



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: DECEMBER 11, 2015
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on December 16, 2015 at 6:30 PM
at **645 Pine St – Main Conference Room**

1. Agenda
2. Consent Agenda
3. Germain Street Parking
4. No Parking Here to Corner Sign on Grove St
5. Transit Carrier Bus Stop on University Place
6. North Ave Parking Prohibition
7. 225-227 St. Paul St – Life Safety Appeal of Code Enforcement Order/Decision
8. Minutes of 7-15-15, 9-16-15, 10-21-15 & 11-18-15

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.



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Amy Bovee, Clerks Office
From: Chapin Spencer, Director
Date: December 11, 2015
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **December 16, 2015**
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 Agenda
- 3 10 Min Public Forum
- 4 5 Min Consent Agenda
 - A State of Traffic Request Status
 - B Northgate Roundabout Signage
 - C Stop Sign @ N. Williams @Brookes
 - D Rectangular Rapid Flashing Beacon - Public Education Material

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- 5 20 Min Germain Street Parking
 A Communication, D. Roy
 B Commissioner Discussion
 C Public Comment
 D Action Requested – Vote
- 6 15 Min No Parking Here to Corner Sign on Grove St
 A Communication, D. Roy
 B Commissioner Discussion
 C Public Comment
 D Action Requested – Vote
- 7 10 Min Transit Carrier Bus Stop on University Place
 A Communication, D. Roy
 B Commissioner Discussion
 C Public Comment
 D Action Requested – Vote
- 8 15 Min North Ave Parking Prohibition
 A Communication, N. Losch
 B Commissioner Discussion
 C Public Comment
 D Action Requested – Vote
- 9 30 Min 225-227 St. Paul St - Life Safety Appeal of Code Enforcement Order/Decision
 8:15 PM A Communication/Presentation , W. Ward & Appellant
 B Commissioner Discussion
 C Oral Presentation, Appellant
 D Public Comment
 E Action Requested – Vote
- 10 5 Min Draft Minutes of 7-15-15, 9-16-15, 10-21-15 & 11-18-15
- 11 10 Min Director's Report
- 12 10 Min Commissioner Communications
- 13 Executive Session For Appeal
- 14 **Adjournment & Next Meeting Date – January 20, 2016**

STATE OF TRAFFIC RFS BACKLOG

12/8/2015

DRR

A = TRAFFIC REQUESTS IN SYSTEM ON NOVEMBER 12TH = 97

B = NEW TRAFFIC REQUESTS SINCE NOVEMBER 12TH = 5

C = TRAFFIC REQUESTS TO BE PRESENTED ON DECEMBER 16TH = 5

D = EXPECTED BALANCE OF RFS AS OF DECEMBER 16th = A + B - C = 97*

RFS BREAKDOWN BY TYPE**

| | |
|--------------------------|----|
| Accessible Space: | 8 |
| Resident Only Parking: | 10 |
| Crosswalks: | 16 |
| Driveway Encroachments: | 14 |
| Signage: | 18 |
| Loading Zone: | 1 |
| Area/Intersection Study: | 6 |
| Parking Prohibition: | 12 |
| Bus Stop: | 2 |
| Geometric Issues: | 4 |
| Parking Meters: | 1 |
| Other: | 5 |
| <hr/> | |
| TOTAL: | 97 |

*This number reflects the formula above, however this does not accurately portray the Backlog as some commission items affect two or more RFSs and past RFSs that have been decided on but haven't been installed are not reflected.

**This list was updated 10/19/15 and accurately reflects what is currently in the system.

NB 12/9/15



MEMORANDUM

December 10, 2015

TO: Public Works Commission
FROM: Damian Roy, Engineer Technician
CC: Norman Baldwin, City Engineer
RE: Northgate Roundabout Signage

Background:

Staff received a request from resident Theresa McGarghan to evaluate the signage for the Northgate Roundabout, requesting the installation of Stop or Yield signs.

Observations:

Staff visited the Northgate Roundabout to check on the existing signage, currently there are three non-MUTCD approved roundabout signs installed in the center of the roundabout, one facing each approach, with "Keep Right" (MUTCD R4-7) signs installed on each approach (*see picture*). Staff has identified the MUTCD figure 2B-22 (*attached*) to be the most appropriate example of proper roundabout signage and line striping for the Northgate Roundabout sans the crosswalks on each approach. Figure 2B-22 shows that yield signs are appropriate to install on each approach to a roundabout. Stop control at the approach of the intersection is not recommended by the MUTCD.

Conclusion:

In reviewing the existing conditions at the Northgate roundabout, the best improvements that could be made to the roundabout would be to follow the signage and line striping suggested by MUTCD Figure 2B-22. This would include:

- Installing yield signs with yield striping
- R6-5P and R6-4 on the center island
- R6-4 signs in advance of each approach
- Centerline striping on the approaches

NB 12/10/15

- Outer roundabout delineator line striping.

Recommendation:

Staff recommends that the commission adopt:

- The installation of the signage and line striping as described above and prescribed by MUTCD Figure 2B-22 to the Northgate Roundabout.

