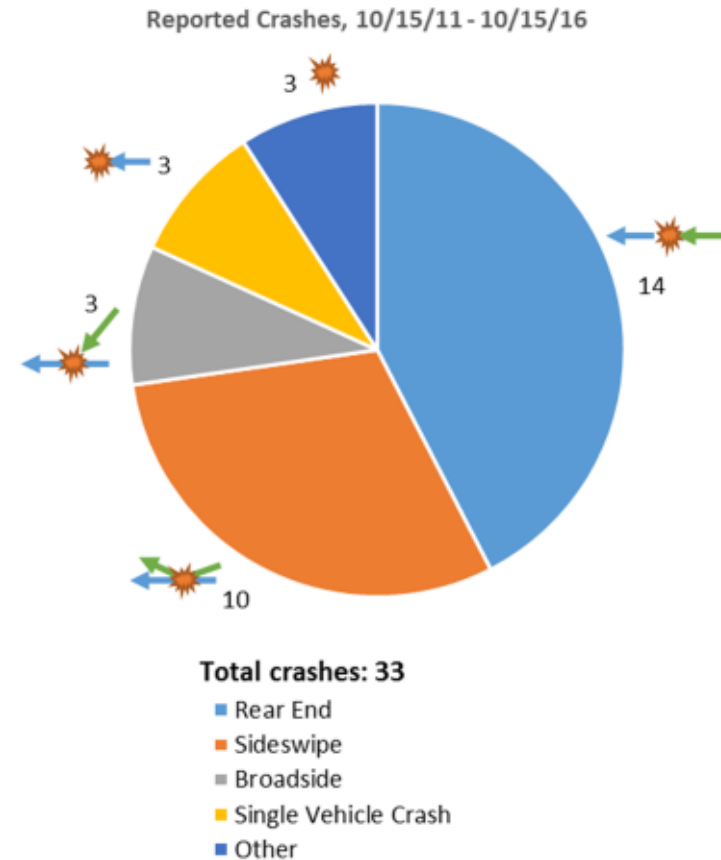


FIGURE 5-1: CRASHES BY TYPE OF CRASH

6.0 PUBLIC MEETING – LOCAL CONCERNS

A public meeting was held on Saturday, November 12, 2016. This meeting was held to gather local residents and experience the intersection as a group. The City's Public Works Staff, RSG consultant team, and 25 residents walked to all five corners, discussed their concerns from their perspective as pedestrians, bicyclists, and motorists, and proposed solutions to improve travel. Notes and the results from this meeting are available as an attachment to this report.



FIGURE 6-1: LOCAL CONCERNS MEETING

ALTERNATIVES ANALYSIS

7.0 PURPOSE AND NEED

The following Purpose and Need statement was developed based on a preliminary review of the study area, concerns articulated at the neighborhood meeting held on November 12, 2016, and comments from the public sent to the project email address.

PURPOSE

Make the intersection easy and safe to cross for all modes of transportation, including pedestrians, bicycles, transit, and vehicles, while minimizing impacts to vehicle capacity, encouraging an inviting and welcoming environment, and supporting the neighborhood center.

NEED

The need for this project is documented by the following issues:

- a. Expansive pavement makes crossing the intersection unsafe for pedestrians, bicyclists, and vehicles.
 - i. Pedestrians must walk over 50 feet (up to 80 feet) to cross several legs.
 - ii. Bicyclists must travel from stop through a wide and long distance with no markings. Bicyclists have particular difficulty heading eastbound on Howard Street, when they must stop on a steep uphill grade.
 - iii. Vehicles entering during yellow phase may not be able to cross the intersection before the light turns red.
- b. There are no pedestrian signals or button actuation; it is not obvious to pedestrians when to safely cross, and motorists do not have guidance to yield to pedestrians.
- c. There is no crosswalk across S. Winooski Ave.
- d. There have been 33 vehicle crashes in the past five years.
- e. Transit facilities are underdeveloped despite serving many people, including students taking the bus to school. There are no bus shelters, dedicated waiting areas, or dedicated bus pull-off zones, and snow can pile up in winter.
- f. There is poor visibility to traffic signals for motorists.
 - i. Signals are difficult to see in some lighting situations
 - ii. Signals do not have back plates.
 - iii. The signals are located in the center of the intersection.
- g. Reports from neighbors that vehicles run red lights. This issue was confirmed by watching a video recording of the intersection.
- h. Reports from a neighbor that motorists do not observe the “Do Not Enter” sign for S. Winooski Ave and attempt to drive north on the street.
- i. Right-turn on red rules of the intersection are unclear. Right turns on red from Howard Street westbound and S. Winooski southbound are particularly challenging.
- j. Potvin Park is underutilized as a public space; pedestrians do not have space to interact, limiting the possibility of fostering a sense of community.
- k. The bicycle lanes on S. Winooski Ave stop at the intersection. Bicyclists do not have dedicated facilities to continue to or from the southern leg of St. Paul Street.

OSPP: Incorporate storm water runoff mitigation into open space

The following list of preliminary alternatives is intended to build upon the proposed concepts of past studies and address the needs articulated in the Purpose and Need Statement.

IMMEDIATE TERM

- Quick Build or Demonstration project with paint and flexible posts
- Neighborhood art in remaining asphalt area
- Bike infrastructure to start from flat area in front of Howard Street eastbound crosswalk

SHORT TERM

- d. Curb extensions
- e. Accessible crossing of S. Winooski Ave
- f. New signal system – existing geometry

LONG TERM

- g. Roundabout – existing geometry
- h. Realigned roadway – traffic signal
- i. Realigned roadway – roundabout
(traditional / mini / multiple / oblong)



9.0 DESIGN CRITERIA

To develop appropriate designs, the following design criteria have been established.

GEOMETRY

Design Speed = 25 MPH (all streets and approaches)

Minimum Proposed Lane and Shoulder Widths:

St Paul St / S. Winooski Ave: 11-foot lane, 3-foot shoulder

Howard St: 10-foot lane, 2-foot shoulder

Parking lane widths*: 8 feet

*On-street parallel parking is present on one side of each leg of the intersection

Bike lanes: 5 feet

Stopping Sight Distance, S = 165 feet

- Assume 25 MPH
- Assume 6% downgrade
- Refer to AASHTO Green Book Exhibit 3-2

Minimum Horizontal Curve Radius = 180 feet

- Refer to VTrans Standard Detail A-76

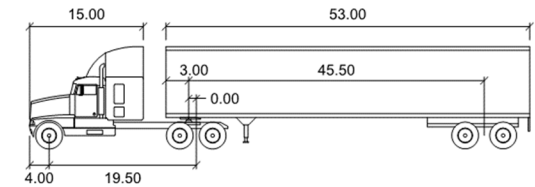
Minimum Vertical Curve Length, L = 100 feet

- Refer to AASHTO Green Book minimum vertical curve length exhibits 3-71 and
- Acceptable for algebraic grade differences under 4% (crest) or 3.5% (sag)

DESIGN VEHICLES

St Paul Street: WB-67

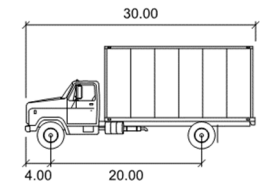
The WB-67 represents the largest interstate tractor-semitrailer that



would be encountered on St Paul Street. The vehicle is expected to perform only through movements and remain on St Paul Street (no turns to or from Howard Street or South Winooski Avenue)

Howard Street / South Winooski Avenue: SU-30

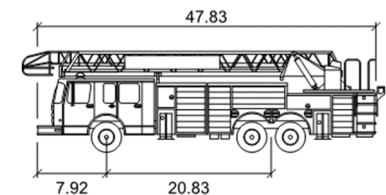
The SU-30 single unit truck represents a typical local delivery truck. The SU-30 should be able to turn into and out of each street, but may need to encroach into opposing lanes.



All Streets: City of Burlington

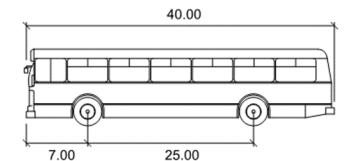
Ladder Fire Truck

The ladder truck is a custom vehicle approximating the Burlington Fire Department's largest fire fighting vehicle.



All Streets: CITY BUS

The CITY BUS represents a typical intracity transit bus.



LEVEL OF SERVICE

This study aims to provide a **balanced analysis** of intersection alternatives based on the needs of all modes of transportation, with **an emphasis on the needs and desires of pedestrians and bicyclists**. Different metrics are used for motorized and non-motorized forms of transportation, since the goals for each group are often at odds with each other (see Figure 9-1 for common perspectives).

To measure how well each alternative meets the goals of **pedestrians and bicyclists**, they have been **evaluated based on the project-specific criteria shown in Table 10.1**. These criteria are based on the Purpose and Need Statement determined early in the project and described in Section 1.0, and are largely focused on safety, comfort, and accessibility for pedestrians and bicyclists.

To measure how well each alternative meets the goals of **drivers of motorized vehicles**, one of the primarily metrics used is **level of service (LOS)**. The LOS of an intersection is a rating of the traffic operations (as perceived by motorists) during the peak hour of an average day. It runs on a scale from A to F. (A full definition and analysis can be found in Section 6.1.)

In urban areas such as the project location, higher LOS's are not necessarily desirable. VTrans generally aims for an LOS of "C" on all its roads, but may accept a reduced LOS under certain circumstances, especially within densely settled areas, "as long as the safety and mobility of the traveling public is improved."² The City of Burlington targets a LOS of "D".

² VTrans Highway Design "Level of Service Policy (2007)
<http://vtrans.vermont.gov/sites/aot/files/highway/documents/publications/LevelOfServicePolicy2007.pdf>

FIGURE 9-1 MULTI-MODAL GOALS AND PERSPECTIVES

PEDESTRIANS

- 1 People crave activity and variety at street level. Streets with active storefronts, foot traffic design, and human scale design contribute toward an active and economically vibrant community. While activity is of paramount importance to the pedestrian realm, public safety, sidewalk width adequately spaced and apportioned, protection from rain, and shade from the sun together make the difference between a successful street and a barren one.

VEHICLES

- 3 Motorists want to get to their destination as quickly and safely as possible with limited friction, interruption, or delay. Vehicles typically benefit from limited access, higher speed roads with limited chance of conflict or surprise.

Due to their high speeds and overall mass, drivers feel safest when buffered from other moving vehicles, bicyclists, buses, trucks, and crossing pedestrians. Especially when making decisions at high speeds, motorists need adequate lighting and signage, as well as adequate parking provisions at their destinations.

FREIGHT

- 5 Freight operators want to move goods from their origin to their destination as easily, quickly, and conveniently as possible. Trucks benefit from high, but not unsafe speeds, curb access or docks for easy loading and unloading, and overall safety throughout the traffic system.

BICYCLISTS

- 2 Bicycle facilities should be direct, safe, intuitive, and cohesive. Bicyclists desire a high degree of connectivity and a system that functions well for cyclists of all skill levels, with minimal detour or delay.

Bicyclists benefit from feeling safe and protected from moving traffic. Bikeways that create an effective division from traffic and are well coordinated with the **signal timing and intersection design** of the traffic network form the basis of a accessible bicycle network. See [Cycle Tracks](#)

TRANSIT

- 4 Transit service may be measured by its speed, convenience, reliability, and frequency of service. Trains and buses should permit easy loading and unloading, and be comfortable and not overcrowded. The overall level of access and scope of a transit network should be aligned to actual demand, meeting service needs without sacrificing service quality.

EMERGENCY VEHICLES

Emergency responders are responsible for attending to crimes, crashes, fires, and other dire scenarios as quickly as possible. They benefit from safety and predictability along their routes, with minimal conflicts with vehicles, bicyclists, or pedestrians, and direct curb access at their destinations.

10.0 EVALUATION CRITERIA

To objectively evaluate each alternative, criteria have been developed based on the goals of the study and the specific issues identified in the purpose and need. Table 10.1 illustrates how each issue affects one or more of the three goals and notes the City studies that reference these needs. Later in this report, all five alternatives will be qualitatively evaluated based on these criteria - whether they will improve, worsen, or have no effect on each issue.

In addition to the qualitative criteria summarized below, more quantifiable impacts to resources will also be documented. These resources include **parking options, traffic operations, stormwater management, utility impacts, Right-of-Way impacts, historic / archaeological, and estimated costs** and are key elements of this study.

TABLE 10.1 QUALITATIVE EVALUATION CRITERIA

Issues to Address	Study Goals		
	Improve safety for people walking, bicycling, driving, and taking transit	Meet (and exceed) accessibility standards	Foster the emerging neighborhood
1 Crossing length for all modes	x	x	
2 Pedestrian crossing guidance	x	x	
3 Pedestrian crossing of S. Winooski Ave	x	x	
4 Crash rate	x		
5 Comfortable transit facilities		x	
6 Visibility of traffic signals to motorists	x	x	
7 Vehicle speeds	x		
8 Running of red lights	x		
9 Wrong-way driving on S. Winooski Ave	x		
10 Trucks on S. Winooski Ave	x		
11 Right turns on red	x		
12 Use of Potvin Park			x
13 Public gathering space			x
14 Bicycle infrastructure	x	x	
15 Stormwater management			
16 Support relationship between residents and businesses			x

11.0 ALTERNATIVES FOR CONSIDERATION

The following pages summarize the five alternatives for consideration. The alternatives include one immediately implementable project, a longer-term reconstruction of the existing signal system, and large-scale re-imaginings of the intersection.

The five alternatives are:

1. Quick Build Project - Existing Geometry
2. New Signal System - Existing Geometry
3. Dual Signal System - Realigned Roadway
4. Dual Roundabout - Realigned Roadway
5. Modern Roundabout - Existing Geometry

On top of the five action alternatives outlined above, this study also considers a “do-nothing” alternative (Alternative 0) in which the existing roadway geometry remains the same. At the end of this section, three additional alternatives that were considered but not advanced are briefly discussed.

For each alternative, the following information is given:

TIMEFRAME: Immediate (within one year), Short Term (within five years), and Long Term (five to ten years)

COST ESTIMATE: A planning level cost estimate range is given for each alternative, including design, construction, and inspection. The cost estimate does not include costs associated with Right of Way acquisition.

RIGHT OF WAY (ROW) IMPACT: The square footage and number of impacted private parcels is quantified; impacts to Potvin Park is not included.

UTILITY IMPACTS: The number of impacted utility poles is quantified. While some underground utility infrastructure is expected to be modified by each alternative, no alternative proposes to relocate existing underground infrastructure.

HISTORIC / ARCHAEOLOGIC IMPACTS: The square footage of disturbed area outside the existing sidewalk limits and the number of directly impacted structures is quantified.

PROJECT DESCRIPTION: A summary of the key aspects and benefits of an alternative

FEATURES: A bulleted list of the construction/installation items

CONSIDERATIONS: Potential challenges and impacts of the alternative

LONGEST CROSSWALK LENGTH: The longest crosswalk length and the roadway in which it crosses is identified

VEHICLE TRACKING: A discussion of how large vehicles, including firetrucks, transit buses, and freight vehicles travel through the intersection, including identification of restricting features

GOALS MET: This section qualitatively identifies how each alternative meets the goals of this study. Each project has been given a rating of **improvement (+)**, **no change (0)**, or **worse (-)** for each of the 16 issues to address in the three categories shown

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in Table 10.1. The number of “+” are subtracted by the number of “-”, for each category, with a resulting score.

These ratings are shown collectively in Figure 13-1.

The “goals met” is intended as a metric for quickly comparing alternatives to the existing conditions. It does not account for how each criterion may have a higher “weight” than others, and therefore cannot be used as a prioritization tool at this point.

OPPORTUNITIES FOR ENHANCEMENT: In some cases, alternatives do not necessarily address a given issue unless an extra step is taken. This section suggests “add-on” opportunities to enhance a given alternative. Examples include bus stop improvements and turning a landscape or hardscape into a more pervious surface to retain more stormwater.

ALTERNATIVE 0: No Build

TIMEFRAME: Immediate

COST ESTIMATE: \$0

RIGHT OF WAY (ROW) IMPACT: 0 SF / 0 Properties

UTILITY IMPACTS: 0 Poles

HISTORIC / ARCHAEOLOGIC IMPACTS: 0 SF / 0 Structures

PROJECT DESCRIPTION: This alternative would maintain the features and operations of the existing intersection geometry. No changes to curb lines, sidewalks, crosswalks, transit features, signal placement or timing, or any other element is proposed.

FEATURES:

- Maintenance of existing conditions

CONSIDERATIONS:

- Does not address any goals
- Least expensive alternative
- No change in maintenance requirements

LONGEST CROSSWALK LENGTH: 78-feet (a)

VEHICLE TRACKING: This do-nothing alternative proposes no changes to the curb lines and offers the greatest vehicle maneuvering flexibility.

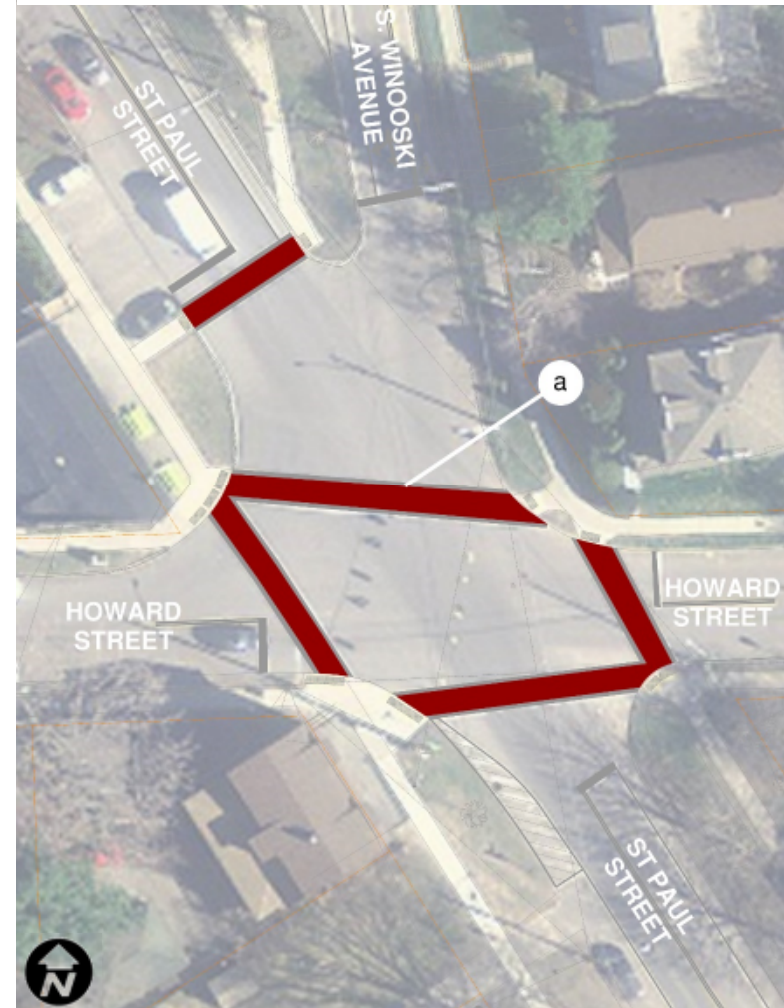
GOALS MET:

- Safety: 0 of 10
- Accessibility: 0 of 6
- Neighborhood: 0 of 3

OPPORTUNITIES FOR ENHANCEMENT:

- No Build Alternative proposes no changes to the existing features

FIGURE 11-1: NO BUILD ALTERNATIVE



ALTERNATIVE 1: Quick Build Alternative Project

TIMEFRAME: Immediate

COST ESTIMATE: \$5,000 – \$25,000

RIGHT OF WAY (ROW) IMPACT: 0 SF / 0 Properties

UTILITY IMPACTS: 0 Poles

HISTORIC / ARCHAEOLOGIC IMPACTS: 0 SF / 0 Structures

PROJECT DESCRIPTION: This alternative would be a temporary installation of curb extensions and lane markings at various locations around the intersection. Temporary curb extensions may be installed long-term with flexible post bollards, or shorter term with cones, haybales and planters. Between the existing curb and temporary curb extensions is an opportunity for a gathering space, benches and tables, street art, or other community opportunity, illustrated in blue. A bike box, green bike lane markings, and bike crossing markings may be installed with temporary paint to highlight the bicycle infrastructure.

The alternative would provide the neighborhood a low-cost, first-hand understanding of how curb extensions might change vehicle behavior and increase public gathering space. Chairs and tables could be set out in the new space to support businesses and foster a sense of community. People who already ride bicycles through this intersection and those who are interested could try out the enhanced bicycle facilities.

FEATURES:

- Temporary curb extensions (a)

- Chairs and tables, gathering space, and/or street art where the curb has been extended (b)
- Bike box, crossing markings, and bike lanes at the intersection (c)
- No turn on red signs

FIGURE 11-2: QUICK BUILD ALTERNATIVE



CONSIDERATIONS:

- A person walking from the temporary bulb-outs may have reduced visibility to the traffic signals. A short term (one-day) installation may be more appropriate to gauge how a more permanent installation may be installed. The northwest corner has the greatest visibility to the traffic signals and the highest potential for utilization of the reclaimed space due to the adjacent commercial development. Curb extensions at the other three corners may make it more difficult for pedestrians to see the traffic signals and know when to walk.
- Demonstration project would require regular inspection and replacement of bollards.

LONGEST CROSSWALK LENGTH: 43 feet

VEHICLE TRACKING: The single-unit truck design vehicle is able to maneuver around the corner, with encroachment into the opposite lane. In Figure 11-3, the design vehicle encroaches only on the minor leg approach to the intersection.

GOALS MET:

- Safety: 4 of 10
- Accessibility: 2 of 6
- Neighborhood: 2 of 3

ADDITIONAL CRITERIA:

- Net change in permeable area: No change
- Parking impacts: No change

OPPORTUNITIES FOR ENHANCEMENT:

- A one-day demonstration project of similar concept occurred on July 26, 2017. This weekend installation is detailed in Section 15.
- A neighborhood art project may be planned in conjunction with this quick build project.
- The extension of the South Winooski / St Paul curb radius is intended to be refined to inform the placement of permanent curb, sidewalk, and a crosswalk across South Winooski Avenue.

FIGURE 11-3: SOUTHBOUND SU-30 VEHICLE TURNING RIGHT ONTO WESTBOUND HOWARD STREET



ALTERNATIVE 2: New Signal System, Existing Geometry

TIMEFRAME: Short Term

COST ESTIMATE: \$1.0 – 1.5 million

RIGHT OF WAY (ROW) IMPACT: 0 SF / 0 Properties

UTILITY IMPACTS: 0 Poles

HISTORIC / ARCHAEOLOGIC IMPACTS: 0 SF / 0 Structures

PROJECT DESCRIPTION: This alternative is a permanent, enhanced version of Alternative 1; it would include an upgraded signal system with pedestrian crossing buttons, curb extensions at all four corners and of Potvin Park, an accessible crossing of Winooski Ave, bicycle crossing markings, and a bike box. The curb extensions would both slow traffic and provide more pedestrian space; a new plaza in front of 457 St Paul Street may be constructed with permeable pavers for stormwater management.

FEATURES:

- New signal system:
 - Mast arm for northbound and southbound traffic (a) (St. Paul Street and S. Winooski Ave)
 - Signal pedestals (b) for eastbound and westbound traffic (Howard Street) and all pedestrian crossings (10 total)
 - Pedestrian crossing buttons with countdown feature
 - Bicycle detection
 - Right turn on red rules part of signal system
- Curb extensions at four corners and of Potvin Park (c)

FIGURE 11-4: NEW SIGNAL SYSTEM, EXISTING GEOMETRY



- Reconstructed sidewalks and ramps
- Accessible marked crossing of S. Winooski Ave **(d)**
- Bike box, crossing markings, and bike lanes at the intersection **(e)**
- Plaza **(f)** in front of 457 St. Paul Street (Neighborhood Market, Shy Guy Gelato)

CONSIDERATIONS:

- The driveway of the house at the northeast corner; vehicles must enter from S. Winooski Ave and exit to the south (St. Paul Street would no longer be accessible to this driveway)
- Burlington DPW has received reports of shallow ledge in area making signal system potentially expensive
- Plowing is potentially more complicated with tighter curb radii and bulb-outs
- The additional striping would require more regular maintenance
- Drainage enhancements (bioswales, infiltration areas) would require more regular maintenance
- New green spaces and plaza may require city resources to mow and maintain

LONGEST CROSSWALK LENGTH: 43 feet

VEHICLE TRACKING: The curb layouts of Alternative 2 are the same as the quick build project temporary “curbs”, with the same operating characteristics of turning vehicles. Figure 11-5 illustrates the CITY BUS design vehicle navigating the bus route through the project area.

GOALS MET:

- Safety: 7 of 10
- Accessibility: 5 of 6
- Neighborhood: 2 of 3

ADDITIONAL CRITERIA:

- Net change in permeable area: + 490 SF
- Parking impacts: No change

OPPORTUNITIES FOR ENHANCEMENT:

- Improved transit shelter(s)
- Potential phased construction allowing crosswalk across South Winooski Ave. prior to full build out.
- Potential stormwater best management practices (BMP) at plaza: permeable pavers or infiltration area

FIGURE 11-5: WESTBOUND HOWARD STREET CITY BUS TURNS LEFT ONTO NORTHBOUND ST PAUL STREET



ALTERNATIVE 3: New Signal System, Realigned Roadway

TIMEFRAME: Long Term

COST ESTIMATE: \$1.7 – 2.2 million

RIGHT OF WAY (ROW) IMPACT: 0 SF / 0 Properties

UTILITY IMPACTS: 1 Pole

HISTORIC / ARCHAEOLOGIC IMPACTS: 0 SF / 0 Structures

PROJECT DESCRIPTION: This alternative would greatly reduce the amount of pavement - and therefore crossing distances for all modes - by splitting up the five-way intersection into two signalized intersections. South Winooski Ave would curve west to “T” at St. Paul Street within current limits of Potvin Park. New green space would be gained in a triangular space between the two intersections, but this space would be traversed by driveways, limiting its use as a public space. Green bike lanes and crossing markings would guide bicyclists traveling south from S. Winooski Ave to the four-way intersection, while a northbound bike lane would run adjacent to the eastern sidewalk, distanced from traffic.

FEATURES:

- Existing five-leg intersection split into two intersections:
 - St. Paul Street and S. Winooski Ave
 - St. Paul Street and Howard Street
 - 170 feet between intersections, center to center
- New signal system:
 - Signal pedestals at both intersections (14 total)
 - Pedestrian crossing buttons with countdown feature
 - Bicycle detection

FIGURE 11-6: NEW SIGNAL SYSTEM, REALIGNED ROADWAY



- New green space between S. Winooski Ave and the four-way intersection **(a)**, intersected by driveways
- Curb extensions **(b)**
- Reconstructed sidewalks and ramps
- Accessible marked crossing of S. Winooski Ave **(c)**
- Southbound bike lane and crossing markings between the two intersections **(d)** to guide bicyclists between S. Winooski Ave and Howard Street
- Northbound bike lane separated from the road to replace a portion of the contraflow lane **(e)**
- Plaza area in front of 457 St. Paul Street (Neighborhood Market, Shy Guy Gelato) **(f)**

CONSIDERATIONS:

- The new green space would be intersected by three driveways, likely making it an underutilized public space.
- Potvin Park greatly impacted **(c)**
- Potential difficulty of vehicles entering and exiting driveways during peak hours
- The curve for the realigned South Winooski Avenue approach to St Paul Street is less than design criteria minimum (designed at 100-feet, min. is 180-ft); maximum grade is 4%; may require advanced warning sign for the signal
- Intersection spacing is short; signals need to be coordinated and carefully timed

- Potential conflicts between vehicles turning right and bicyclists turning left on the southbound Winooski Ave approach
- Plowing is potentially more complicated with tighter curb radii and bulb-outs
- The additional striping would require more regular maintenance
- Drainage enhancements (bioswales, infiltration areas) would require more regular maintenance
- Large new green spaces may require city resources to mow and maintain

LONGEST CROSSWALK LENGTH: 43 feet

VEHICLE TRACKING: Many of the curb lines at the St. Paul Street / Howard Street intersection are similar to Alternatives 1 and 2; the realigned S. Winooski Avenue does impact fire vehicle maneuvering. Figure 11-7 illustrates this vehicle path. The firetruck must encroach onto the opposing lane on St Paul and Howard Streets.

GOALS MET:

- Safety: 9 of 10
- Accessibility: 5 of 6
- Neighborhood: 2 of 3

ADDITIONAL CRITERIA:

- Net change in permeable area: + 1,530 SF
- Parking impacts:

- Off-street parking at 457 St Paul Street shifted to the south (no change to quantity)
- Loss of approximately 7 on-street parking spaces

OPPORTUNITIES FOR ENHANCEMENT:

- Improved transit shelter(s)
- Stormwater retention: permeable plaza, enhance green space
- Bike signal for southbound bicyclists on Winooski Ave

**FIGURE 11-7: SOUTHBOUND S. WINOOSKI AVE. BURLINGTON
LADDER TRUCK MANEUVERING TO WESTBOUND HOWARD ST.**



ALTERNATIVE 4: Dual Roundabout, Realigned Roadway

TIMEFRAME: Long Term

COST ESTIMATE: \$1.9 – 2.4 million

RIGHT OF WAY (ROW) IMPACT: 7 SF / 1 Property

UTILITY IMPACTS: 1 Pole

HISTORIC / ARCHAEOLOGIC IMPACTS: 7 SF / 0 Structures

PROJECT DESCRIPTION: This alternative consists of two connected mini-roundabouts, forming a peanut-like shape. The peanut-shape requires that left turning vehicles travel through both roundabouts before exiting. A sidewalk or shared use path may generally run where the existing sidewalk is now. Shared lane markings would be painted within the roundabout for bicyclists who are comfortable riding in traffic.

FEATURES:

- Peanut-shaped dual mini-roundabouts
 - Inscribed diameter of mini-roundabouts is 70-feet
 - No signals
 - Mountable islands on approaches (a), mountable aprons (b) at roundabout centers, mountable edges (c) for tight turns. The location and amount of mountable space were determined based on truck tracking movements.
- New green space along east side of roundabout (d)
- Marked pedestrian crossings of all five approaches
- Sidewalk around perimeter for pedestrians or people walking bicycles; not wide enough to ride bicycles on walk

FIGURE 11-8: DUAL ROUNDABOUT, REALIGNED ROADWAY



- Shared lane markings **(e)** for people riding bicycles to have the option to ride in the roundabout

CONSIDERATIONS:

- Potvin Park is significantly impacted **(f)**
- Vehicle access to three driveways along S. Winooski Ave into roundabout is uncommon **(g)**
- Less usable public gathering space than currently exists
- Loss of vehicle access and parking at 457 St. Paul Street **(h)**
- St. Paul Street bus stop to be moved further north
- Plowing is potentially more complicated with raised island features and roundabout geometry
- The additional striping would require more regular maintenance
- Drainage enhancements (bioswales, infiltration areas) would require more regular maintenance
- New mountable areas and central planting islands may require city resources to maintain

LONGEST CROSSWALK LENGTH: 41 feet

VEHICLE TRACKING: A WB-67 is able to traverse the splitter islands and central apron as needed to travel through the intersection; the CITY BUS must traverse the central island and overhang the green strip to maneuver from eastbound Howard Street to northbound St Paul Street. These vehicle paths are illustrated in Figure 11-9 and Figure 11-10.

GOALS MET:

- Safety: 8 of 10
- Accessibility: 4 of 6
- Neighborhood: -1 of 3

ADDITIONAL CRITERIA:

- Net change in permeable area: + 1,100 SF
- Parking impacts:
 - Loss of 5 off-street parking spaces at 457 St Paul Street
 - Loss of approximately 8 on-street parking spaces

OPPORTUNITIES FOR ENHANCEMENT:

- Improved transit shelter(s)
- Shared use path (instead of sidewalk) for bicyclists not comfortable riding in the roundabout
- Stormwater retention: enhance green space, permeable medians and apron

**FIGURE 11-9: SOUTHBOUND WB-67 AT THE ST PAUL STREET
ENTRANCE**



**FIGURE 11-10: EASTBOUND CITY BUS ENTERING AT THE
HOWARD STREET ENTRANCE**



ALTERNATIVE 5: Modern Roundabout, Existing Geometry

TIMEFRAME: Long Term

COST ESTIMATE: \$1.6 – 2.1 million

RIGHT OF WAY (ROW) IMPACT: 3,300 SF / 2 Properties

UTILITY IMPACTS: 1 Pole

HISTORIC / ARCHAEOLOGIC IMPACTS: 950 SF / 1 Structure

PROJECT DESCRIPTION: This alternative consists of a one-lane modern roundabout with five approaches. The space required for the large-radius roundabout and the way it must be situated for five entrance legs would require the full taking of the building at 457 St. Paul Street (a). As with Alternative 4 (Dual Roundabout), a sidewalk or shared use path (b) would generally run where the existing sidewalk is now. Shared lane markings (c) may be painted within the approaches of the roundabout for bicyclists who are comfortable riding in traffic.

FEATURES:

- Single-lane modern roundabout with five approaches
 - 100 feet inscribed diameter
 - No signals
 - Mountable islands (a) on approaches, mountable apron (b) at roundabout center, mountable edges (c) for tight turns
- Potvin Park remains (d)
- Marked pedestrian crossings of all five approaches
- Sidewalk around perimeter for pedestrians or shared use path for both pedestrians and people walking bicycles (e)

- Shared lane markings with green background for people riding bicycles to have the option to ride in the roundabout (f)
- Bicycle exit from roundabout for northbound S. Winooski Ave bicyclists (i)

FIGURE 11-11: MODERN ROUNDABOUT, EXISTING GEOMETRY



CONSIDERATIONS:

- Full take of building and property at 457 St. Paul Street (g) requiring Uniform Relocation Assistance
- Difficult vehicle access to two houses along S. Winooski Ave (h)
- Grade of sidewalk approaches may be higher than permitted by ADA standards
- Plowing is potentially more complicated with raised island features and roundabout geometry
- The additional striping would require more regular maintenance
- Drainage enhancements (bioswales, infiltration areas) would require more regular maintenance
- New mountable areas and central planting islands may require city resources to maintain

LONGEST CROSSWALK LENGTH: 33 feet

VEHICLE TRACKING: Some large vehicles were unable to stay within the tracking pads of the roundabout, particularly for the acute right turns (northbound St Paul to westbound Howard, or southbound S. Winooski to northbound St Paul). This maneuver could instead be completed by turning 270 degrees left. A single unit truck exceeding the design vehicle dimensions is illustrated in Figure 11-12.

GOALS MET:

- Safety: 8/10
- Accessibility: 4/6
- Neighborhood: -2/3

This size and position of the roundabout is selected to:

- Fit all five approaches
- Create deflection so that incoming vehicles must slow down to enter
- Allow for trucks and buses to maneuver around it

ADDITIONAL CRITERIA:

- Net change in permeable area: + 3,380 SF
- Parking impacts:
 - Loss of parking lot at 457 St. Paul St (along with the building)
 - Loss of approximately one on-street parking space

OPPORTUNITIES FOR ENHANCEMENT:

- Improved transit shelter(s)
- Shared use path (instead of sidewalk) for bicyclists not comfortable riding in the roundabout
- Stormwater retention: enhance green space, permeable medians and apron

FIGURE 11-12: A SU-40 TRUCK NAVIGATING THE ROUNDABOUT



ALTERNATIVES CONSIDERED BUT NOT ADVANCED

Several additional alternatives were considered but not advanced. These intersection configurations included:

1. Various Intersection Controls within the Realigned South Winooski Avenue Alternative

These various alternatives included various intersection control mechanisms at the Realigned South Winooski Avenue / St. Paul Street intersection, and Howard Street / St. Paul Street intersection.

- Signal / Roundabout Combination. The signal / roundabout combination intersection alternative was not considered as the two intersections are too close together to not operate in concert. The proposed realigned roadway alternatives both operate as a single intersection: the signalized intersections are proposed as a coordinated system, and the dual roundabouts are connected as a single intersection a single intersection. As two independent intersections, queued vehicles at a red light or lined up to enter the roundabout would interrupt the efficiency of the adjacent intersection.
- Stop Control South Winooski Avenue Approach. It was determined that if the South Winooski Avenue approach was stop controlled with no control on St. Paul Street, South Winooski Avenue would experience significant delay and queueing.

2. All-Way Stop

It was determined the St. Paul Street approaches at Howard Street and South Winooski Avenue would experience significant delay and queueing if forced to stop at the study intersection.

3. Single Mini Roundabout

In general, mini-roundabouts are not recommended at locations with high truck volumes and with five entrance approaches. The FHWA Technical Report³ “Mini-Roundabouts” states “mini-roundabouts are generally not recommended for intersections with more than four legs” and “high volumes of trucks will significantly reduce the capacity of a mini-roundabout”. Discussion with Dr. Wei Zhang from the FHWA Office of Safety Research and Development indicated that while “it is very rare to use a mini-roundabout at a 5-leg intersection”, a 5-leg mini-roundabout is in design in Anoka MN. The geographic location is different, located in a more residential neighborhood, off the primary road network on generally level ground, with the minimum approach angle between adjacent entrances at approximately 45-degrees

A single mini-roundabout was sketched, and is illustrated in Figure 11-13. The South Winooski Avenue approach intersects St Paul Street at a 24-degree acute angle. Three geometric issues arise from designing a small-radius roundabout with this acute angle:

3

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwas10007/>

FIGURE 11-13: 5-APPROACH MINI-ROUNABOUT.



- a. Rather than merging into the roundabout circulating aisle, southbound S. Winooski Avenue entering vehicles must cross the northbound St Paul Street exiting path, creating a high-risk head-on collision conflict point.
- b. Southbound drivers approaching from St Paul Street would need to focus their attention sharply

to the left for oncoming traffic from South Winooski Avenue, distracting from events directly in front of their vehicle, such as bicyclists in the travel lane or congestion within the roundabout.

- c. The yield bar for the South Winooski Avenue entrance to the roundabout would cross the northbound exiting lane (see a. above) and placed 40-feet from the circulating lane (typically 4-feet); vehicles on this approach will have trouble safely entering the roundabout.

A single mini-roundabout is too small to accommodate all five legs of the intersection given the acute angle of the approaching roadway.