Requests for Service (/Main.aspx)

#9064 Assigned

Investigation

Assigned to: Damian Roy **Requested by:** Theresa McGarghan

Opened: 10/1/2015

Entered By: Steve Cormier

Due: 11/30/2015

Work History

[Add Work History](#)

| Date | Staff Person | Description |
|------------|------------------|--|
| 10/02/2015 | Valerie Ducharme | Theresa's email- tmcgarghan@hotmail.com Details |

Technical Services

Traffic Requests

Location: Northgate road

Requesting that we evaluate stop signs / yield signs on the approaches to the Northgate Road traffic circle.

Attachments

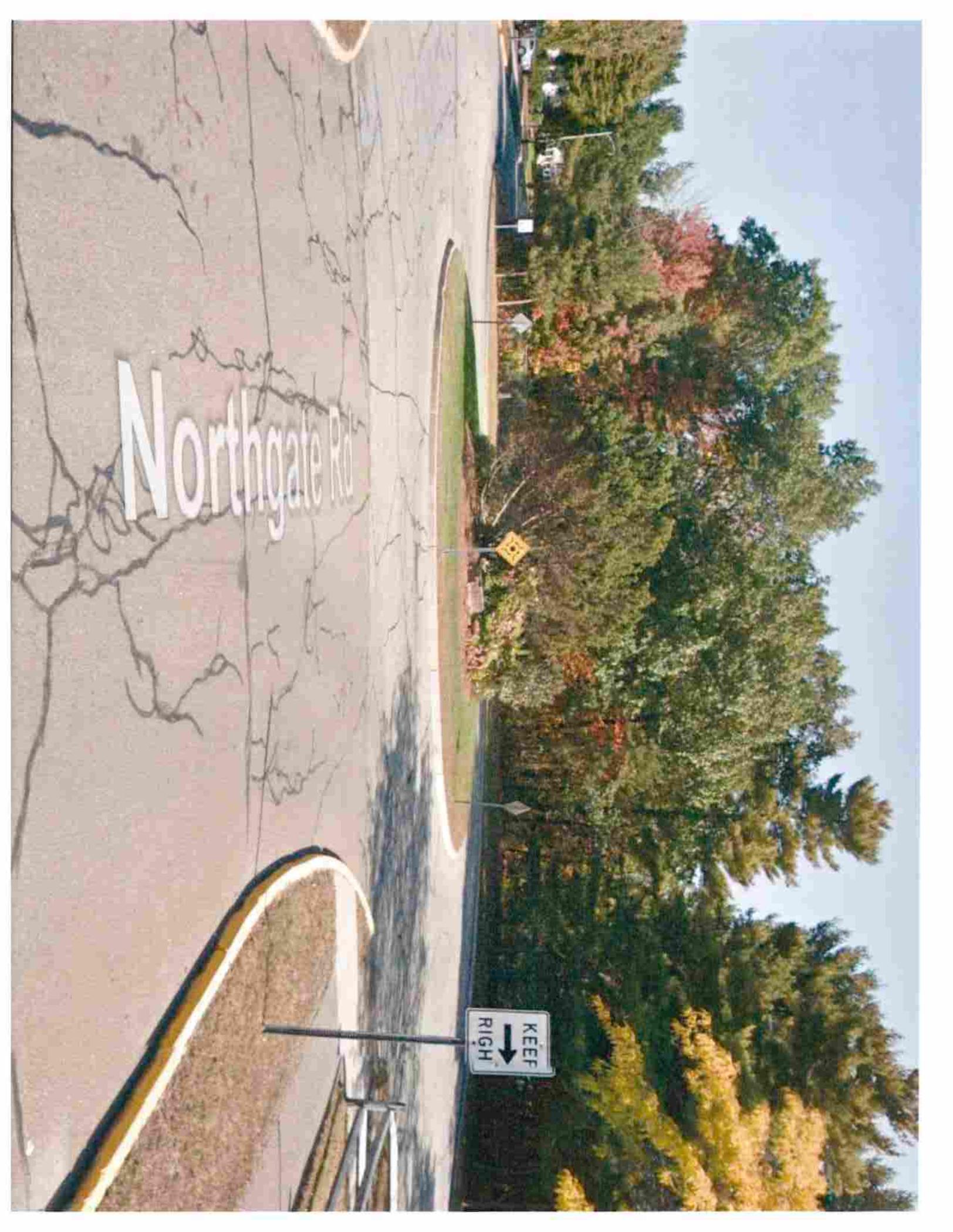
No Attachments

No file selected.

[Upload Attachment](#)

Northgate Rd

KEEP
RIGHT
↓



Section 2B.43 Roundabout Directional Arrow Signs (R6-4, R6-4a, and R6-4b)*Guidance:*

- 01 Where the central island of a roundabout allows for the installation of signs, Roundabout Directional Arrow (R6-4 series) signs (see Figure 2B-20) should be used in the central island to direct traffic counter-clockwise around the central island, except as provided in Paragraph 11 in Section 2B.40.

Standard:

- 02 The R6-4 sign shall be a horizontal rectangle with two black chevron symbols pointing to the right on a white background. The R6-4a sign shall be a horizontal rectangle with three black chevron symbols pointing to the right on a white background. The R6-4b sign shall be a horizontal rectangle with four black chevron symbols pointing to the right on a white background. No border shall be used on the Roundabout Directional Arrow signs.
- 03 Roundabout Directional Arrow signs shall be used only at roundabouts and other circular intersections.

Guidance:

- 04 When used on the central island of a roundabout, the mounting height of a Roundabout Directional Arrow sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.

Option:

- 05 More than one Roundabout Directional Arrow sign and/or R6-4a or R6-4b signs may be used facing high-speed approaches, facing approaches with limited visibility, or in other circumstances as determined by engineering judgment where increased sign visibility would be appropriate.

Section 2B.44 Roundabout Circulation Plaque (R6-5P)*Guidance:*

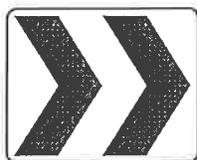
- 01 Where the central island of a roundabout does not provide a reasonable place to install a sign, Roundabout Circulation (R6-5P) plaques (see Figure 2B-20) should be placed below the YIELD signs on each approach.

Option:

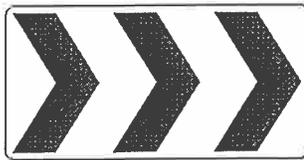
- 02 At roundabouts where Roundabout Directional Arrow signs and/or ONE WAY signs have been installed in the central island, Roundabout Circulation plaques may be placed below the YIELD signs on approaches to roundabouts to supplement the central island signs.
- 03 The Roundabout Circulation plaque may be used at any type of circular intersection.

Section 2B.45 Examples of Roundabout Signing*Support:*

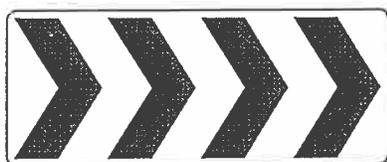
- 01 Figures 2B-21 through 2B-23 illustrate examples of regulatory and warning signing for roundabouts of various configurations.
- 02 Section 2D.38 contains information regarding guide signing at roundabouts and Chapter 3C contains information regarding pavement markings at roundabouts.