4. Dual Roundabout Centered on S. Winooski Axis

This alternative would have proposed a second mini roundabout, similar to Alternative 4, but instead of centered on St Paul Street the second roundabout would be more easterly centered on South Winooski. This alignment would have forced the heavier traffic volume on St Paul Street to turn left to approach the roundabout, ascend a steep grade to the roundabout, and turn right to enter the roundabout. With a large volume of heavy vehicles, through the St Paul approaches, this alternative would require significant trailer tracking pads, resulting in extensive hardscape improvements. Additionally the uphill approach grade would be difficult in winter conditions.

By removing these options from the list of alternatives, the final list is a more concise list with one distinct alternative for each geometry and control type.

12.0 TRAFFIC EVALUATION

The five alternatives and the No Build alternative were modeled in a traffic analysis software package from Trafficware to determine the average delay, level-of-service, and average queue length for each approach and each intersection as a whole.

12.1 | VEHICLE LOS ANALYSIS

LEVEL OF SERVICE DEFINITION

Level of service (LOS) is a performance metric describing the delay experienced by motorists at an intersection. LOS is calculated using the procedures outlined in the 2000 and 2010 Highway Capacity Manuals.⁴ In addition to traffic volumes, key inputs include the number of lanes at each intersection, traffic control type (signalized or unsignalized), and the traffic signal timing plans.

The 2010 Highway Capacity Manual defines six qualitative grades to describe the level of service at an intersection, based on the average delay experienced. Figure 12-1 shows the various LOS grades and delay ranges for signalized and unsignalized intersections.

The delay thresholds for LOS at signalized and unsignalized intersections differ because of the driver's expectations of the operating efficiency for the respective traffic control conditions. According to HCM procedures, an overall LOS cannot be calculated for two-way stop-controlled intersections because not all movements experience delay. In signalized and all-way stop-

FIGURE 12-1: LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

LOS	UNSIGNALIZED AVERAGE DELAY (SEC)	SIGNALIZED AVERAGE DELAY (SEC)
A	≤ 10.0	≤ 10.0
B	10.1-15.0	10.1-20.0
C	15.1-25.0	20.1-35.0
D	25.1-35.0	35.1-55.0
E	35.1-50.0	55.1-80.0
F	> 50.0	> 80.0

controlled intersections, all movements experience delay and an overall LOS can be calculated.

The VTrans policy on level of service for Signalized and All-Way Stop Intersections is:

- Overall LOS C should be maintained for state-maintained highways and other streets accessing the state's facilities
- Reduced LOS may be acceptable on a case-by-case basis when considering, at minimum, current and future traffic volumes, delays, volume to capacity ratios, crash rates, and negative impacts (cultural, environmental, etc.) as a result of improvement necessary to achieve LOS C.

The City of Burlington considers LOS D to be acceptable in the urban environment, and may choose to accept even greater vehicle delay in the peak hour to address non-motorized travel priorities.

with non NEMA-standard phasing. Because of these limitations, HCM 2000 methodologies are employed where necessary.

⁴ The HCM 2010 does not provide methodologies for calculating intersection delays at certain intersection types including signalized intersections with exclusive pedestrian phases and signalized intersections

VOLUME TO CAPACITY RATIO DEFINITION

In addition to LOS, a key performance measure is the volume-to-capacity ratio (v/c ratio) of an intersection, also known as the degree of saturation. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected. Under these conditions, vehicles may require more than one signal cycle to pass through the intersection. For design purposes, a v/c ratio between 0.85 and 0.95 generally is used for the peak hour of the horizon year (generally 20 years out).

LEVEL OF SERVICE RESULTS

The Highway Capacity Manual congestion reports within Synchro (version 9), a traffic analysis software package from Trafficware that is routinely relied upon by transportation engineering professionals, were used to assess traffic congestion at the study intersection with the existing volumes for each alternative, including the No Build alternative.

Preliminary results in the PM peak hour are shown in Figure 12-2 and Figure 12-3 and discussed in Section 5.3.

LIMITATIONS TO LOS AND V/C

Level-Of-Service and Volume-to-Capacity are both measures of vehicular travel during the peak hour of the day. It is a valuable tool to assess traffic congestion, but as noted earlier, there are often competing perspectives on acceptable traffic operations based on multi-modal accessibility or neighborhood characteristic considerations. For a specific location, it may be more important to provide certain features, such as pedestrian crossing enhancements, that will be present throughout the day, rather than planning an intersection for one particular hour.

Additionally, overdesigning for an intersection should be avoided due to negative impacts to pedestrians associated with wider street crossings, the potential for speeding, land use impacts, and cost.

FIGURE 12-2 LEVEL OF SERVICE RESULTS

	A0 - No Build			LOS	Delay	v/c
	Overall			C	29	0.72
	EB, Howard St			C	34	0.66
	WB, Howard St			C	25	0.12
	NB, St Paul St			C	24	0.64
	SB, St Paul St			C	28	0.75
	SWB, Winooski Ave			D	36	0.73

	A1 - Demonstration			LOS	Delay	v/c
	Overall			C	33	0.75
	EB, Howard St			D	39	0.71
	WB, Howard St			C	27	0.12
	NB, St Paul St			C	27	0.71
	SB, St Paul St			C	30	0.76
	SWB, Winooski Ave			D	41	0.79

	A2 - Signal			LOS	Delay	v/c
	Overall			E	74	0.74
	EB, Howard St			F	>100	0.94
	WB, Howard St			D	36	0.18
	NB, St Paul St			D	39	0.77
	SB, St Paul St			E	78	0.95
	SWB, Winooski Ave			F	99	0.96

	A3 - Dual Signal: Winooski Ave			LOS	Delay	v/c
	Overall			C	27	0.60
	WB, Winooski Ave			D	44	0.80
	NB, St Paul St			C	26	0.57
	SB, St Paul St			B	16	0.56

	A3 - Dual Signal: Howard St			LOS	Delay	v/c
	Overall			C	21	0.78
	EB, Howard St			D	55	0.82
	WB, Howard St			C	30	0.13
	NB, St Paul St			B	13	0.49
	SB, St Paul St			B	16	0.85

	A4 - Dual Roundabout: Winooski Ave			LOS	Delay	v/c
	Overall			B	13	n/a
	WB, Winooski Ave			B	14	0.51
	NB, St Paul St			A	9	0.51
	SB, St Paul St			B	16	0.63
	A4 - Dual Roundabout: Howard St			LOS	Delay	v/c
	Overall			B	15	n/a
	EB, Howard St			B	16	0.46
	WB, Howard St			A	7	0.07
	NB, St Paul St			B	11	0.52
	SB, St Paul St			B	17	0.76
	A5 - Roundabout			LOS	Delay	v/c
	Overall			B	14	n/a
	EB, Howard St			B	16	0.46
	WB, Howard St			A	7	0.07
	NB, St Paul St			B	11	0.52
	SB, St Paul St			B	16	0.63
SWB, Winooski Ave			B	14	0.51	

12.2 | QUEUING ANALYSIS

In addition to the congestion analysis, estimated average queues were evaluated using SimTraffic microsimulation software. Five one-hour-long simulations were averaged together to estimate queue lengths,⁵ shown in the table to the right.

The queuing analysis is a valuable tool to evaluate complex intersections, such as the closely spaced signals of Alternative A3 or Dual Roundabouts of A4. Abbreviations:

EB	eastbound Howard Street
WB	westbound Howard Street
NB	northbound St Paul Street
SB	southbound St Paul Street
SWB	southbound S. Winooski Avenue

FIGURE 12-3 ESTIMATED QUEUE LENGTHS

Queue Lengths by Number of Vehicles (assume 20 ft per vehicle)

A0 - No Build					
	EB	WB	NB	SB	SWB
Maximum Queue	12	6	13	25	17
Average Queue	7	2	11	12	9
95th Queue	11	4	15	23	15
A1 - Demonstration					
	EB	WB	NB	SB	SWB
Maximum Queue	15	5	14	23	17
Average Queue	8	2	10	11	9
95th Queue	13	4	15	20	14
A2 - Signal					
	EB	WB	NB	SB	SWB
Maximum Queue	19	4	24	36	19
Average Queue	10	2	21	28	12
95th Queue	22	4	28	43	19
A3 - Dual Signal					
	EB	WB	NB	SB	SWB
Maximum Queue	13	4	20	19	16
Average Queue	6	1	8	8	8
95th Queue	11	3	15	15	13
A4 - Dual Roundabout					
	EB	WB	NB	SB	SWB
Maximum Queue	15	12	11	17	17
Average Queue	8	5	6	9	9
95th Queue	21	16	15	19	22
A5 - Roundabout					
	EB	WB	NB	SB	SWB
Maximum Queue	11	4	9	13	11
Average Queue	4	1	3	5	5
95th Queue	8	3	7	10	8

⁵ As each run is different, a difference of less than 50 feet (or three vehicles) should not be seen as significant.

12.3 | TRAFFIC CONGESTION DISCUSSION

ALTERNATIVE 0 (NO BUILD)

- No changes to signal timing or geometry

The traffic evaluation indicates that the study intersection currently operates at an LOS of C. The existing signal has no pedestrian phases, and right turns on red are permitted for all approaches.

ALTERNATIVE 1 (DEMONSTRATION PROJECT)

- Restricts right turns on red for all approaches

The one difference between the No Build scenario and Alternative 1 (demonstration project) and is that the demonstration project restricts right turns on red using signage. This change increases average delay by less than 4 seconds. The purpose of this signage is to better protect pedestrians, who will hopefully be traveling through the intersection in higher than average numbers on the day of the demonstration.

ALTERNATIVE 2 (SIGNAL)

- Two 3-second leading pedestrian intervals
- Assumes 5 pedestrian calls per hour conflicting with each approach
- Right turns on red restricted for the westbound Howard Street approach and the southwest-bound Winooski Ave approach

Alternative 2 has the least efficient traffic operations of all the alternatives, due to the above changes that reduce the signal capacity. These changes, however, make the intersection safer for pedestrians and will eliminate right turns on red for approaches

with the highest potential for conflict. The average delay is 74 seconds and the LOS is E.

Time-of-day modifications to the signal programming would improve the LOS of Alternative 2. A leading pedestrian phase is modeled in the results for Alternative 2 illustrated in Figure 12-2. This signal timing allows pedestrians to enter the intersection during an all-red phase for vehicles, but reduces the overall vehicular capacity of the intersection. During the peak hours, it may be possible to eliminate the leading pedestrian phase, increasing the intersection capacity during the highest traffic volume periods. (Pedestrians would still have a pedestrian phase concurrent with the vehicle phases during these peak hours.) This modification would improve the LOS to a C, and the average delay to 27 seconds. The 12-hour count conducted at the study intersection in October 2016 showed that pedestrian volumes fluctuate throughout the day but do not peak at the same time as the vehicle volumes.

A2 - Signal - No LPI		LOS	Delay	v/c
Overall		C	27	0.74
EB, Howard St		C	33	0.69
WB, Howard St		C	23	0.13
NB, St Paul St		C	23	0.69
SB, St Paul St		C	27	0.78
SWB, Winooski Ave		C	31	0.73

ALTERNATIVE 3 (DUAL SIGNAL)

- Two separate intersections, coordinated with each other
- Three 3-second leading pedestrian intervals

Both intersections in Alternative 3 have an LOS of C. The alternative has similar delays as the No Build alternative but shorter average queue lengths than the No Build alternative.

ALTERNATIVES 4 AND 5 (DUAL AND SINGLE ROUNDAABOUTS)

From an operational perspective, the roundabout alternatives perform with the greatest efficiency (on par with the dual signal), both operating at an LOS of B. Delays are approximately 15 seconds. The single roundabout has smaller queues than the dual roundabout.

13.0 ALTERNATIVES COMPARISON

In this section of the report, the alternatives are evaluated based on how they meet the 16 issues to address and how they impact traffic circulation. In both cases, the five alternatives are compared to the existing conditions, referred to as a **No Build** alternative.

A full-size version of the alternatives matrix below is presented as an attachment to the document.

The matrix below shows how each alternative improves, worsens, does not change, or provides an opportunity for the 16 issues to address. It also relates each alternative to the additional key study elements and their metrics.

FIGURE 13-1 ALTERNATIVES EVALUATION MATRIX

Issues to Address	Study Goals			Alternatives					
	Improve safety for people walking, bicycling, driving, and taking transit	Meet (and exceed) accessibility standards	Foster the emerging neighborhood	0 No Build	1 Quick Build Project Existing Geometry	2 New Signal System Existing Geometry	3 Dual Signal System Realigned Roadway	4 Dual Roundabout Realigned Roadway	5 Modern Roundabout Existing Geometry
1 Crossing length for all modes	x	x		no change	improvement	improvement	improvement	improvement	improvement
2 Pedestrian crossing guidance	x	x		no change	no change	improvement	improvement	improvement	improvement
3 Pedestrian crossing of S. Winooski Ave	x	x		no change	no change	improvement	improvement	improvement	improvement
4 Crash rate	x			no change	no change	improvement	improvement	improvement	improvement
5 Comfortable transit facilities		x		no change	no change	opportunity	opportunity	opportunity	opportunity
6 Visibility of traffic signals to motorists	x	x		no change	no change	improvement	improvement	improvement	improvement
7 Vehicle speeds	x			no change	improvement	improvement	improvement	improvement	improvement
8 Running of red lights	x			no change	no change	improvement	improvement	improvement	improvement
9 Wrong-way driving on S. Winooski Ave	x			no change	no change	improvement	improvement	improvement	improvement
10 Trucks on S. Winooski Ave	x			no change	no change	no change	no change	no change	no change
11 Right turns on red	x			no change	improvement	improvement	improvement	improvement	improvement
12 Use of Potvin Park			x	no change	no change	improvement	worse	worse	no change
13 Public gathering space			x	no change	improvement	improvement	improvement	no change	worse
14 Bicycle infrastructure	x	x		no change	improvement	improvement	improvement	opportunity	opportunity
15 Stormwater management				no change	no change	improvement	improvement	improvement	improvement
16 Support relationship between residents and businesses			x	no change	improvement	improvement	improvement	no change	worse
Additional key study elements	Metric								
Traffic Operations: Level of Service	Level of Service			C	C	E (possible C)	C+C	B+B	B
Traffic Operations: Total Average Queue Length	Total Average Queue Length (sum of all five approaches)			730 ft	760 ft	1220 ft	1100 ft	690 ft	310 ft
Reduction in Asphalt Area	Change in Impermeable Area			n/a	0 sf	-1270 sf	-5300 sf	-7720 sf	-3760 sf
Parking Options: Change in Parking Spaces	Change in Parking Spaces			n/a	0	0	-7 on-street spaces	-8 on-street, -5 off-street	-1 on-street
Right of Way Impacts	Square Feet / Number of Properties			0 / 0	0 / 0	0 / 0	0 / 0	7 / 1	3300 / 2
Utility Impacts	Number of Impacted Poles			0	0	0	1	1	1
Historic / Archaeologic Impacts	Area of Potential Impact (SF) / Number of Historic Structures			0 / 0	0 / 0	0 / 0	0 / 0	7 / 0	950 / 1
Timeframe	Immediate (1 year) / Short (2-5 years) / Long (5+ years)			Immediate	Immediate	Short - Long	Long	Long	Long
Planning Level Cost Estimate	2018 Dollars			\$0	\$5,000 - 25,000	\$1.0 - 1.5 million	\$1.7 - 2.2 million	\$1.9 - 2.4 million	\$1.6 - 2.1 million

14.0 PUBLIC MEETING – ALTERNATIVES PRESENTATION



A second public meeting was held on Tuesday, June 27, 2017 in the ArtsRiot Event Space near the Winooski – Howard – St Paul intersection. This meeting was held to review the alternatives developed and get feedback from residents, neighbors, commuters, travelers, and other interested parties. The City’s Public Works Staff, the RSG consultant team, members of the Project Advisory Committee, and at least 25 residents, discussed the alternatives following a brief presentation. Members of the public were invited to comment on the alternatives and vote on their preferred alternative.

The top three Issues to Address as voted by the attendees included the missing pedestrian crossing of South Winooski Avenue (13 votes), supporting relationships between residents and business (9 votes), and vehicle speed (8 votes). Many participants expressed a preference for Alternative 2, maintaining the existing traffic pattern with a smaller intersection, shorter pedestrian crossing distances, enhanced pedestrian environment at the corners, a crosswalk across South Winooski, and pedestrian signals. Some members of the public expressed a preference for a roundabout at the intersection, noting that a mini-roundabout should be considered by a qualified professional; the mini roundabout was considered and rejected as discussed earlier in this document.

Notes, presentation materials and the additional results from this meeting are available as an attachment to this report.



FIGURE 14-1: PHOTOS FROM THE ALTERNATIVES PRESENTATION MEETING ON JUNE 27, 2017



15.0 DEMONSTRATION PROJECT IMPLEMENTATION

Local Motion, with AARP and the Burlington Department of Public Works, coordinated pop-up installation of Alternative 1 - the demonstration project meant to showcase aspects of Alternative 2. RSG assisted in the installation, helping layout the temporary striping and bollards, and Local Motion held community events to create temporary park infrastructure, such as benches, planters, and bike racks. The Demonstration Project was installed in the early morning hours of Wednesday, July 26 and continued through the weekend until Sunday July 30.

Throughout the demonstration project and after it was removed, feedback was collected by Local Motion and by the Winooski-Howard-St Paul Intersection Scoping Study project email. Of the 38 comments tallied to date, 31 were positive. Many respondents requested pedestrian signals, while others suggested modifications to the layout to improve walking, biking and driving conditions.

Not all responses to the demonstration were supportive, and many of the overall positive responses had suggestions for improvement. Some residents were not content with the difficulty turning right in a motor vehicle from southbound South Winooski Avenue to northbound St Paul Street, while others believed that there was no reason to improve the intersection at all.

RSG compiled the most common questions and pieces of feedback and responded to them in an online presentation, located here: <https://sway.com/e5vfJ7tbFEkiVxO1>

Local Motion responded to the pop-up with a recommendation to install a “semi-permanent” pilot project using paint and bolted-down bollards, in place for six months to a year and with a plan for detailed data collection and analysis.

RSG incorporated the public feedback as well as recommendations from Local Motion into its final recommendations.

“I came across this last weekend and LOVE IT... It calmed an otherwise difficult intersection and made it much more pedestrian friendly.

I think that it's a great idea to implement here and elsewhere in the city where edges of intersections could be taken back for people.”

- Survey Response

“Please leave well enough alone.”

- Survey Response

"I love the pop-up demo at Winooski, Howard, and St. Paul St. I like the calming impact on traffic, the shorter crossing distances for pedestrians, and the additional public space available in front of Shy Guy."