Figure 2B-20. Roundabout Signs and Plaques

R6-4



R6-4a

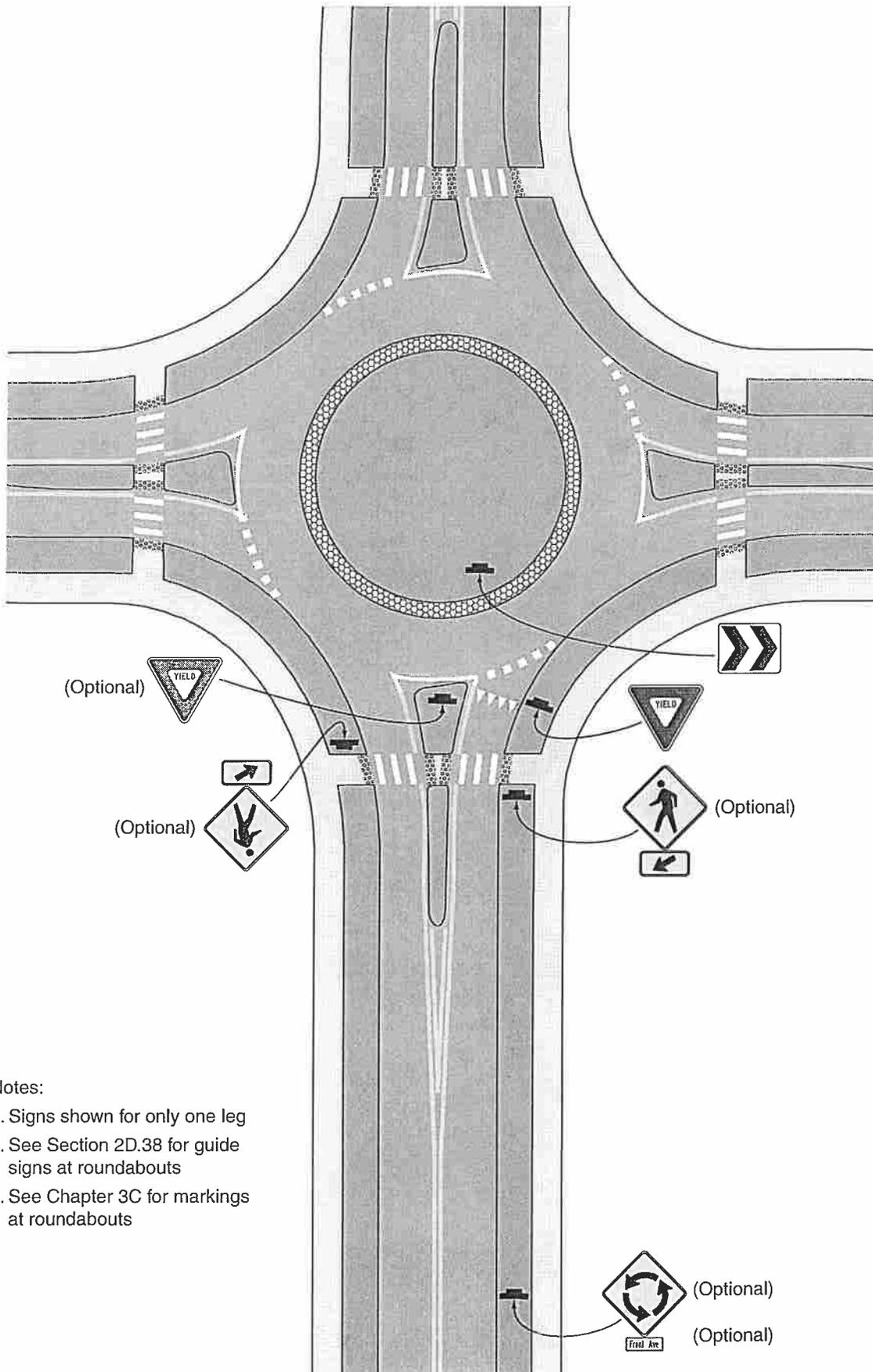


R6-4b



R6-5P

Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout



Notes:

- 1. Signs shown for only one leg
- 2. See Section 2D.38 for guide signs at roundabouts
- 3. See Chapter 3C for markings at roundabouts



MEMORANDUM

December 8, 2015

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norman Baldwin, City Engineer
RE: Stop Sign Request at Brookes Avenue and North Williams Street

Background:

The Department of Public Works received a request from resident Megan Beaucage to install stop control at the intersection of Brookes Avenue and North Williams Street. Ms. Beaucage states that in the year and a half of living in the area that she has almost been hit multiple times at the intersection and she believes that installing stop control will increase the safety of motorists, cyclists, and pedestrians. There is currently no stop control at this intersection, either as a multiway stop control intersection or side street stop control.

Observations:

Brookes Ave and N. Williams Street are both low-volume local streets in a residential neighborhood. Staff visited the Brookes/N. Williams intersection on the evening of Dec. 7th and the morning of Dec. 8th from 4:00pm to 6:00pm, and from 7:00am to 9:00am respectively to conduct a Stop Sign Warrant Analysis as prescribed by MUTCD 2B.07 Multi-way Stop Applications (see attached). This form is the first step in determining if stop control is warranted at an intersection as adopted by DPW. Traffic volumes were observed at these times and are as follows:

- 4:00pm through 6:00pm
 - Brookes Ave: 76 Vehicles, 17 Pedestrians, 5 bicyclists
 - N. Williams St: 53 Vehicles, 7 Pedestrians, 3 bicyclists

NB 12/14/15

- 7:00am through 9:00am
 - Brookes Ave: 56 Vehicles, 20 Pedestrians, 5 bicyclists
 - N. Williams St: 38 Vehicles, 2 Pedestrians, 1 bicyclists

The MUTCD Multi-way Stop Application 2B.07 states that vehicular volumes entering the intersection from the major street approaches (total of both approaches) must average at least 300 vehicles per hour for any 8 hours on an average day, for traffic approaching from the minor streets the average vehicles per hour must meet at least 200 vehicles. Traffic counts approaching the intersection from Brookes Ave and from N. Williams Street averaged 33 vehicles per hour and 23 vehicles per hour during peak times respectively. Staff contacted the Burlington Police Department to request all accident reports for the intersection within the previous twelve month period. No incidents were indicated falling below the minimum of 5 or more reported crashes within a 12-month period required to warrant a stop sign as indicated by the MUTCD Multi-way Stop Application. The MUTCD Stop Sign Application 2B.06 for installing a single stop sign has three main criteria:

- A minimum of 6000 vehicles per day on the major through street.
- Restricted line-of-sights between motorists on the minor street and oncoming traffic on the major street.
- Three or more crash reports within a 12-month period that stop control, had it been installed, would have prevented the accident.

None of the recommended criteria for either the multi-way stop signs or the single stop signs are currently met however because traffic volumes are near even between Brookes Ave and North Williams, there may exist the situation where right-of-way assignments are unclear.

Conclusions:

The MUTCD Stop Warrant Analysis takes into account the volume of entering traffic from both major and minor street approaches to determine if stop signs are necessary to provide safe and clear right of way assignments. Multi-way stop control is applied in conditions where there are nearly balanced entering volumes of traffic for both major and minor street approaches. Our traffic counts during peak hours alone were well below the warrant threshold without performing counts throughout the full 8-hour period. In addition there is no accident history that would suggest the need for stop control. One resident responded to staff's notification of this request suggesting that a speeding condition exists and suggests multi-way stop control would remedy that speed condition. It is our position supported by traffic engineering practice that stop signs should not be used as a remedy for speeding. While none of the MUTCD guidelines have been met, the near equal traffic volumes at the intersection may represent a challenge for motorists when determining right-of-way assignments. As North Williams terminates at Brookes and given that Brookes has the greater volume of vehicle and pedestrian traffic, staff recommends installing stop control at the intersection causing all traffic on North Williams Street to stop.

Recommendations:

Staff recommends that the Commission adopt:

- The installation of stop control at the intersection of Brookes Avenue and North Williams Street causing traffic on North Williams Street to stop.