- Survey Response



RECOMMENDATIONS AND NEXT STEPS

16.0 RECOMMENDATION AND NEXT STEPS

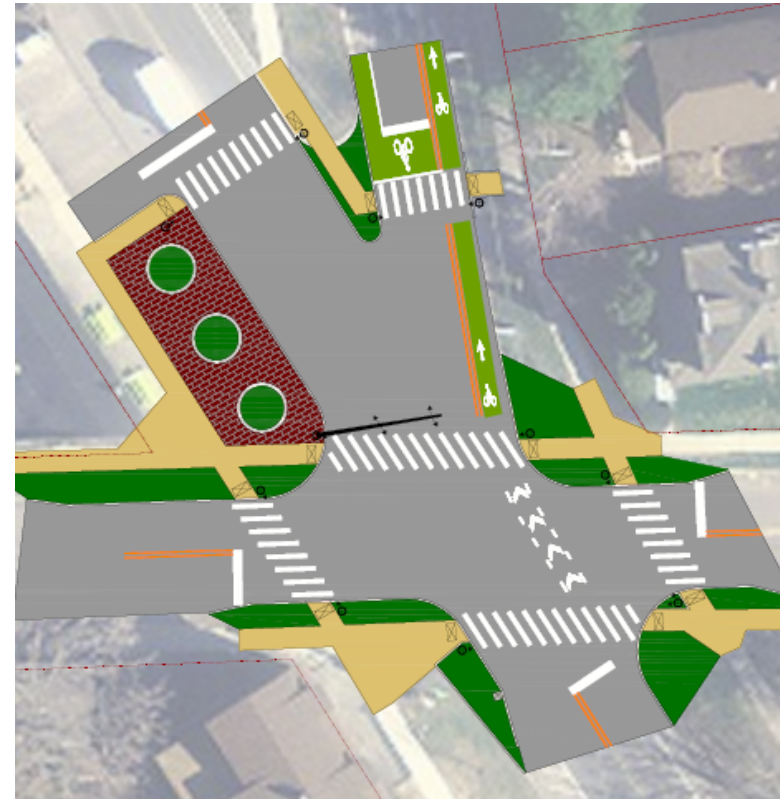
It is clear the community not only supports modification to the intersection that prioritizes safe pedestrian and bicycle travel through the intersection, but also one that increases public gathering space in front of the businesses at the intersection and reduces unnecessary space for vehicles. When curb extensions were first proposed at the Local Concerns Meeting in October 2016, residents were excited about this possibility, and this excitement turned into approval at the Alternatives meeting and from the pop-up demonstration's feedback.

RECOMMENDATION

In the short term, RSG recommends implementation of a semi-permanent quick build project based on the pop-up demonstration with minor design modifications, described below. The project should include a data collection component to assist with an objective evaluation. This would be a step toward a long-term goal of reconstructing the intersection with narrower lanes, reduced curb radii, pedestrian signals, and an accessible marked crossing of South Winooski Ave.

During the medium term (2-5 years), Potvin Park curb should be extended as far as possible as determined in the semi-permanent demonstration project. This curb extension should include associated sidewalks and landings on either side of South Winooski Avenue to install a pedestrian crosswalk across the missing leg. Associated bike lane extension striping, green markings, and bike box striping may be installed at this time to enhance the bike lanes.

FIGURE 16-1: ALTERNATIVE 2 (AS PRESENTED IN THE ALTERNATIVES ANALYSIS REPORT)



The long-term reconstruction would be based on Alternative 2, including design modifications where determined appropriate based on the semi-permanent demonstration project and public feedback.

CONSIDERATIONS IN RECOMMENDATION

Public Support was greatest for the enhancement to the intersection in its current configuration, maintaining Potvin Park as a useable public space and enhancing the commercial potential of the western corners.

Roundabouts were infeasible in this location; the five approach legs precluded a mini-roundabout; a large, modern roundabout impacted the potentially historic and commercial resource; and the dual mini-roundabout required non-standard driveway access directly into the travel lane.

The maintenance demands for the recommended alternative is expected to be the least of the alternatives analyzed. The recommended configuration, and associated maintenance, is very similar to the existing intersection. Additional maintenance concerns as a result of the recommended features include:

- The immediate term quick build project recommends installation of flexible post bollards; these bollards are likely to be struck by vehicles and will need to be monitored regularly. The installation may be maintained over winter similar to the protected bike lane installation in other locations on Winooski Avenue around the city.
- Shorter crossing distances will result in less crosswalk striping, but additional paint will be required for the bike lane markings on an annual basis.
- Reduced curb radii and bulb outs may make plowing more difficult, but this is not unlike other bulb-out crossing designs throughout the city.
- New stormwater BMPs may require seasonal maintenance to ensure proper functioning.

- The extended nose between South Winooski Avenue and St Paul Street may result in increased mowing as part of Potvin Park maintenance
- The plaza space and associated plantable areas are expected to be maintained by the adjacent commercial properties. If not, low maintenance materials may be selected to minimize maintenance responsibilities.

VIABILITY OF THE RECOMMENDED ALTERNATIVE

The phased implementation of the recommended alternative is both feasible and reasonable. The recommended alternative addresses all of the criteria identified by the community with improvements over the existing conditions and directly meets the documented purpose and need. The recommended alternative is consistent with the existing development pattern and is the least expensive long term solution. As documented in the public outreach process, the community is united in the need for improvement and the recommended alternative as the solution.

The investment in bulbouts, shorter pedestrian crossing distances, crosswalks at each leg, and pedestrian signals, with associated drainage and bicycle travel enhancements, is responsive to the community need, serves the public good, and is viable.

FUNDING

The semi-permanent quick build project and the long-term reconstruction may be eligible for a number of grant and funding opportunities. Below is a list of various funding sources that could be used to help with their implementation, with funding ratios based on data available as of August 2017.

- **Transportation Alternatives Program (TAP Funds):** TAP funds are a federally-funded, VTrans-administered, and locally-managed grant program that have been used to increase bicycle and pedestrian mobility in the past, although the funds are specifically dedicated towards stormwater improvement projects over the next funding cycles. The funding source should be monitored as a potential supplement for the stormwater enhancement features.
- **Bicycle and Pedestrian Program:** Similar to TAP funds, the Bicycle and Pedestrian Program is a federally-funded, VTrans-administered, and locally-managed grant program dedicated to bicycle and pedestrian improvement projects specifically, and are provided via a competitive application process. This scoping study was funded through this program. These funds may cover a maximum of 80% of the project, with the remaining portion likely coming from the project-sponsoring organization. A state-funded, 50% match grant for small scale projects is also available through this program, which may be helpful for implementing the phased Potvin Park Curb Extension medium term recommendation. The grant program is typically announced in the spring.
- **FHWA Accelerated Innovation Deployment (AID) Demonstration:** The Safe Transportation for Every Pedestrian (STEP) Program is part of the FHWA Every Day Counts fourth round of innovations. The recommended improvements may be eligible for federal funding as an AID Demonstration project. Innovative project delivery, such as consultant management and refinement through the long-term demonstration project, may strengthen the project funding application.

- **Community Sponsorship or Private Fundraising:** The City could work to raise private funds for the new plaza/seating area, at least in part, possibly with some memorial that acknowledges the contributions.

DETAILS AND DESIGN MODIFICATIONS

The semi-permanent quick build project should be installed through the 2018 summer season - when weather allows for a high amount of pedestrian and bicycle use - to gain a full understanding of how the revisions would work for all road users. The demonstration project is intended to be installed with DPW or volunteer labor at minimal investment; federal grant funding is not anticipated for the immediate demonstration project.

Data collection to document the success of the demonstration is recommended may include: traffic counts (all modes), in-person observations during peak hours, and crash data to ensure crashes are not increasing. The operating characteristics and turning radii of vehicles should be documented to inform the permanent installation of curbs in future phases.

At minimum, design modifications for the semi-permanent quick build project should include the following:

- **Move the stop bar of South Winooski Ave up to the end of the park extension.**
- **The white line should be placed at the edge of traveled way,** typically marking an 11-foot lane. Bollards should be placed at the edge of the desired roadway, 14-feet offset from the centerline along St Paul Street and South Winooski Avenue, and 12-feet along Howard Street.

- **Marked crosswalk of South Winooski Ave.** This was included in Alternative 2 but was not included in Alternative 1 or the pop-up since there would not be an ADA compliant connection to the existing sidewalks (curb cuts would be necessary). If the funding for the associated curb ramps and sidewalk approaches can be acquired, the marked crossing of South Winooski Avenue may be included. It would still be recommended to revise the curb radius to best suit the southbound hard right turn from South Winooski Avenue to northbound St Paul Street.
- **Include “No right turn on red” signs.** (This was also included in Alternative 1 but resources were not available at the time of the pop-up to put them in place.)
- **Install a “Stop Here on Red” (MUTCD R10-6) at the stop bar of southbound St. Paul Street, and cross stripe the area beyond the stop bar to discourage encroachment.** With the extension of Potvin Park, drivers may assume that the stopping point should be extended as well. During the pop-up, a business owner at the intersection noted that he observed cars pulling past the stop bar; this space is needed for vehicles making the southbound South Winooski Avenue hard right to northbound St Paul Street.
- **Increase the curb radius for right turns from southbound St. Paul Street onto Howard Street.** The curb extension in front of 457 St. Paul Street during the pop-up made this turn more difficult for trucks. Modeling an SU-30 making this turn shows that the turn is possible, but only if the truck encroaches on northbound St. Paul Street traffic and/or the eastbound Howard Street approach lane (depending on the exact movements of the truck). To avoid encroaching on other lanes, the curb radius would need to be wider and the curb on the north side of Howard Street would need to be pulled back from the pavement by up to two feet. These changes would result in longer crossing distances than the current design shows.
- **Increase the curb radius for hard right turns from southbound South Winooski Avenue onto St. Paul Street for motor vehicles.** The dimensions of the Potvin Park extension in the alternative designs allow for a passenger car to make the turn, but a larger radius would assist the turn. Modifications to the curb extension may alter the access to driveways on S. Winooski Ave, particularly 426 South Winooski Avenue.

ADDITIONAL CONSIDERATIONS FOR LONG-TERM DESIGN

The following summary circles back to the elements of the recommended design beyond the pedestrian- and bicycle- centered improvements. These were touched upon in the Alternatives Analysis report and are important aspects to the future of the intersection.

Cost: Alternative 2 is the least expensive of the long-term options studied in the Alternatives Analysis. The conceptual cost estimate of the total project cost, including consultant fees, inspection, project management, and construction, is approximately \$1,100,000.

Parking Options: This alternative does not require removal of parking.

Traffic Operations: Two signal timing options were offered in the Alternatives Analysis, one which had two leading pedestrian intervals (LPI) per cycle throughout the day, and one that had LPIs in effect all day except during the peak hours, to alleviate stress on traffic operations. RSG recommends to program the signal with a LPI throughout the day, while also regularly monitoring traffic operations. If congestion is observed to worsen significantly, the LPI may be removed during peak hours, as vehicle volumes but not pedestrian volumes are higher during these times.

Stormwater Management: This alternative will increase permeable space by approximately 1,300 square feet. The new plaza space may also be constructed with permeable pavers to maximize stormwater management.

Transit: There are two transit stops near the WHSP intersection: on the west side of Potvin Park (northbound on St. Paul Street) and on the south side of the eastbound Howard Street approach. Transit stops will not need to be relocated, but as observed early in the study, the transit stops could be improved to make them more accessible and friendly to bus riders. They could include a platform that is plowed in the winter, a curb-cut, seating, and/or a shelter. It is recommended that the stops are improved as part of the long-term reconstruction of the intersection.



Burlington Department of Public Works Commission Meeting
Draft Minutes, 21 February 2018
645 Pine Street

Commissioners Present: Tiki Archambeau (Chair); Jim Barr; Solveig Overby; Jeff Padgett; Justine Sears (Vice Chair). **Commissioners Absent:** Robert Alberry, Chris Gillman (Clerk).

Item 1 – Call to Order – Welcome – Chair Comments

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

Item 2 – Agenda

DPW Director Chapin Spencer suggests revising the “Action Requested – Vote” language on Agenda Item 6 to “Action Requests – None” as a vote is not required at this time. Commissioner Barr makes motion, with friendly suggestion, to accept agenda and is seconded by Vice Chair Sears.

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

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

Marianne Ward, Ward 7, speaks on Summit Street parking.
Richard Watts, Ward 1 employee, speaks on Agenda Item 5.
Matthew Vaughan, Ward 2, speaks on Agenda Item 5.
RJ Lalumiere, Ward 7, speaks on Agenda Item 5.
Jon Adams-Kollitz, Ward 5, speaks on Consent Agenda Item B and Agenda Item 5.
Lauren Wentz, Ward 7, speaks on Consent Agenda Item C.
Sarah Goodrich, Ward 7, speaks on Agenda Item 5.
Max Tracy, Ward 2, speaks on Agenda Item 5.
Gabriel Arnold, Ward 5, speaks on Agenda Item 5.
Joseph Fiacco, Ward 8 business owner, speaks on Agenda Item 5.
Paul Averill, Ward 8 business owner, speaks on Agenda Item 5.
Bruce Baker, Ward 6, speaks on Agenda Item 5.

Item 4 – Consent Agenda

- A. Traffic Status Report
- B. Vehicle Loading Zone on Allen Street
- C. No Parking Zone on Flynn Ave
- D. Pine St. Two Hour Parking Zone

Commissioner Barr makes motion to accept Consent Agenda and is seconded by Commissioner Padgett.

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

Item 5 – Parking Revisions on Pearl St, Pine St & Austin Dr for PlanBTV Walk Bike

A) Communication by Senior Transportation Planner Nicole Losch and Associate Planner Elizabeth Gohringer who speak on proposed parking revisions within the PlanBTV Walk Bike.

B) Commission Questions

The entire Commission asks questions on Item 5 with Senior Planner Losch and Associate Planner Gohringer answering.

Commissioner Barr makes motion to amend Agenda Item 5: create C1), D1), and E1) for Parking Revisions on Austin Dr; create C2), D2), and E2) for Parking Revisions on Pearl St; create C3), D3), and E3) for Parking Revisions on Pine St and is seconded by Commissioner Padgett. Action taken: motion approved. “Ayes” are unanimous

C1) Public Comment

Phil Hammerslough, Ward 2, speaks on Item 5.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Austin Dr.

Eric Coke, Ward 5 landlord, speaks on Parking Revisions on Austin Dr.

D1) Commissioner Discussion

E1) Motion made by Commissioner Padgett to accept staff's recommendation: no parking on the south side of Austin Drive, from Ledgewood Circle to Industrial Parkway.

Seconded by Commissioner Barr.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

-

C2) Public Comment

Paul Averill, Ward 8 business owner, speaks on Parking Revisions on Pearl St.

Joseph Fiacco, Ward 8 business owner, speaks on Parking Revisions on Pearl St.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Pearl St.

Brendan Hogan speaks on Parking Revisions on Pearl St.

D2) Commissioner Discussion

Vice Chair Sears and Commissioners Barr, Overby, and Padgett engaged in a discussion over Parking Revisions on Pearl St.

E2) Motion made by Vice Chair Sears to accept staff's recommendation: no parking on the south side of Pearl Street between South Union Street and Hungerford Terrace; repeal "No Parking" on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street; designate then (10) hour parking meter zones on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street.

Seconded by Commission Padgett.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

-

C3) Public Comment

Gabriel Arnold, Ward 5, speaks on Parking Revisions on Pine St.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Pine St.

D3) Commissioner Discussion

The entire Commission and Senior Planner Losch engaged in a discussion over Parking Revisions on Pine St.

E3) Motion made by Commissioner Barr to accept staff's recommendation: no parking on either side of Pine Street, from Ferguson Avenue to Home Avenue.

Seconded by Vice Chair Sears.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

Item 6 – 2018 Paving Program Expansion

A) Written Communication by Director Spencer by City Engineer and DPW Assistant Director for Technical Services Norm Baldwin who speak on the expansion to the 2018 Paving Program.

B) Commission Questions

The entire Commission asks questions on Item 6 with City Engineer Baldwin answering.

C) Public Comment

D) Commissioner Discussion

Commissioner Overby engaged in a discussion over Item 6.
E) Action Requested – None.

Item 7 – Winooski Ave – Howard St – St Paul St Intersection Scoping Study

A) Communication by DPW Engineer Susan Molzon and Resource Systems Group (RSG) Associate Engineer Corey Mack who speak on the scoping study at the Howard Corners intersection.

B) Commission Questions

The entire Commission asks questions on Item 7 with Associate Engineer Mack answering.

C) Public Comment

Jason Van Driesche, Ward 5, speaks on Item 7.

D) Commissioner Discussion

E) Action Requested – None.

Item 8 – Proposed Consolidated Collection Study

A) Communication by DPW Assistant Director for Right of Way Rob Green who speaks on studying consolidated solid waste and recycling collection.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, and Commissioners Overby and Padgett ask questions on Item 8 with Director Spencer and Assistant Director Green answering.

C) Public Comment

Serrill Flash, Ward 1, speaks on Item 8.

D) Commissioner Discussion

E) Motion made by Commissioner Barr to accept staff's recommendation: to recommend the City work with CSWD and any interested adjacent cities to advance a feasibility study on residential consolidated collection of trash, recycling and organics.

Seconded by Commissioner Padgett.

Discussion

Action taken: motion approved;

“Ayes” are unanimous.

Item 9 – Approval of Draft Minutes of 12-20-17 & 1-17-18

Commissioner Barr makes motion to approve draft minutes of 12-20-17 and is seconded by Commissioner Padgett.

Action take: motion approved;

“Ayes” are unanimous.

Commissioner Bar makes motion to approve draft minutes of 1-17-18 and is seconded by Commissioner Padgett.

Action take: motion approved;

Chair Archambeau: aye

Commissioner Barr: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *abstains*

Item 10 – Director's Report

Director Spencer reports on updating the Commission on the UVM Water Billing anomaly at the next Commission Meeting and the updated paving program.

Item 11 – Commissioner Communications

Commissioner Overby comments on attending the Winooski Bridge scoping project meeting and sending photos to the department concerning water ponding damage on Elmwood Ave with City Engineer Baldwin responding. Commissioner Padgett comments on purpose and need sections being incorporated into the traffic request materials in the Commission packet. Chair Archambeau comments on the most recent permit reform committee meeting.