Requests for Service (/Main.aspx)

#8894 Assigned

New

Traffic

Traffic Signs

Assigned to: Damian Roy **Requested by:** Megan Beaucage

Opened: 9/16/2015

Entered By: Holly Lane

Due: 9/23/2015

Location: Brookes Avenue and No. Williams Street

Work History

[Add Work History](#)

I live on the lower half of Brookes Avenue, and I've noticed a stop sign missing on the corner of North Willis Street and Brookes Avenue. In my past year and a half of living here, I'd probably say I've almost been hit by cars not stopping from No. Williams to Brookes about a dozen times. They rarely stop or look both ways, partially because there is no stop sign. This also happens to be one of the two sections of Brookes avenue that is one-way where only one car can get through at a time which makes this an extremely dangerous section of our tiny avenue. I just had yet another crazy close call with a car, and I beeped at them to make them aware I was about to come down, but they went anyways and narrowly missed me. They could clearly see me, and just didn't bother to stop. I believe a stop sign should, and needs to be put there for the safety of motorists, cyclists, pedestrians, and the children that do live on this street. I know that if you asked people on this street they'd agree that it certainly wouldn't hurt anything to add a stop sign. Thank you for your time! Sincerely, Megan Beaucage

| Date | Staff Person | Description |
|------------|------------------|---|
| 09/16/2015 | Valerie Ducharme | Per Billy - there is no ordinance - up to you to write one or not write one. Details |

Attachments

No Attachments

No file selected.

[Upload Attachment](#)

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Brookes Ave / N. Williams Stop Sign Counts

12/7/15
4:00pm - 6:00pm

Brookes Ave:

| <u>Cars</u> | <u>Peds</u> crossing Brookes | <u>Bikes</u> |
|-------------|---------------------------------|--------------|
| | | |
| (76) | (7) | (5) |

12/8/15 7:00am - 9:00am

| | | |
|------|-----|-----|
| | | |
| (50) | (2) | (5) |

N. Williams:

| <u>Cars</u> | <u>Peds</u> crossing N.W. | <u>Bikes</u> |
|-------------|------------------------------|--------------|
| | | |
| (53) | (7) | (3) |

12/8/15 7:00am - 9:00am

| | | |
|------|------|-----|
| | | |
| (58) | (20) | (1) |

Damian Roy

From: scott connolly <swc92001@gmail.com>
Sent: Wednesday, November 04, 2015 1:05 PM
To: Damian Roy
Cc: Barbara Wager
Subject: Stop Sign N. Williams

Hi Damian - We do not support installation of the stop sign at the corner of Brookes and N. Williams. With our house directly across from that intersection, we believe there will be elevated levels of both noise and car exhaust due to higher incidences of fully stopping and then rapidly accelerating at that intersection, particularly uphill in the direction of our house.

Thank you.

Scott Connolly
Barbara Wager
54 Brookes Ave

Damian Roy

From: Paul Bierman <paul.bierman@uvm.edu>
Sent: Tuesday, November 17, 2015 5:36 AM
To: Damian Roy
Subject: stop sign(s) Brookes and Williams

Hello Damian,

I just returned home from a long trip and found the flier you had left at our home (we live at 86 brookes).

I know it's late in terms of comments but wanted to let you know that I don't object to adding a stop sign on N. Williams but that the real hazard has been and continues to be the high rate of speed of cars on Brookes Ave which is repeatedly used as a cut off to avoid the lights on Pearl Street both east and west bound. Years ago we added bump outs which did help some but are not aggressive enough (because of plowing needs) to really slow most drivers.

Might I suggest a 3-way stop at N. Williams - that would accomplish the dual goal of both slowing cars and discouraging cut through traffic that plagues our neighbor hood.

Thanks for your interest in this! it would be great if you could share my thoughts tomorrow evening as I may not be able to make the meeting.

p

Paul Bierman
pbierman@uvm.edu
Delehanty Hall
Burlington, VT 05405
802-656-4411(v)

Professor
UVM Geology Dept.
180 Colchester Avenue
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uvm.edu/~pbierman
uvm.edu/geomorph
uvm.edu/landscape
uvm.edu/cosmolab

Damian Roy

From: Colleen Holmes <colleen.a.holmes@gmail.com>
Sent: Tuesday, November 10, 2015 11:38 AM
To: Damian Roy

Hi,
This is in response to the questionnaire regarding a stop sign at the intersection of North Williams and Brookes Avenue. I think it would be a good idea. Thank you.
Colleen Holmes
80 Brookes Avenue



MEMORANDUM

December 10, 2015

TO: Public Works Commission

FROM: Martin Lee, P.E., Public Works Engineer

CC: Norman Baldwin, City Engineer

RE: Rectangular Rapid Flashing Beacons Public Education Material

The attached Rectangular Rapid Flashing Beacon (RRFB) public education brochure has been included on the consent agenda per the request of the Public Works Commission Chair. This consent agenda item is informational. The RRFB public education brochure is designed to inform pedestrians and drivers about RRFBs. The City Attorney's office has provided guidance to ensure the document is consistent with State Law.

NB 12/11/15



Developing Benefits of RRFBs

RRFBs are a lower cost alternative to traffic signals or hybrid signals and are shown to significantly increase driver yielding behavior at crosswalks.

A Federal Highway Administration-sponsored study found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional overhead beacons.