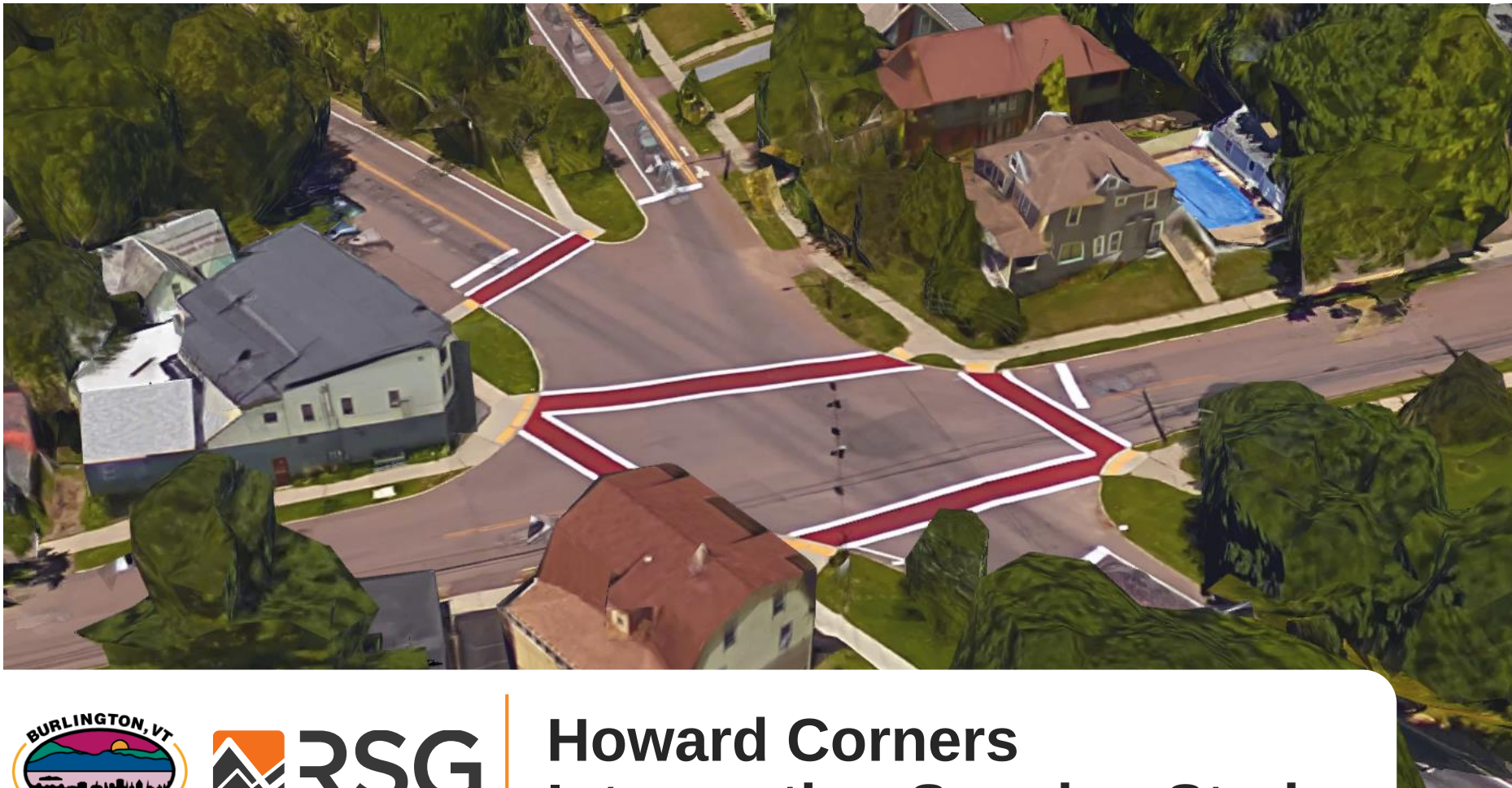
Item 12 – Adjournment & Next Meeting Date – March 21, 2018

Motion to adjourn made by Commission Barr and seconded by Commissioner Padgett.

Action taken: motion approved;

“Ayes” are unanimous.

Meeting adjourned at 10:10pm.



RSG

Howard Corners Intersection Scoping Study

Scoping Report Presentation

February 21, 2018

Introductions

Howard Corners Intersection Scoping Study Team:

Consultant Team:

Corey Mack, PE

Consultant Project Manager

Roxanne Meuse, EIT

Consultant Planner and Designer

Public Works Team:

Susan Molzon

Nicole Losch

Steering Committee:

Scott Mapes

Resident

RJ Lalumiere

Walk-Bike Council

Ross Gouin

VTrans Supervisor



Why We're Here

Burlington was awarded a grant to study the **Winooski – Howard – St Paul** intersection and evaluate alternative designs that can be implemented to **improve safety, meet accessibility standards, and foster an emerging neighborhood.**

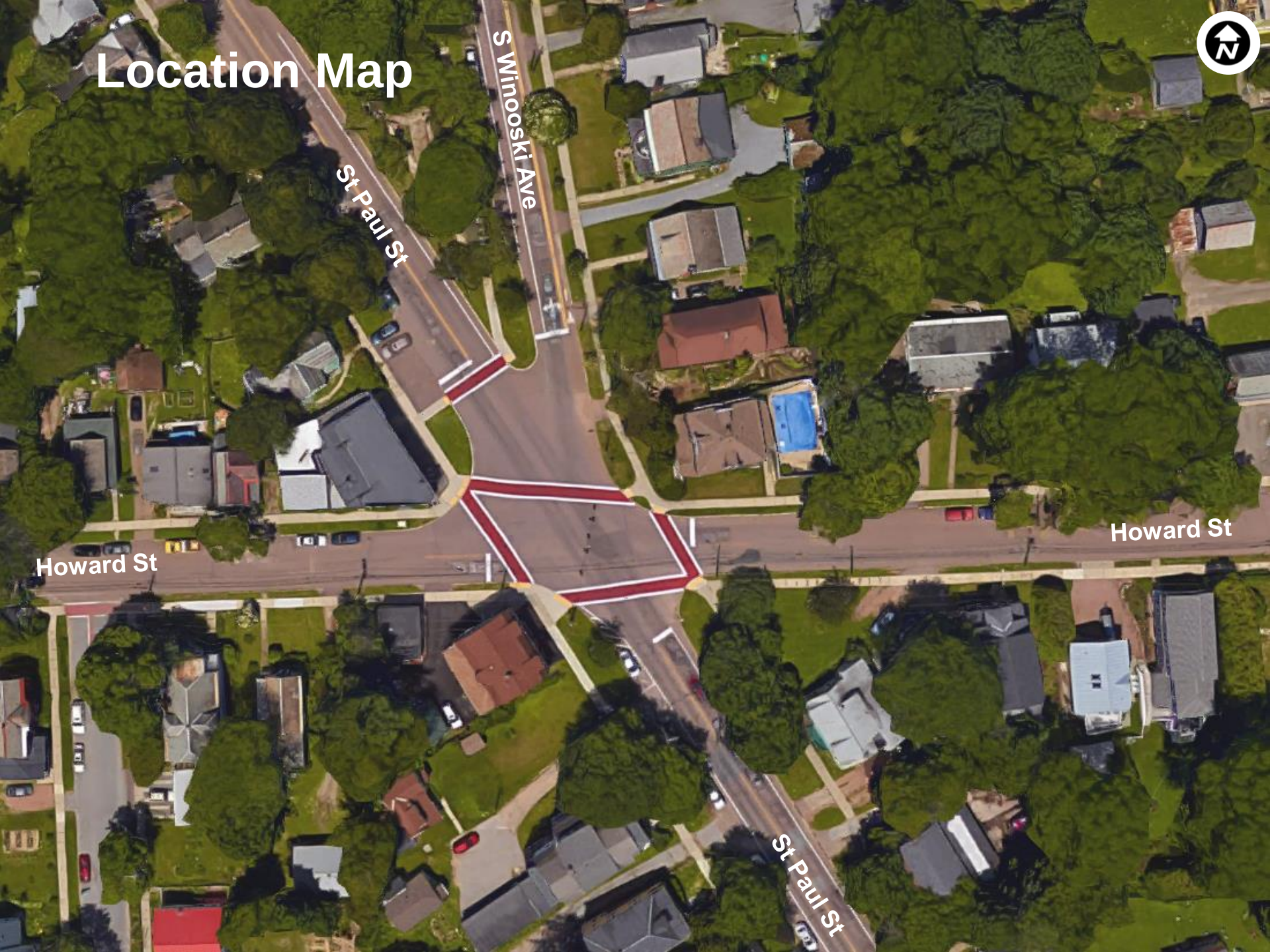
An **Intersection Scoping Study** includes:

- Existing Conditions Review
- Local Concerns Meeting (November 11, 2016)
- Alternatives Development and Analysis
- Alternatives Presentation Meeting (June 27, 2016)
- Final Scoping Report  **Demonstration: July 26 – July 30, 2017**
- **Scoping Report Presentation (Tonight)**





Location Map



Howard St

St Paul St

S Winooski Ave

Howard St

St Paul St

Local Concerns Meeting – November 12, 2016





What We Learned...

No bus shelter or transit amenities

Potvin Park underutilized

Trucks on S. Winooski Ave.
(trucks prohibited)

Underdeveloped pedestrian environment

Howard St

33 crashes in 5 years

Crosswalks and distance bikes have to travel too long for green time

Observed speeding

Bicycle facilities end abruptly

No crosswalk across S. Winooski Ave.

No pedestrian phase, signals, actuation

Howard St

Signals can be difficult to see

Overtaking left turning vehicles on the right

Observed red light running

St Paul St

S Winooski Ave





What We Learned...

No bus shelter or transit amenities

Potvin Park underutilized

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(trucks prohibited)

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Howard St

Signals can be difficult to see

Overtaking left turning vehicles on the right

Observed red light running

St Paul St



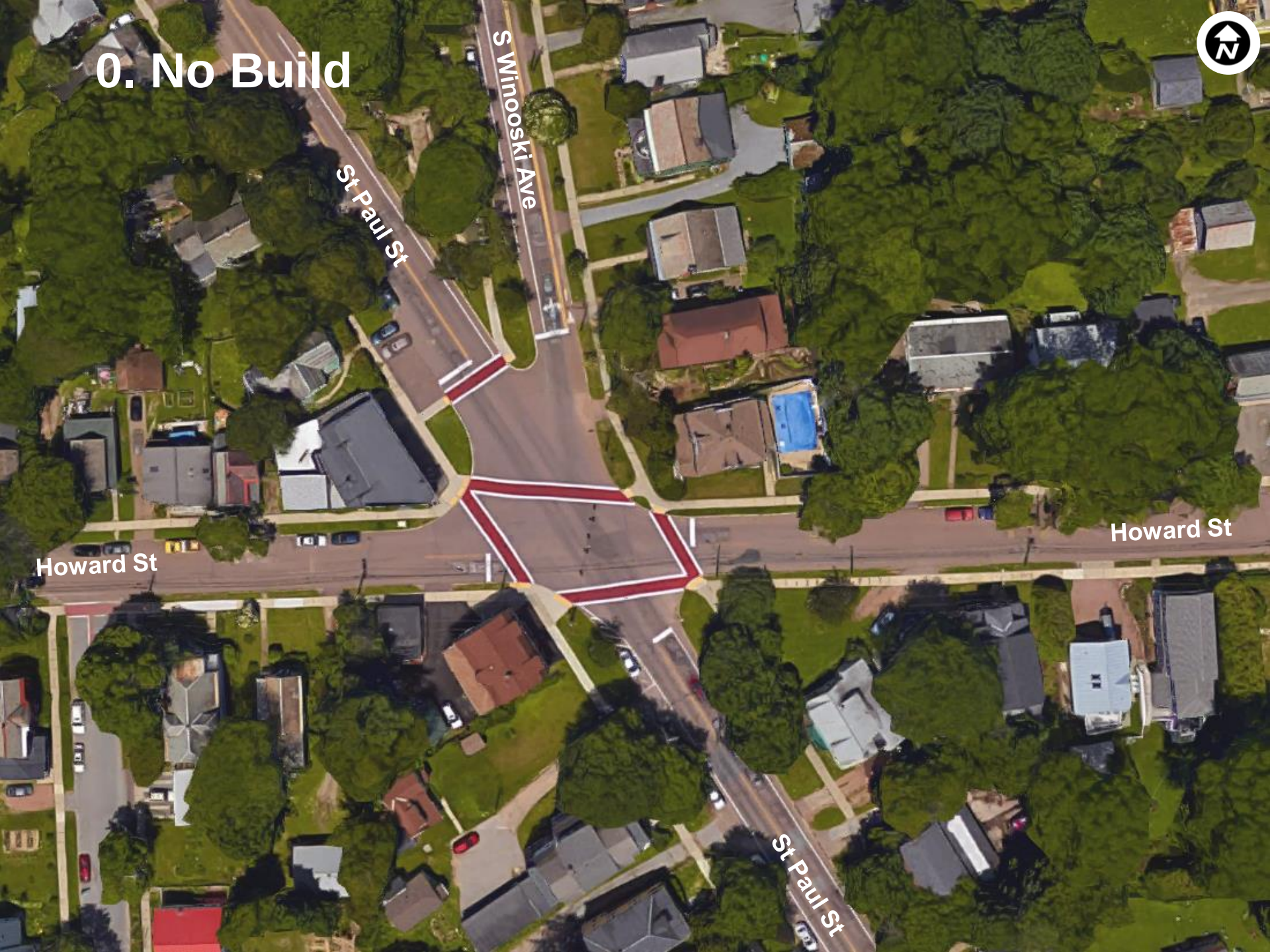
Alternatives

0. No Build
1. Quick Build Project
2. New Signal System – Existing Geometry
3. New Signal System – Realigned Roadway
4. Dual Roundabout – Realigned Roadway
5. Modern Roundabout