Making Our Streets Safer

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

For more information, contact

(802) 863-9094

www.burlingtonvt.gov/ContactUs

www.burlingtonvt.gov/DPW



RECTANGULAR RAPID FLASHING BEACONS (RRFB)



What are the Flashing Beacons at Crosswalks?

RRFBs supplement warning signs at pedestrian crossings.

RRFBs utilize a flashing pattern similar to emergency vehicles which lets drivers know there is a pedestrian using the crosswalk facility. RRFBs have been shown to increase the number of drivers yielding to pedestrians in crosswalks.

Not every crosswalk should have RRFBs. A study needs to be completed to justify the installation of RRFBs.

An RRFB is used to supplement a pedestrian crosswalk warning sign. An RRFB shall not be used for crosswalks controlled by YIELD signs, STOP signs, or traffic control signals, except at roundabouts.



PEDESTRIAN TIPS

- ➔ Check for traffic before using crosswalk. Never assume that you are seen or that a motorist will yield.
- ➔ Push the button to turn on the RRFBs.
- ➔ While crossing stay within the crosswalk, and continue to check for traffic.
- ➔ Don't leave the curb or go into the path of vehicle which is so close that the driver can't yield.
- ➔ Refer to State Law 23 VSA 1051b for pedestrian legal responsibilities.



DRIVER TIPS

- ➔ Be alert and reduce speed in areas with crosswalks.
- ➔ **Drivers are Required to yield to pedestrians in a crosswalk, even when the RRFB is not activated.**
- ➔ Yield, slow down or stop if necessary if a pedestrian is crossing within a crosswalk.
- ➔ Do not pass another vehicle that is stopped at a crosswalk.
- ➔ Refer to State Law 23 VSA 1051a for driver legal responsibilities.

How RRFBs Work

- 1** A pedestrian activates the RRFB by pressing the button.
- 2** The RRFB begins to flash to alert drivers that a pedestrian wants to cross the street in the crosswalk.
- 3** Flashing lights facing the pedestrian confirm the activation of the RRFB.
- 4** The RRFB flashes for a set time that allows a pedestrian adequate time to cross the street.
- 5** After the allocated time has passed for the pedestrians to complete their crossing, the RRFB turns off.





MEMORANDUM
December 11, 2015

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician *DRR*
CC: Norm Baldwin, City Engineer
RE: Germain Street Parking

Background:

Staff received a request from Cathy Austrian of 16 Germain Street on July 17th 2015 to evaluate the parking situation on Germain Street. Ms. Austrian states that the street is too narrow for the unrestricted parking on both sides creating an unsafe condition. Ms. Austrian lists these conditions to be:

- Too narrow travel lanes in each direction
- Lack of greenbelt protected sidewalks
- Inadequate sight lines for pedestrians, and
- Concerns over emergency and service vehicles' ability to access the residents along the street.

These issues are exacerbated during the winter months where plowed snow builds up along the sides decreasing the overall width the street.

Observations:

Germain Street is classified as a two-way local street, is twenty-six (26) feet in width and allows unrestricted parking on both sides providing access to fifteen (15) two-storied houses, several of which are multi-unit apartments. Unrestricted parking on both sides of the street leaves ten (10) feet for two lanes of travel. The city minimum travel lane width is set to nine (9) feet as prescribed by the American Association of State Highway and Transportation Officials (AASHTO). Curb footage allows for a total of thirty-two (32) on-street parking spaces, fifteen (15) on the east side of the street and seventeen (17) on the west side. There are currently no parking restrictions at either end of the street. Staff estimates that the properties on the east side

NB 12/11/15

of the street have more off-street parking than the properties on the west side. St. Joseph's Cemetery is located immediately east of Germain Street and is bordered by Archibald Street to the north and Pomeroy Street to the south. Archibald Street is a local collector street that receives significant commuter traffic between the New North End and the eastern side of the city. It is twenty-four (24) feet wide west of Germain Street and narrows to twenty-two (22) feet wide just east of Germain Street. Parking is allowed on the south side of Archibald Street creating two narrow travel lanes often requiring one vehicle to pass at a time when there is a parked vehicle present. Pomeroy Street is a twenty-six (26) foot wide local collector street serving very few houses between North Willard Street and Colonial Square as it bisects St. Joseph Cemetery. There are currently no on-street parking restrictions on Pomeroy Street.

Residents of Germain Street have been contacted regarding Ms. Austrian's request and have responded with mixed reactions. *Staff has received many suggestions from residents on how to resolve the narrowness of the street, for a full list please see the spreadsheet below as well as resident's emails to staff.* Staff held two meetings to engage area residents regarding this request:

- Meeting held on September 3rd at the Senior Center at 241 North Winooski Ave. This meeting was an initial effort to build understanding between the opposing views that would hopefully result in greater consensus. This meeting notification was sent out to Germain Street residents only as at that time Archibald and Pomeroy residents were not yet involved. Unfortunately few residents attended this meeting and consensus between the balance of convenience versus safety was not reached.
- Meeting held on November 16th at 645 Pine Street. This meeting included residents of Pomeroy and Archibald Streets in addition to any Germain Street residents wishing to attend. This meeting was to communicate staff's position to these residents, state the reasons for this position, and to listen to resident's responses. While again staff's position was at odds with the majority of residents, a greater understanding was achieved. Staff then suggested to the opposed residents how best they might represent their position to the Public Works Commission.