0. No Build



Howard St

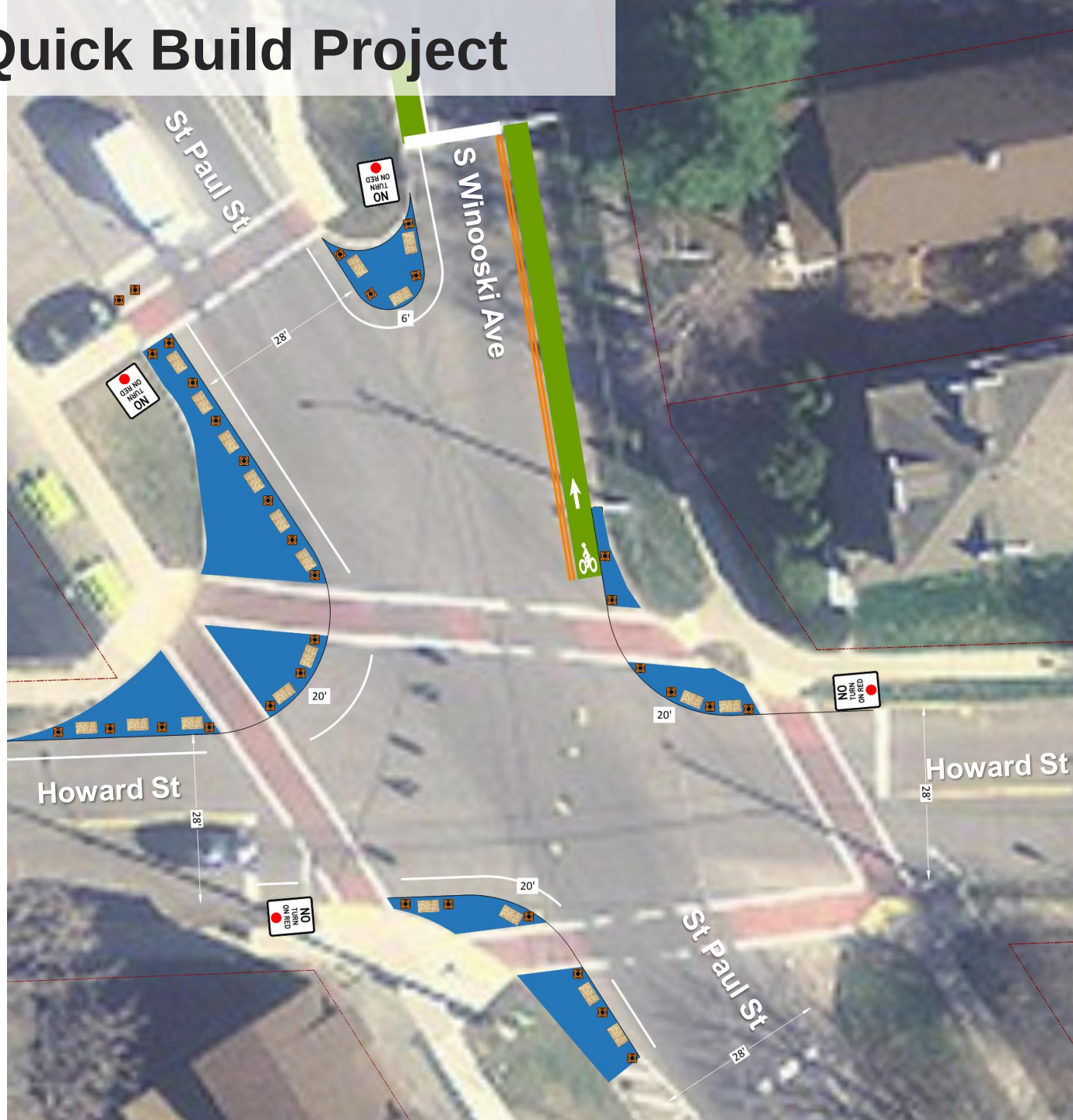
St Paul St

S Winooski Ave

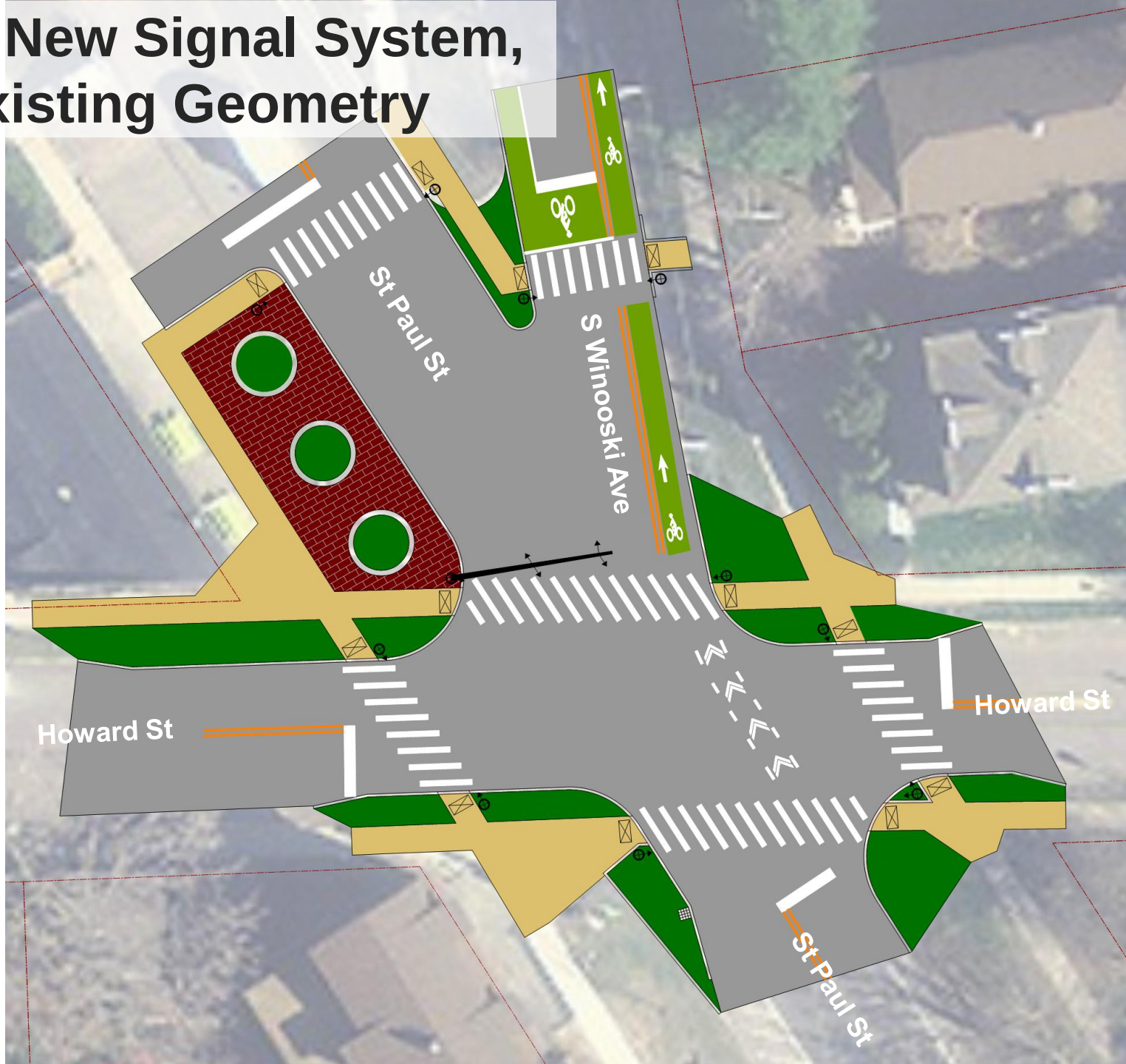
Howard St

St Paul St

1. Quick Build Project



2. New Signal System, Existing Geometry



3. New Signal System, Realigned Roadway



4. Dual Roundabouts, Realigned Roadway



5. Modern Roundabout



XX. Single Mini-Roundabout



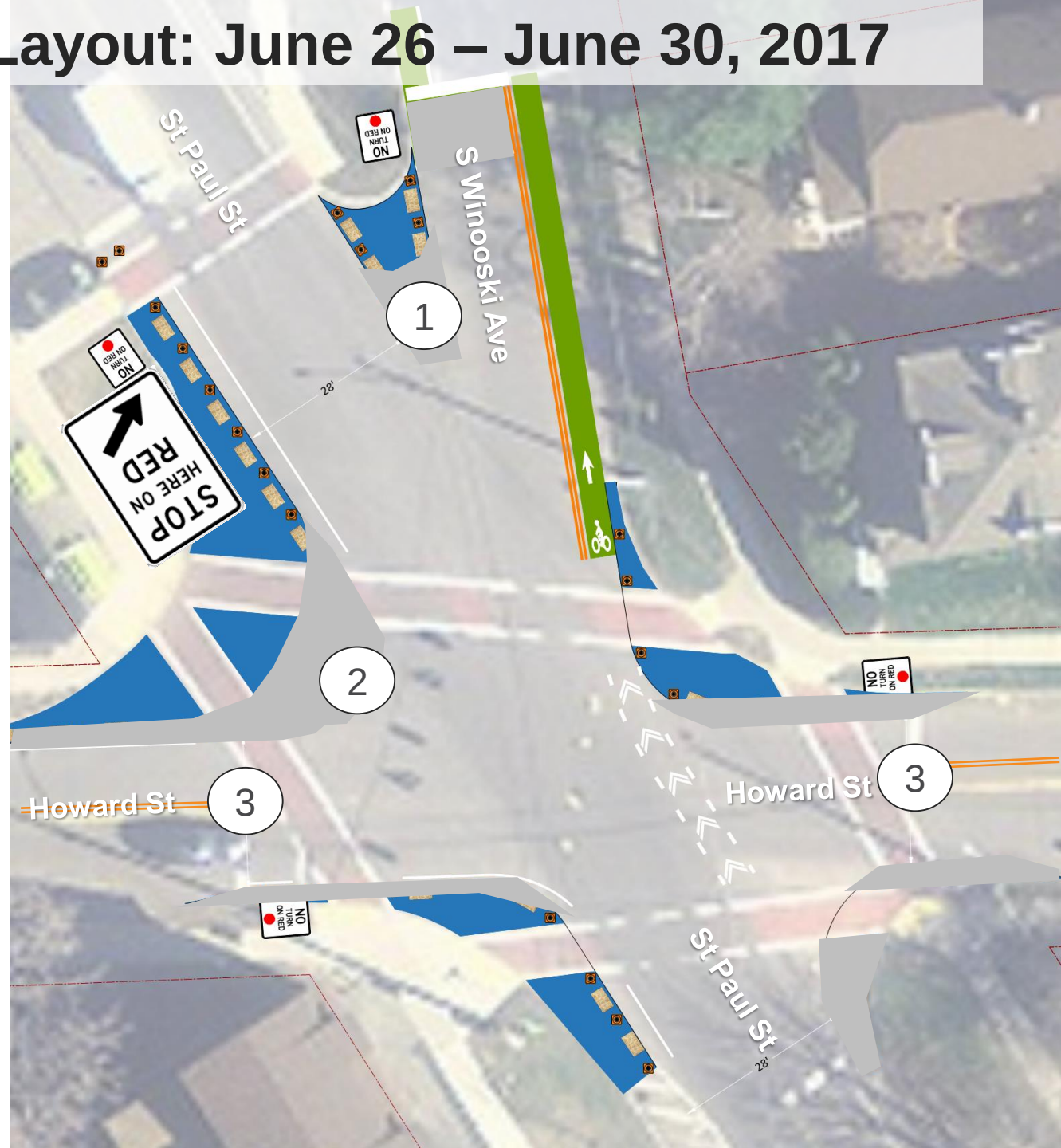
Demonstration: June 26 – June 30, 2017



Demonstration Layout: June 26 – June 30, 2017

What we learned from
Demonstration Project:

1. Increase SB Winooski – St Paul right turn curb radius
2. Increase SB St Paul - Howard right turn curb radius
3. Maintain existing Howard Street width
4. STOP HERE ON RED sign



Recommendation: Quick Build Project – Part 1

Modified from results of Demonstration Project:

1. Incorporating lessons learned from Demonstration Project
2. Continue to monitor and refine design based on operation



Volunteer / DPW Labor: \$20,000

Recommendation: Quick Build Project – Part 2

Install concrete features from Quick Build refinements for South Winooski Avenue crosswalk:

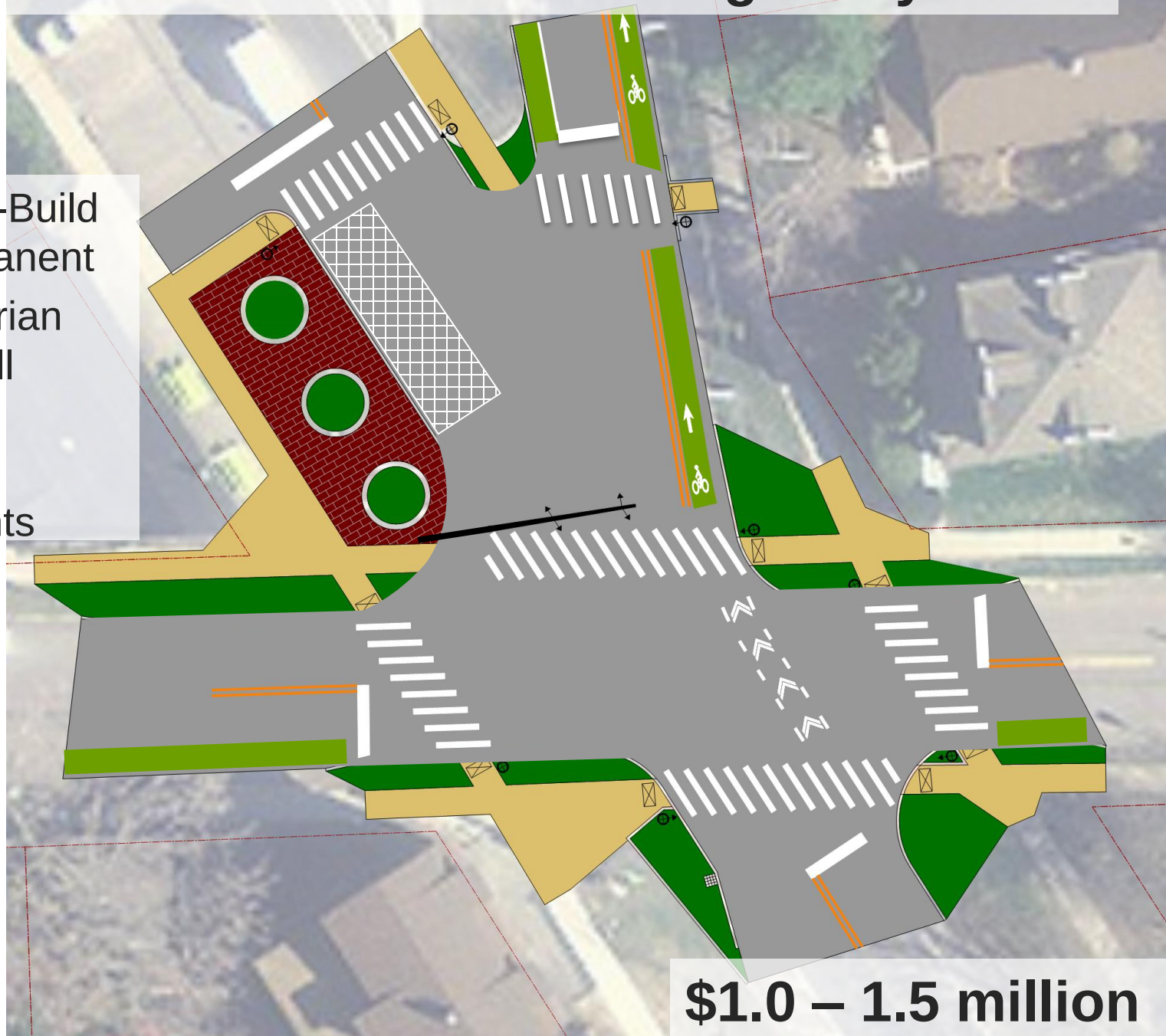
1. Extend Potvin Park nose as far as possible
2. Receiving walk north of existing driveway
3. Paint crosswalk, extend southbound bike lane, move stop bar



DPW Labor: \$25,000

Long Term Recommendation: New Signal System

- Make Quick-Build layout permanent
- New pedestrian signals on all approaches
- Stormwater improvements



Discussion

Next Steps:

- Endorse a Preferred Alternative
- Plan DPW Resources for Quick Build Parts 1 & 2 (as early as this fall)
- Look for grant funding for new signal system





Contacts

www.rsginc.com

COREY MACK

Consultant Project Manager
corey.mack@rsginc.com

ROXANNE MEUSE

Consultant Planner and Designer
roxanne.meuse@rsginc.com

Date: 21 February 2018

NAME - (<u>PRINTED</u>)	ITEM #	EMAIL ADDRESS	PHONE #	WARD
Eric Cote	5	teanuhand@yale.com	802 338-6627	
Margaret Wood	3	mjm@burlingtontelecom.net	802-6102	7
Paul Aveill	5	P. Aveill @ Comcast	NET 8645315	7.
Richard Waits	5	r.waits@uvm.edu	873-1131	
Erik Broeze	5	erik@burlingtontelecom.net	864-9572	5
Matthew Vaughan	5	vaughanmatt@gmail.com	566-0885	2
RT Lalumiere	5	rtl@smic.net		7
Jon A-K	5	ADANSKALITZ@MAIL.COM	233.1168	5
Lauren Wentz	1	lauren.o.wentz@gmail.com	802-825-6025	7
Grace Baker	5	blakeb@uvm.edu	316-0852	6
Sarah Goodrich	5	sssgoodrich@gmail.com	802-310-2061	7
Max Tracy	5	maxtracy@burlingtonvt.gov	373-1900	2
Gabriel Arnold	5	disrsvt@protonmail.com	802-238-2244	5
JOSEPH FERRERO	1			

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.

Documents Introduced – Public Works Commission Meeting

Date: 21 February 2018

[illegible]



Memo

Date: February 21, 2018

To: DPW Commission

From: Laura Wheelock, P.E.
Public Works Engineer
Street Capital Program Manager

Subject: Calendar Year 2018 Street Reconstruction Paving List
Paving update – additional streets

Program Update

The Department of Public Works (DPW) has been closely monitoring the condition of the street network and deterioration that has occurred over this winter. As such we are planning to augment our previously proposed paving plan with the following street segments:

Street	Section	Length (miles)	Type of Work
Pine Street	Flynn-Lakeside	0.42	Reclaim
	Kilburn-Lakeside	0.40	Mill/Fill
North Ave	Lakeview Cemetery-Ethan Allen Parkway	1.05	Mill/Fill
	Ethan Allen Parkway-Shore Road		Patching
	Strong-Crowley		Patching
Colchester Ave	Nash-East	0.19	Mill/Fill
	East-University Place		Patching
North Street	Union-Russell		Patching
Maple Street	Church-Winooski		Patching
College Street	Union-Willard		Patching
Flynn Ave	Pine-Shelburne		Patching
Park Street	Manhattan-North	0.19	Reclaim or Patching
Depot Street	All	0.24	Mill/Fill

The work presented in the table above represents an additional 2.75 miles of paving work, not including the proposed areas for patching for this season. DPW recognizes that it may be necessary to reprioritize some of our 2018 paving work to afford the work that is required on the City's arterial corridors to occur this summer. If DPW needed to reprioritize streets we would seek to move Curtis and/or Pleasant from the current paving work plan from 2018 until 2019. In addition while we have listed Depot Street in the list above we recognize that it is not an arterial and would only include it in the 2018 work plan if funding allows for both the original work plan as well as the proposed additional work listed above.

Original - Summer 2018 Street Reconstruction List

Cal Year 2018 Paving Plan					
Branch ID	Section	PCI	Width	Length	Type of Work
Austin Dr	All	13	30	0.32	Reclaim
Birch Ct	All	52	30	0.38	Reclaim
Cayuga Ct	All	52	30	0.25	Reclaim
Colchester Ave	Barrett St – Nash Pl	56	35	0.34	Mill & Fill
Crescent	Prospect - Hillcrest	37	30	0.38	Reclaim
Curtis	All	30	30	0.47	Reclaim
Dorset Ln	All	68	30	0.05	Reclaim
Dunder Rd	All	25	30	0.29	Reclaim
Maple	Battery – St. Paul East of Intersection	35-53	30	0.22	Reclaim
Oakbeach Dr	Flynn – Ledgewood Cir	51	30	0.21	Reclaim
Pleasant	All	23	30	0.44	Reclaim
South Cove	All	44	30	0.66	Reclaim
Total				3.67	MILES Reclaim
Total				0.34	MILES Mill/Fill

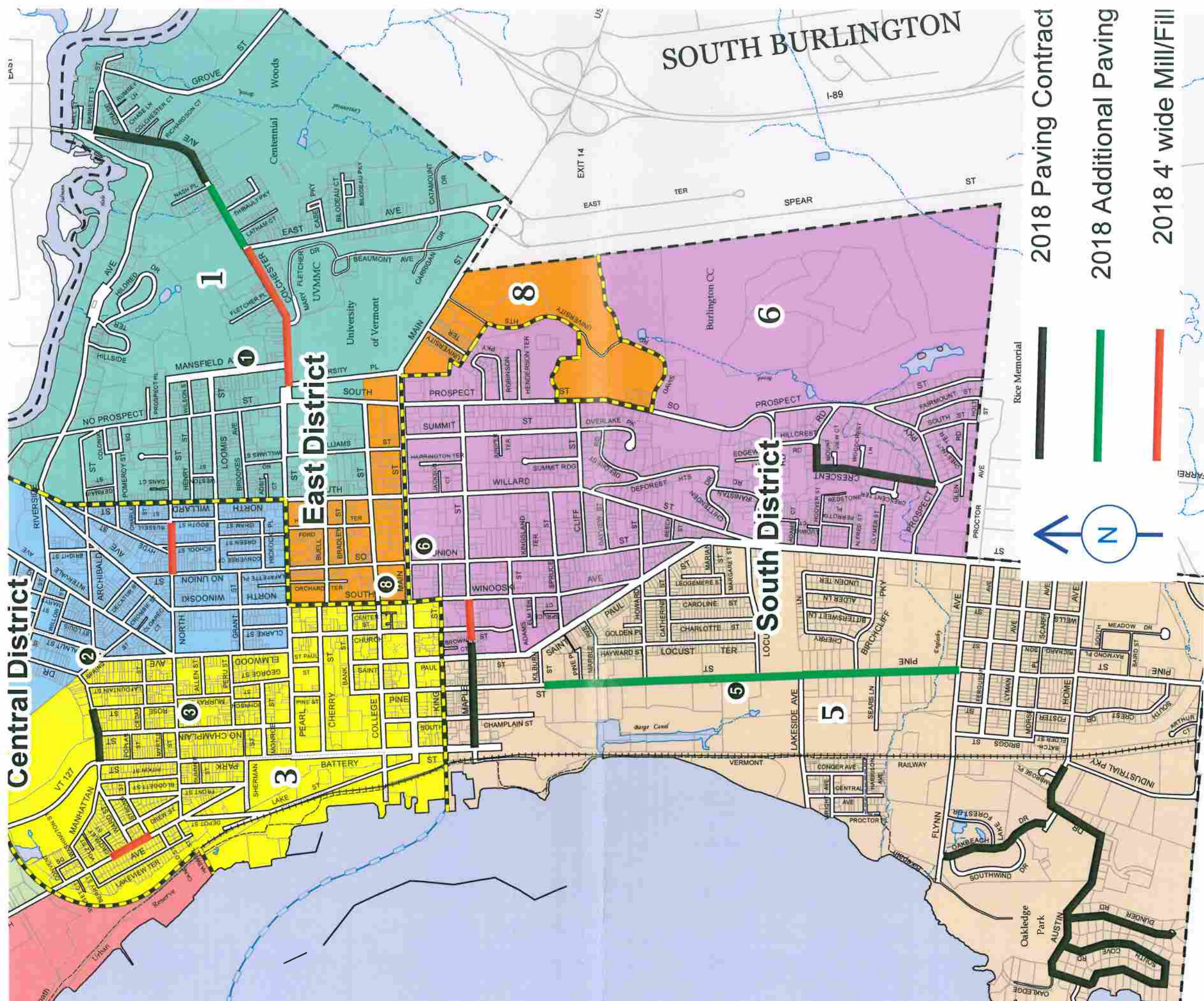
Coordination with Water Resources

DPW Technical Services and DPW Water Resources have been working closely together on both the original paving plan, as well as the additional work to ensure that we have the opportunity to make any necessary improvements to our water, stormwater, and sewer infrastructure ahead of paving. While it is challenging to make such last minute changes we are working to coordinate any water resource work that is needed on the additional paving streets to occur along with paving.

Complete Streets

Once DPW has a finalized work plan for 2018 we will come back to the DPW Commission with an update and request to review the complete streets reporting documents that would accompany our paving work.

In conclusion, if you have any questions regarding the proposed street paving list, please do not hesitate to contact me directly at LWheelock@burlingtonvt.gov or 802-863-9094.



2018 Paving Contract

2018 Additional Paving

2018 4' wide Mill/Fill

FW: Summit Street

Marianne Ward

Wed 2/21/2018 2:26 PM

To: The UPS Store #4618 <store4618@theupsstore.com>;

From: Marianne Ward [mailto:mjw@burlingtontelecom.net]
Sent: Wednesday, February 14, 2018 7:48 AM
To: 'store4618@theupsstore.com'
Subject: FW: Summit Street

From: Marianne Ward [mailto:mjw@burlingtontelecom.net]
Sent: Tuesday, February 13, 2018 4:57 PM
To: 'Phillip Peterson'
Cc: 'Brian Lowe'
Subject: RE: Summit Street

Phillip: I requested that you send me the link to DPW's SOP for parking. I did not ask you to remove the restricted signs from Summit Street. Your email is inappropriate and over-reaching. I am not pleased about it.