From the various public correspondence received, staff concludes that most residents agree that the street is too narrow creating unsafe conditions, but those not in favor of restricting on-street parking cite the loss of parking as too great a burden to their quality of life.

Staff investigated the impact of Germain Street's ten (10) foot travel lane has on emergency vehicle access. Staff contacted Fire Marshall Barry Simays who responds that wider travel lanes promote faster response and access for emergency vehicles. Mr. Simays explicitly states that in a home fire emergency where a second floor rescue is needed, sixteen (16) foot unobstructed pavement width would be required to safely deploy an Aerial Ladder Truck's outriggers. *See attached emails.* This sixteen foot requirement signifies a safety concern when considering Germain Street's existing ten foot lane when on-street parking is at capacity. At a minimum, the Fire Department would send a Pumper Truck in response to a home fire event. These pumper trucks have inferior firefighting capabilities compared to the Ladder Trucks but only require a ten (10) foot width. A Pumper Truck would be the likely emergency response vehicle in a fire event as it would have the greatest success in navigating Germain Street as it is currently

configured; however this accessibility would still be threatened during the winter months when snow buildup has decreased the overall width.

Conclusions:

Germain Street is in a unique situation when compared to other narrow streets in the city as it is located next to Pomeroy Street which receives relatively light traffic volumes and is wide enough at twenty-six (26) feet to safely accommodate parking on one side. As Pomeroy Street bisects the St. Joseph Cemetery there are no obstructions in the Right Of Way on the north side to conflict with on-street parking. Staff estimates Pomeroy Street can accommodate eighteen (18) parking spaces on the north side to potentially replace any loss of parking on Germain Street. Impacts of parking on Pomeroy Street include narrower travel lanes, slower speeds, and loss of available on-street parking for the properties on Pomeroy.

If on-street parking is to be restricted on Germain Street, Staff has identified the east side of Germain to be the best side for the restriction as it offers fewer on-street parking spaces than the west side and staff estimates the houses on the east side of the street to have greater driveway capacity which should lessen the number of vehicles displaced by any parking restriction.

Current on-street parking conditions on Germain Street maximize convenience and quality of life for its residents; a quality that the city, whenever possible, strives to maintain and improve. As with some other older streets in the city, Germain is too narrow to properly provide access for every contingency and in a worst-case scenario situation may seriously inhibit emergency personnel from preventing loss of life or property. Meanwhile Pomeroy Street's characteristics allow it to accommodate additional parking with little negative impact anticipated to the area's traffic patterns.

Due to the safety concerns regarding Germain Street, and supported by an adjacent street that can accommodate additional parking, staff recommends that parking be restricted on the east side of Germain Street. Staff further recommends restricting parking on the south side of Pomeroy Street between North Willard Street and Colonial Square to avoid vehicles parking on both sides of the street as this would create too narrow travel lanes.

As an alternative recommendation staff would like to propose converting Germain to a one-way street allowing parking on both sides during the summer months and prohibiting parking on the east side from December 1st to April 1st to address street narrowing as a result of snow accumulation. In the winter months during the parking prohibition, the eighteen (18) foot one-way travel lane would better accommodate snow-fighting efforts while still retaining adequate widths for emergency vehicle access. Staff recommends a southbound one-way travel direction for Germain as vehicles exiting from Germain Street will compete with less oncoming traffic on Pomeroy Street compared to Archibald Street making exiting from Germain onto Pomeroy the safest option for motorists.

Recommendations:

Staff recommends that the Commission adopt:

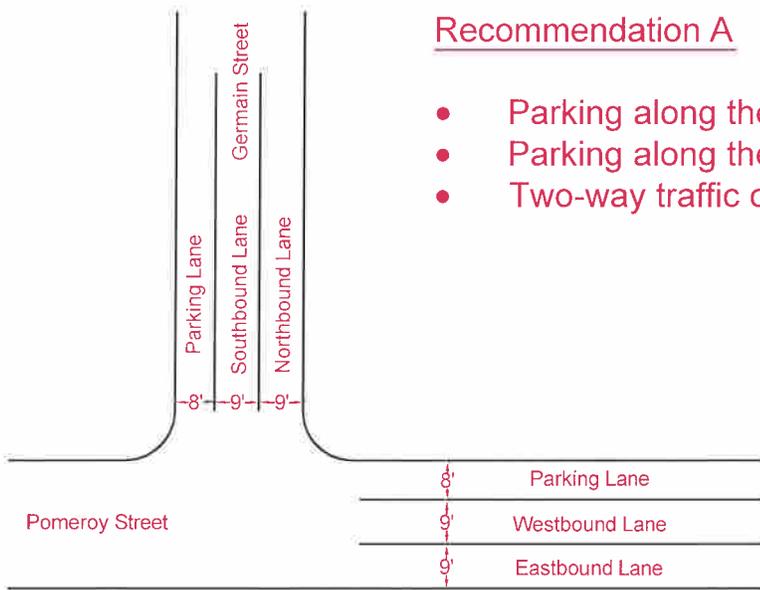
Recommendation A:

- Prohibit parking on the east side of Germain Street at all times.
- Prohibit parking on the south side of Pomeroy Street at all times.
- Maintain two-way travel on Germain Street.

or

Recommendation B:

- Convert Germain Street to a one-way street with a north to south direction of travel.
- Prohibit parking on the east side of Germain Street from December 1st through April 1st with unrestricted parking on both sides for the balance of the year.
- Prohibit parking on the south side of Pomeroy Street from December 1st through April 1st with unrestricted parking on the both sides for the balance of the year.