Marianne Ward

From: Phillip Peterson [mailto:ppeterson@burlingtonvt.gov]
Sent: Tuesday, February 13, 2018 4:28 PM
To: mjw@burlingtontelecom.net
Cc: Nicole Losch
Subject: Summit Street

Ms. Ward,

Thank you for taking my call this afternoon. I am writing you in regards to your request for help to open up parking along Summit Street. You would like the Department of Public Works (DPW) to remove the Resident Parking designation on Summit Street. As it turns out we would not consider changing the designation for Summit Street at this time. The city has a Residential Parking Management Plan in place, and Summit Street is within the Residential Parking District. The Residential Parking Management Plan is located at the following link: <https://parkburlington.com/residential-parking/residential-parking-management-plan/>.

Neighborhoods that are located near parking generators are prone to spillover parking demands from non-residents. As you told me, there is evidence that spillover does not seem to be an issue on Summit Street, however this is evidence that restrictions are working. One of the purposes of the Residential Permit Program

(RPP) in Burlington is to help provide adequate curbside parking space in front of their homes, there are other reasons for the Residential Parking District.

The City Council considers the negative impact of the vehicles parked by persons not residing in the area on: a) environmental characteristics such as ambient noise levels and air pollution levels; b) pedestrian and vehicular traffic safety in the area; and c) the burden on persons residing in the area gaining access to their residences.

You have the right to request the DPW Commission change the ordinance; however, because of the ordinance and DPW Technical Services Staff observations, DPW will not support your request to remove the resident only parking designated areas on Summit Street. Please advise me on how you would like to proceed, if I do not hear anything within the next week I will consider the matter resolved.

I am available to meet with you or any UVM students to discuss this further. Please feel free to contact me should you have any other concerns.

Kind Regards,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

TO: DPW Commissioners

RE: Summit Street Parking

- The **Residential Parking Management Plan was completed in 2015**. Yet, one councilor in 2018 says this, "few if any of the recommendations from that study have been implemented to date because of strong opposition to change from many neighbors."
- Parking in Burlington makes me crazy. I sometimes do not attend meetings, classes and community events because it is just too frustrating to deal with.
- I am a lifelong Burlington resident, not a student, taking a class twice a week. The lack of parking on Summit Street causes me to think about dropping the class. It's impossible to find parking, even while the south side of Summit Street is empty of parked cars.
- Residents on SS are private homeowners with ample private parking on their own property forbidding me from using a street that my tax dollars maintain.
- Even when Champlain College students are on break, there is a serious parking shortage. During a 3-day training on campus in January when the students were on break, even then parking was not available. With or without college students - 24/7 - there simply are not enough parking spaces available in the SS area to allow the present situation to continue. I was not only one complaining.
- The fact is SS homes are pricey. Given that, residents feel entitled to live on a quiet street even adjacent to a college - with no traffic, and ample parking for guests.
- Not sure when SS was first plastered with 'resident only parking' signs, and it may have made sense back then, but it doesn't now.
- Students' cars are registered with the college and they are not allowed to park on the street; there is a penalty for doing so. And, the college now provides off-site parking for employees.
- It is no longer reasonable for DPW to continue to endorse private parking on a public street when there is no justifiable need. Summit Street residents have ample private parking with driveways and garages.
- Ward 6 NPA and other guests of Champlain College have moved off campus primarily because of lack of parking.
- Without the PWC hearing my request to make more parking available on Summit Street, possibly with 2-hour signs, it was flatly stated by DPW, in an email, that changing the status quo will not be considered.

**THIS LETTER IS A REQUEST THAT THIS COMMISSION TAKE UP THE PARKING ISSUES
SUMMIT STREET AGAIN.**

Neat Plays

961 Pine Street

keep the bikers

safe all the way

down Pine. I support

removing parking on

the block where I live.

Jon Tribeault

Jordan Debevoise

938 Pine

we support removing

parking on Pine & I

support adding Bike lanes.

margaretmfein@gmail.com

Jason Siegel
960 Pine St

I support
the
bike
lane

hinda & David Lapper
71 Lyman Ave
Barrington, IL
803-2403

There is just not enough
rooms for traffic and
park lanes on these streets
at would be much
safer for all if there were
no parking.

981 Pine St

I Support the

removing of parking for
Bike lanes on Pine.

~~with~~

We would support a
dedicated bike lane only
if traffic calming measures
are concurrently put in place.
Our concern is the speed
of traffic when not naturally
slowed by parked cars.

984 Pine St

Burlington, VT

05401

Mindy

947 Pine

in favor

sent email to Dr
Scott and

Don + Sarah

Adam-Kalitz

991 Pine

In favor —

carry to mts



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pine Street

Jason Van Driesche <jason@localmotion.org>
To: Jason Van Driesche <jason@localmotion.org>

Wed, Feb 21, 2018 at 4:00 PM

Forwarded conversation

Subject: **Re: Your voice needed for better biking on Pine Street**

From: **Jan Lea** <janlea@burlingtontelecom.net>
Date: Sat, Feb 17, 2018 at 4:40 PM
To: Jason at Local Motion <campaigns@localmotion.org>

9-8 in

Sorry Jason, but, I cannot support this proposal. I live at 130 Foster Street, one block west of Pine.

I don't park my car or ride my bike on Pine Street. However, Foster Street has an incredible amount of speeding cars that want to bypass the corners of Pine and Home Ave. I think the proposal should wait until the Champlain Parkway is completed which is designed to relieve traffic flow on Pine.

My concern is that more city buses, more fuel semi-trucks, and more car traffic will take a detour on Foster. And, something you should know is that Foster Street does not have sidewalks. So pedestrians, dog walkers, baby carriage and commuting & recreational bikers have to share the road with the increased traffic on Foster Street. And, this has proven to be a challenge at times.

I think first the community should be educated on safety, respect and slowing down.

Sincerely communicated hopefully,
Jan Lea Bertrand

From: **Jason Van Driesche** <jason@localmotion.org>
Date: Mon, Feb 19, 2018 at 11:21 AM
To: Jan Lea <janlea@burlingtontelecom.net>

Hi Jan,

Thanks for writing. I appreciate your concern about additional traffic on Foster. I'm a little confused, though, as I don't see how bike lanes on Pine will shift traffic to Foster. Is there something I'm missing here?

Jason

From: **Jan Lea** <janlea@burlingtontelecom.net>
Date: Mon, Feb 19, 2018 at 3:59 PM
To: Jason Van Driesche <jason@localmotion.org>

Hi Jason,

I think bike lanes on both sides would squeeze the traffic mix too close together on Pine Street. Therefore, traffic will w to avoid additional congestion. When cars get backed up on Pine Street, drivers start taking detours through the neighborhood streets.

I would rather see bike lanes on Foster Street that pedestrians and bikers both could use.

Cordially,
Jan Lea

From: **Jason Van Driesche** <jason@localmotion.org>
Date: Mon, Feb 19, 2018 at 4:33 PM
To: Jan Lea <janlea@burlingtontelecom.net>

Hi Jan,

I appreciate your concern, but in my professional opinion (and that of the folks at DPW as well), this will make traffic flow work better for both cars and bikes on Pine Street, and may in fact decrease cut-through traffic on Foster. The only downside is the loss of parking which is not heavily used in any case.

Here's why. Pine Street is 30 feet wide for the section in question. A standard traffic lane on a city street like this one is 10 feet, and a standard bike lane is 5 feet. The proposal is to stripe the street with two 5 foot bike lanes and two 10 foot car lanes. It will be less of a squeeze than at present, where people biking on Pine Street on the side without parking are sharing a +/- 12' lane with cars, and people biking on the side with parking basically have to ride in the middle of the traffic lane to stay out of the way of opening doors from parked cars.

Regarding biking on Foster: the reality is that people on bikes will predominantly use Pine, not Foster. Pine is the more direct route. So putting bike lanes on Foster will not solve any issues on Pine.

I hope this is helpful.

Best,
Jason

From: **Jan Lea** <janlea@burlingtontelecom.net>
Date: Mon, Feb 19, 2018 at 8:29 PM
To: Jason Van Driesche <jason@localmotion.org>

Well, what ever happens I will (and do) slow down and keep the safety of bikers in mind. But, it will not decrease traffic on Foster.

Jan Lea



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike lane/parking

Peggy O'Neill <peggyov5@gmail.com>
To: Jason Van Driesche <jason@localmotion.org>

Tue, Feb 20, 2018 at 2:00 PM

Hi Jason,

I commute by bike year-round.
My address is 52 Overlake Park in Burlington.

On the days that I drop my kids off at Edmunds, or head to the Y or downtown for a meeting (at least 2-3 times/week), I travel from the protected bike lanes on Union Street and turn east to head up Pearl Street and Colchester Ave. It is a white knuckle ride as I pump up the hill to avoid being doored or slammed by a car from behind. A bike lane would make that very tight stretch of Pearl Street more easy to navigate.

Our family dentist is on Pearl Street, so with a family of 5 we are there pretty regularly. Our family pharmacy is Lakeside on Pearl St., and we hit Pearl Street Beverage for libations. Our eye doctor is on N. Willard Street, just north of Pearl St. When I have driven to the dentist or eye doctor (slightly outside the range of this), I have not had a problem finding a spot on the street. I'm not sure if having some metered spots in the parking lot of Pearl Street Beverage/Lakeside Pharmacy would be an option to provide some parking. Even on a hopping night, I haven't seen that car park completely full.

Best,
Peggy

Riders on Pearl

Potential business on Pearl



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike Lane

Daniel Scheidt <DanielScheidt1@outlook.com>
To: Jason Van Driesche <jason@localmotion.org>

Tue, Feb 20, 2018 at 8:12 AM

Jason,

I saw your posting about Pearl Street bike lane heading eastbound from Winooski ave. Here are my comments:

1. I never park along this stretch of Pearl Street. When driving, I usually park closer to Church Street.
2. I frequently ride a bike along this stretch of Pearl Street March-December connecting bike lane on South Winooski with Hungerford Terrace, a low volume street that works well for bikes. I estimate I bike this 2x per week.
3. Yes, I patronize Asiana House and Duino Deinde and this change would probably increase the frequency that I patronize these businesses, since it makes biking safer for me.
4. To me, the removal of this small number of parking spots (which seem to be rarely fully used) is an acceptable tradeoff to greatly increase safety along this short stretch of Pearl Street. Right now I have to block cars behind me on Pearl Street when biking between South Winooski and Hungerford Terrace. Adding this short stretch of bike lane increases bike safety while allowing cars to travel with fewer delays without worrying about bikes in their path.

Daniel Scheidt
104 Ledge Rd
Burlington VT 05401
DanielScheidt1@outlook.com

Bikes on Pearl
Patronizes Local Businesses



Jason Van Driesche <jason@localmotion.org>

Pearl Street

Michelle Hobbs <mhobbs72@gmail.com>

Mon, Feb 19, 2018 at 8:00 AM

To: "jason@localmotion.org" <jason@localmotion.org>

- * What is your current address? 20 Adsit Court
- * Do you regularly park your car on Pearl street on this specific block? no
- * Do you regularly ride your bike along Pearl Street? yes
- * Do you work at or regularly patronize businesses on this block? yes
- * How would removing parking and adding a bike lane make your life better? Removing parking would create much less congestion especially during work commute hours. I often feel squished and vulnerable as I ride home going east. Worried about patrons pulling out of the liquor store/pharmacy building.

Michelle Hobbs

Bike
shop



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike Lane

Jason Segelman <jsegelman@netzero.net>
To: jason@localmotion.org

Mon, Feb 19, 2018 at 3:41 PM

Hi, Jason,

I am writing in support of the proposed eastbound bike lane on Pearl Street. I would find this such a refreshing and welcome upgrade. Here are my answers to the questions suggested by Local Motion:

* What is your current address?

445 Colchester Ave.

Do you regularly park your car on Pearl street on this specific block?

No, almost never.

Do you regularly ride your bike along Pearl Street?

Yes, almost every day.

Do you work at or regularly patronize businesses on this block?

No, but I use this block as part of my (bike) route home after patronizing City Market, or from anywhere downtown, very frequently.

How would removing parking and adding a bike lane make your life better?

It would save me from having to merge with car traffic and from unsafe passing by cars when I'm sharing the lane with them.

Thank you for what you do. I hope for and look forward to eventual improvements to Colchester Ave. between East Av and the Winooski River bridge.

Jason Segelman
Burlington, Vermont

Buckingham Confirms Unfortunate News

risingstarnewspaper.com

<http://thirdpartyoffers.netzero.net/TGL3232/5a8b3872660bd38723b00st01vuc>

Sponsored Links ?

Bike only



Jason Van Driesche <jason@localmotion.org>

DPW meeting on Wednesday

Holly H. Pedrini <holly_pedrini@comcast.net>
Reply-To: "Holly H. Pedrini" <holly_pedrini@comcast.net>
To: jason@localmotion.org

Mon, Feb 19, 2018 at 12:30 PM

- * What is your current address? *72 North Prospect St.*
 - * Do you regularly park your car on Pearl street on this specific block? *No*
 - * Do you regularly ride your bike along Pearl Street? *Yes - May-November*
 - * Do you work at or regularly patronize businesses on this block? *No*
 - * How would removing parking and adding a bike lane make your life better?
We need north-south & east-west major thoroughfares for safe biking.
- [There is a lot of bike traffic between UVM and downtown on this street so having a bike lane with NO cars*
- would be a major plus } It's only ONE BLOCK....*

Bike only



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pearl Street

Wayne Sornberger <whsornberger@gmail.com>
To: Jason at Local Motion <campaigns@localmotion.org>

Mon, Feb 19, 2018 at 12:00 PM

Jason,

My name is **Wayne H. Sornberger**.

1. My **current home address** is 267 Pearl Street, Unit #A-2.

2. I **park my car** in our private parking lot off of Pearl Street.

3. I **do not own a bike**.

4. I do not **work at or regularly patronize businesses** on this block.

5. Removing parking and adding a bike lane would **make my life better** by reducing the chance of a collision with traffic that is sometimes hidden, while we are exiting our driveway. One of our residents vehicle was totaled recently and a neighbors was totaled exiting their driveway, a few weeks before.

I can't make the meeting due to a previous commitment.

On Sat, Feb 17, 2018 at 10:57 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Wayne—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives on or near Pearl Street between Union and Hungerford. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to remove parking on the south side of Pearl Street between Union and Hungerford in order to create space for an eastbound bike lane on Pearl all the way from downtown to UVM. There will most definitely be residents of this block who come to the

meeting to oppose the addition of a bike lane, and it is absolutely crucial that the Commission hear from *people who live on or very close to this block* who are supportive of this change.

If you are in favor of removing parking on one side of the street for this one block to make a downtown-to-UVM bike lane possible, please email me back with answers to the following questions:

1. What is your **current address**? (Your home address if you live in this area, or your work address if you work here.)
2. Do you regularly **park your car** on Pearl street on this specific block?
3. Do you regularly **ride your bike** along Pearl Street?
4. Do you **work at or regularly patronize businesses** on this block?
5. How would removing parking and adding a bike lane **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.**

Something along the lines of, "As a resident of 123 Pearl Street who frequently XXX and YYY, I support removing parking on this block. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pearl Street

Andy Sebranek <sebran34@gmail.com>

Sat, Feb 17, 2018 at 2:41 PM

To: Jason at Local Motion <campaigns@localmotion.org>

Hi Jason,

I have to work that evening, so I won't be able to make it. But I am in support of removing parking on that block so that they're can be a safe biking lane. Here are my answers to the 5 questions:

1. 35 Converse Court, Burlington, VT 05401
2. No, I do not have a car, I do not regularly park on that block of Pearl St.
3. Yes, I bike on Pearl Street almost daily.
4. No, I do not work or patronize near that block.
5. Removing parking, and adding a bike lane would increase my safety as a biker, and it would keep others, especially children who bike along there, safe. It would encourage more to bike, which has many wonderful benefits for everyone.

And here is a statement, if you'd like to use one:

"As a resident of 35 Converse Court who frequently commutes by bike on that stretch of Pearl Street, I support removing parking on this block to increase my safety on my commute. I do not own (and cannot afford) a car, and I am very happy with my bike as my main mode of transportation. I think biking has many benefits for myself, as well as my community. I love it here. I use my bike to get to work, the grocery store, the beach, and to my garden at the Intervale. Making Burlington more bike friendly would keep me safe. Thank you!"

-Andy

On Sat, Feb 17, 2018 at 11:03 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Andy—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives near Pearl Street in Burlington. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to remove parking on the south

side of Pearl Street between Union and Hungerford in order to create space for an eastbound bike lane on Pearl all the way from downtown to UVM. There will most definitely be residents of this block who come to the meeting to oppose the addition of a bike lane, and it is absolutely crucial that the Commission hear from *people with a direct connection to this block* who are supportive of this change—that is, people who live close by, who work or park on Pearl, or who bike regularly along this street.

If you are in favor of removing parking on one side of the street for this one block to make a downtown-to-UVM bike lane possible, please email me back with answers to the following questions:

1. What is your **current address**? (Your home address if you live in this area, or your work address if you work here.)
2. Do you regularly **park your car** on Pearl street on this specific block?
3. Do you regularly **ride your bike** along Pearl Street?
4. Do you **work at or regularly patronize businesses** on this block?
5. How would removing parking and adding a bike lane **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.** Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support removing parking on this block. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Fwd: Wednesday meeting

Andrea Todd <andreatodd77@yahoo.com>
To: jason@localmotion.org

Wed, Feb 21, 2018 at 3:51 PM

Hi Jason,

I hope this helps, I just sent in case it's not too late.

Thanks,
Andrea

Begin forwarded message:

From: Andrea Todd <andreatodd77@yahoo.com>
Date: February 21, 2018 at 3:51:16 PM EST
To: NLosch@burlingtonvt.gov, justinessears@yahoo.com
Subject: Wednesday meeting

Hi Nicole and Justine,

I hope you're well! In this wild warm spell it's nice to be outside enjoying the warm temps!

I want to make sure that the Public Works Commission is made aware of my feelings about Pearl Street—under discussion tonight. I was not sure how to convey this information, so I am reaching out to you and hoping it's ok. Unfortunately, I won't be able to attend the meeting tonight.

Public Input:

Pearl Street is one of the major arteries to UVM, the hospital, and to Winooski, and this main road ushers people on bikes, people waiting for the bus, people in cars, and people walking, and people bussing up and down the hill. Additionally, it also where there are storm drains attempting to collect the urban runoff.

By eliminating the parking spots, the flow of traffic will be dramatically safer. Additionally, and it will allow for better road maintenance of sweeping, drains, and plowing, and ultimately, improving the infrastructure of this street.

I would also like to request that there is a stronger presence of GMT in the city transportation and public works processes. Until there is a strong public transportation system that allows people to get throughout town without needing to park, this conversation will continue to be emphasizing parking all the people driving, rather than how to shuttle, park and ride, and transport people throughout town.

Thanks,
Andrea

Bike



Jason Van Driesche <jason@localmotion.org>

Pearl Street - remove parking

Bryan Davis <b_davis9@hotmail.com>
To: "jason@localmotion.org" <jason@localmotion.org>

Wed, Feb 21, 2018 at 12:00 PM

I support removing on-street parking on Pearl Street to provide a more connected and safe bicycle network in Burlington.

Bryan Davis

* What is your current address?
75 Henry Street

* Do you regularly park your car on Pearl street on this specific block?
No

* Do you regularly ride your bike along Pearl Street?
Not consistently but Pearl Street is a regular bike route for our family that connects our neighborhood to downtown.

* Do you work at or regularly patronize businesses on this block?
Lakeside Pharmacy, Pearl Street Beverage

* How would removing parking and adding a bike lane make your life better?
Pearl Street is a convenient, direct route connecting the top of the hill to downtown and beyond. Removing on-street parking will provide additional space needed to create bike lanes and provide a safer ride for cyclists. It's scary and tight through this section given the auto, bus and truck traffic and the extra space for a bike lane is yet another gap filled in completing a local and regional biking network.

Bryan Davis



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking in LedgeWOOD/Oak Beach neighborhood

Susan Robbins <sjrobbins3@gmail.com>
To: jason@localmotion.org

Sat, Feb 17, 2018 at 12:00 PM

Hi Jason,

Thank you very much for the important work that you're doing. I'm writing in response to your request as a resident of the neighborhood, my response paragraph is below. As a side note, when asking people to email you letters of support generally it's helpful to include your email address. Although it was easy enough to look up on the website, many people around here are older and not as technically proficient as most.

My current address is 14 Lake Forest Drive in Burlington. I don't regularly park on Oak Beach but I have friends that do. We regularly ride bikes along Oak Beach and I'm very supportive of bike routes throughout my neighborhood and the entire city. Around the world the most progressive and thriving cities have wonderful, safe and convenient bike routes. Burlington is known as a progressive city but unfortunately we lag behind in safe biking. I would ride my bike more if I felt safer, and it would improve my quality of life significantly to improve bike riding in this neighborhood. Adding the bike lane on Flynn Ave was a huge improvement and so appreciated by all residents. Having this extend to Oak Beach would be wonderful. We live in this neighborhood because the vast majority love the lake and the bike path, it's hard for me to imagine anyone who wouldn't be supportive of safer and easier biking connected throughout Burlington. Thank you!

On Feb 17, 2018, at 11:39 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Susan—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives in the LedgeWOOD and Oak Beach neighborhood. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to designate Oak Beach Drive as a "neighborhood greenway" for safer biking. There may be neighbors who come to the meeting to oppose this designation, and it is absolutely

crucial that the Commission hear from *people who live in the neighborhood* who are supportive of this change.

First a few words about what is meant by a "neighborhood greenway."

Simply put, a neighborhood greenway is a street with traffic calming that makes it safer for biking. It does not include actual bike lanes, and it generally does not result in removal of parking. (Along Oak Beach Drive, there is absolutely no plan to remove parking.) For more details about how neighborhood greenways work and what they look like, visit www.burlingtonvt.gov/DPW/NeighborhoodGreenways.

If you are in favor of designating Oak Beach Drive as a neighborhood greenway in order to improve safety for biking and calm traffic generally, please email me back with answers to the following questions:

1. What is your **current address**?
2. Do you regularly **park your car** on Oak Beach Drive?
3. Do you regularly **ride your bike** along Oak Beach Drive?
4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.**

Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support designating Oak Beach Drive as a neighborhood greenway. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking in Ledgewood/Oak Beach neighborhood

Some Aminzade <somebody@aminzade.com>

Sun, Feb 18, 2018 at 9:30 AM

To: Jason at Local Motion <campaigns@localmotion.org>

Hi, Jason. I'm in Minnesota dealing with a death in the family, so I won't be able to come to the hearing this Wednesday. I really wish I could!

Here are the answers to your questions:

1. What is your **current address**? **80 Austin Drive, Apartment 192**
2. Do you regularly **park your car** on Oak Beach Drive? **No**
3. Do you regularly ride your bike along Oak Beach Drive? **Yes**
4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**? see the statement below.

Here's what I'd like you to read on my behalf. Please let me know if you have any edits you'd like to make. You can call or text me at 802-658-4357 or email me at :

My name is Russell Aminzade. I am a resident of Ledgewood South (unit 192) and a member of the Ledgewood South board of directors. One of the reasons I chose to live in Ledgewood is because it is a pedestrian and bicycle-friendly neighborhood with easy access to downtown via the bicycle path. I regularly walk or ride my bike on Oak Beach Drive on my way downtown, to shop at City Market, or just to have a beer at Switchback or one of the Pine Street brew pubs. In the summer I occasionally tow my kayak to Oakledge Park on a bike trailer. I love the location and the access to green space, the lake and the bicycle path, but I find the road, especially where it meets Flynn Avenue, can have problems for bicyclists and pedestrians. The traffic calming, pavement marking, and other features of a neighborhood greenway would really make a positive difference. I urge you to support this designation.

On Sat, Feb 17, 2018 at 10:39 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:

Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018

Russell—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives in the

Ledgewood and Oak Beach neighborhood. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to designate Oak Beach Drive as a "neighborhood greenway" for safer biking. There may be neighbors who come to the meeting to oppose this designation, and it is absolutely crucial that the Commission hear from *people who live in the neighborhood* who are supportive of this change.

First a few words about what is meant by a "neighborhood greenway." Simply put, a neighborhood greenway is a street with traffic calming that makes it safer for biking. It does not include actual bike lanes, and it generally does not result in removal of parking. (Along Oak Beach Drive, there is absolutely no plan to remove parking.) For more details about how neighborhood greenways work and what they look like, visit www.burlingtonvt.gov/DPW/NeighborhoodGreenways.

If you are in favor of designating Oak Beach Drive as a neighborhood greenway in order to improve safety for biking and calm traffic generally, please email me back with answers to the following questions:

1. What is your **current address**?
2. Do you regularly **park your car** on Oak Beach Drive?
3. Do you regularly **ride your bike** along Oak Beach Drive?
4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.**

Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support designating Oak Beach Drive as a neighborhood greenway. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

From: Chip Mason
Sent: Wednesday, February 21, 2018 7:59 AM
To: dpwplanning
Cc: Joan Shannon
Subject: Removal of Parking on Pine St

Dear DPW Staff and Commissioners,

I am reaching out regarding the proposed removal of parking on Pine Street that is scheduled to be taken up this evening. I regret that I will not be able to attend tonight's meeting due to a scheduling conflict.

Knocking on doors this past weekend I learned of this proposal for the first time. Not a single person that I spoke with on the western side of Pine Street expressed support for the timing of the proposal. Rather, they expressed a desire to remove parking and install the bike lanes as part of the Champlain Parkway when traffic calming measures and crosswalks were installed. In my opinion, further outreach to the neighbors and some work on solutions for the neighbors parking challenges are needed before moving this project forward. I share the view of the residents that delaying until the Champlain Parkway is built may be a better time to consider parking changes.

Thank you for your consideration.

Chip Mason
Ward 5 City Councilor

From: Joan Shannon
Sent: Tuesday, February 20, 2018 11:02:47 PM
To: dpwplanning
Cc: Chip Mason
Subject: Removal of Parking on Pine St
Dear DPW Staff and Commissioners,

I have been contacted by multiple neighbors concerned about the removal of parking on Pine St. I share their concern. I understand that you did not find parked cars there during your 3x daily spot checks. My own experience of parking on that street may be contradictory, or perhaps explanatory of the results.

The parking in this area is not ideal, nor are the driveways and off street parking facilities that the neighbors have to contend with. Most residents seem to use their driveways for parking cars as much as possible to get cars off the street. But the on street parking is still used and needed for shuffling cars in tandem driveways, visiting guests, and service people.

With the snow banks now, I think people really avoid using on street parking, because the on street parking has its own set of risks and the snow banks that push cars further into the street do

make you want to avoid parking there when possible. It may not be used a lot, or for all day/night parking, but it is very important for the residents that live there.

In my opinion, further assessment, and some work on solutions for the neighbors parking challenges are needed before moving this project forward. I also think the situation may change somewhat after the Champlain Parkway is built and that may be a better time to consider parking changes.

I will not be able to attend the Commission meeting and I know at least one of the concerned neighbors is also unable to attend. I hope you will postpone this decision and further engage the neighbors to understand why the parking is important to them, and if other solutions might work.

Thank you for your consideration.

Joan Shannon

Joan Shannon
Burlington City Councilor, South District

From: Andrea Messer
Sent: Tuesday, February 20, 2018 4:05 PM
To: dpwplanning
Subject: pine street parking ban

Good Afternoon,

I am a long-time resident of Pine Street just North of Home Avenue. I would like to express my concern about banning all parking on Pine Street btwn Ferguson and Flynn. My driveway is tiny, and there are numerous times when I park along Pine Street for a short while, to juggle materials or cars in and out of my driveway, to accommodate groceries, kids gear, repair vehicles, guests, etc. There are a few other drives on this little hill that are similar and I see neighbors doing the same thing all the time, especially in warmer months when we all move around a lot more. I'm surprised that you did not observe these same sorts of activity on your parking count days. A full time ban would be hard to work around. I expect it might cause some traffic delays occasionally. I am also concerned that since there are thousands of cars that pass my house each day, narrowing the available space for their movement will cause additional concerns. I would expect there to be more accidents as people get more aggravated, even when there is ample space to move around my little vehicle, I get honks and comments from drivers wanting more space and free from inconveniences... I expect that would only get worse... Backing in and out onto a narrower street would be challenging, as well. Especially during high-traffic times, it might become close to impossible.

Thanks for your consideration,

Andrea Messer
Inside Sales and Office Manager

1 Mill St., Unit 285
Burlington, VT 05401

From: Andrea Todd
Sent: Wednesday, February 21, 2018 3:51 PM
To: Nicole Losch
Subject: Wednesday meeting

Hi Nicole and Justine,

I hope you're well! In this wild warm spell it's nice to be outside enjoying the warm temps!

I want to make sure that the Public Works Commission is made aware of my feelings about Pearl Street—under discussion tonight. I was not sure how to convey this information, so I am reaching out to you and hoping it's ok. Unfortunately, I won't be able to attend the meeting tonight.

Public Input:

Pearl Street is one of the major arteries to UVM, the hospital, and to Winooski, and this main road ushers people on bikes, people waiting for the bus, people in cars, and people walking, and people bussing up and down the hill. Additionally, it also where there are storm drains attempting to collect the urban runoff.

By eliminating the parking spots, the flow of traffic will be dramatically safer. Additionally, and it will allow for better road maintenance of sweeping, drains, and plowing, and ultimately, improving the infrastructure of this street.

I would also like to request that there is a stronger presence of GMT in the city transportation and public works processes. Until there is a strong public transportation system that allows people to get throughout town without needing to park, this conversation will continue to be emphasizing parking all the people driving, rather than how to shuttle, park and ride, and transport people throughout town.

Thanks,
Andrea

City of Burlington Public Works Commission

February 15, 2017

Dear Commissioners:

I am writing you in connection with the proposal to remove parking spaces on Pearl Street near the intersection of South Union Street. I own the building at 267-271 Pearl Street and I live on South Prospect Street. In my Pearl Street building I have tenants that provide essential services to the Burlington community, many of whom have done so for many decades. In this building, there are 7 therapists, 2 hair stylists, 2 massage therapists and a nutrition counselor. In the building next door to mine, there are two dentists. The area operates as a mini neighborhood activity center where small business owners provide essential services to our community. Many have done so for decades at this location. They maintain their businesses in Burlington despite the additional challenges associated with doing business in Burlington, that often do not exist in other nearby cities. At the very top of the list of challenges that these businesses face in Burlington is parking. This area is already parking challenged. This proposal will make the problem worse.

The loss of 12 spaces adjacent to these businesses puts further strain on businesses that are already challenged to stay in Burlington. By eliminating the spaces as proposed, you will be placing a substantial burden squarely on these businesses and the surrounding residences.

Please consider this my strong opposition to your proposal as written. I request that you provide an alternative that does not eliminate parking in this area of the City.

As a related matter, I am very concerned that this plan is something that cannot be stopped as planning is so far along. The fear is that regardless of input from adjacent landowners now being directly solicited, this is a foregone conclusion as the planning of this Pearl Street phase is really in its final implementation stages. When I received your notice, I looked at PlanBTV Bike Walk and now see that this Pearl Street intersection shows as a priority for a protected bike lane. I wish as an adjacent landowner, that we would have been notified well in advance that this means you would likely be removing our parking. You would have received drastically different commentary in connection with PlanBTV Bike Walk if adjacent landowners along these pre-planned corridors were told up front that parking was slated to be eliminated. Hopefully, our fears are unfounded and there is some hope that our input will be meaningfully considered.

Sincerely,



Bruce Baker

Burlington Department of Public Works Commission Meeting
Final Minutes, 21 February 2018
645 Pine Street

Commissioners Present: Tiki Archambeau (Chair); Jim Barr; Solveig Overby; Jeff Padgett; Justine Sears (Vice Chair). **Commissioners Absent:** Robert Alberry, Chris Gillman (Clerk).

Item 1 – Call to Order – Welcome – Chair Comments

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

Item 2 – Agenda

DPW Director Chapin Spencer suggests revising the “Action Requested – Vote” language on Agenda Item 6 to “Action Requests – None” as a vote is not required at this time. Commissioner Barr makes motion, with friendly suggestion, to accept agenda and is seconded by Vice Chair Sears.

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

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

Marianne Ward, Ward 7, speaks on Summit Street parking.
Richard Watts, Ward 1 employee, speaks on Agenda Item 5.
Matthew Vaughan, Ward 2, speaks on Agenda Item 5.
RJ Lalumiere, Ward 7, speaks on Agenda Item 5.
Jon Adams-Kollitz, Ward 5, speaks on Consent Agenda Item B and Agenda Item 5.
Lauren Wentz, Ward 7, speaks on Consent Agenda Item C.
Sarah Goodrich, Ward 7, speaks on Agenda Item 5.
Max Tracy, Ward 2, speaks on Agenda Item 5.
Gabriel Arnold, Ward 5, speaks on Agenda Item 5.
Joseph Fiacco, Ward 8 business owner, speaks on Agenda Item 5.
Paul Averill, Ward 8 business owner, speaks on Agenda Item 5.
Bruce Baker, Ward 6, speaks on Agenda Item 5.

Item 4 – Consent Agenda

- A. Traffic Status Report
- B. Vehicle Loading Zone on Allen Street
- C. No Parking Zone on Flynn Ave
- D. Pine St. Two Hour Parking Zone

Commissioner Barr makes motion to accept Consent Agenda and is seconded by Commissioner Padgett.

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

Item 5 – Parking Revisions on Pearl St, Pine St & Austin Dr for PlanBTV Walk Bike

A) Communication by Senior Transportation Planner Nicole Losch and Associate Planner Elizabeth Gohringer who speak on proposed parking revisions within the PlanBTV Walk Bike.

B) Commission Questions

The entire Commission asks questions on Item 5 with Senior Planner Losch and Associate Planner Gohringer answering.

Commissioner Barr makes motion to amend Agenda Item 5: create C1), D1), and E1) for Parking Revisions on Austin Dr; create C2), D2), and E2) for Parking Revisions on Pearl St; create C3), D3), and E3) for Parking Revisions on Pine St and is seconded by Commissioner Padgett. Action taken: motion approved. “Ayes” are unanimous

C1) Public Comment

Phil Hammerslough, Ward 2, speaks on Item 5.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Austin Dr.

Eric Coke, Ward 5 landlord, speaks on Parking Revisions on Austin Dr.

D1) Commissioner Discussion

E1) Motion made by Commissioner Padgett to accept staff's recommendation: no parking on the south side of Austin Drive, from Ledgewood Circle to Industrial Parkway.

Seconded by Commissioner Barr.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

-

C2) Public Comment

Paul Averill, Ward 8 business owner, speaks on Parking Revisions on Pearl St.

Joseph Fiacco, Ward 8 business owner, speaks on Parking Revisions on Pearl St.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Pearl St.

Brendan Hogan speaks on Parking Revisions on Pearl St.

D2) Commissioner Discussion

Vice Chair Sears and Commissioners Barr, Overby, and Padgett engaged in a discussion over Parking Revisions on Pearl St.

E2) Motion made by Vice Chair Sears to accept staff's recommendation: no parking on the south side of Pearl Street between South Union Street and Hungerford Terrace; repeal "No Parking" on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street; designate then (10) hour parking meter zones on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street.

Seconded by Commission Padgett.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

-

C3) Public Comment

Gabriel Arnold, Ward 5, speaks on Parking Revisions on Pine St.

Jason Van Driesche, Ward 5, speaks on Parking Revisions on Pine St.

D3) Commissioner Discussion

The entire Commission and Senior Planner Losch engaged in a discussion over Parking Revisions on Pine St.

E3) Motion made by Commissioner Barr to accept staff's recommendation: no parking on either side of Pine Street, from Ferguson Avenue to Home Avenue.

Seconded by Vice Chair Sears.

Discussion

Action taken: motion approved;

"Ayes" are unanimous.

Item 6 – 2018 Paving Program Expansion

A) Written Communication by Director Spencer by City Engineer and DPW Assistant Director for Technical Services Norm Baldwin who speak on the expansion to the 2018 Paving Program.

B) Commission Questions

The entire Commission asks questions on Item 6 with City Engineer Baldwin answering.

C) Public Comment

D) Commissioner Discussion

Commissioner Overby engaged in a discussion over Item 6.
E) Action Requested – None.

Item 7 – Winooski Ave – Howard St – St Paul St Intersection Scoping Study

A) Communication by DPW Engineer Susan Molzon and Resource Systems Group (RSG) Associate Engineer Corey Mack who speak on the scoping study at the Howard Corners intersection.

B) Commission Questions

The entire Commission asks questions on Item 7 with Associate Engineer Mack answering.

C) Public Comment

Jason Van Driesche, Ward 5, speaks on Item 7.

D) Commissioner Discussion

E) Action Requested – None.

Item 8 – Proposed Consolidated Collection Study

A) Communication by DPW Assistant Director for Right of Way Rob Green who speaks on studying consolidated solid waste and recycling collection.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, and Commissioners Overby and Padgett ask questions on Item 8 with Director Spencer and Assistant Director Green answering.

C) Public Comment

Serrill Flash, Ward 1, speaks on Item 8.

D) Commissioner Discussion

E) Motion made by Commissioner Barr to accept staff's recommendation: to recommend the City work with CSWD and any interested adjacent cities to advance a feasibility study on residential consolidated collection of trash, recycling and organics.

Seconded by Commissioner Padgett.

Discussion

Action taken: motion approved;

“Ayes” are unanimous.

Item 9 – Approval of Draft Minutes of 12-20-17 & 1-17-18

Commissioner Barr makes motion to approve draft minutes of 12-20-17 and is seconded by Commissioner Padgett.

Action take: motion approved;

“Ayes” are unanimous.

Commissioner Bar makes motion to approve draft minutes of 1-17-18 and is seconded by Commissioner Padgett.

Action take: motion approved;

Chair Archambeau: aye

Commissioner Barr: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *abstains*

Item 10 – Director's Report

Director Spencer reports on updating the Commission on the UVM Water Billing anomaly at the next Commission Meeting and the updated paving program.

Item 11 – Commissioner Communications

Commissioner Overby comments on attending the Winooski Bridge scoping project meeting and sending photos to the department concerning water ponding damage on Elmwood Ave with City Engineer Baldwin responding. Commissioner Padgett comments on purpose and need sections being incorporated into the traffic request materials in the Commission packet. Chair Archambeau comments on the most recent permit reform committee meeting.

Item 12 – Adjournment & Next Meeting Date – March 21, 2018

Motion to adjourn made by Commission Barr and seconded by Commissioner Padgett.

Action taken: motion approved;

“Ayes” are unanimous.

Meeting adjourned at 10:10pm.