Recommendation A

- Parking along the west side of Germain only
- Parking along the north side of Pomeroy only
- Two-way traffic on Germain and Pomeroy



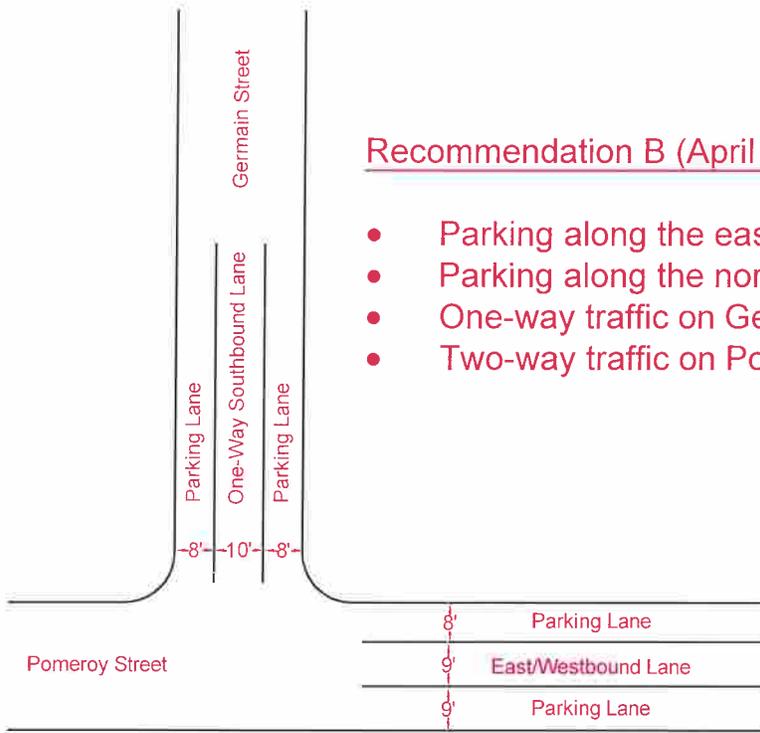
Germain Street/
Pomeroy Street
Parking Recommendations



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

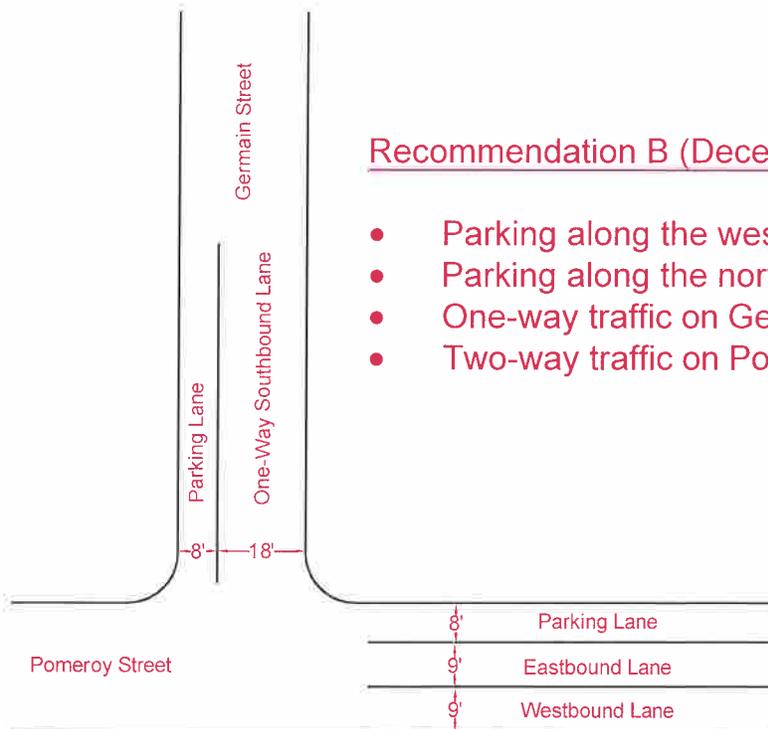
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

| | |
|--------------------|-----------------|
| DESIGNED DRR | RFS NO. 8187 |
| DRAWN DRR | SCALE NTS |
| CHECKED NJB | DRAWING NO. |
| DATE 12/11/2015 | SHEET 1 OF 2 |



Recommendation B (April 1st through November 30th)

- Parking along the east and west side of Germain
- Parking along the north and south side of Pomeroy
- One-way traffic on Germain
- Two-way traffic on Pomeroy



Recommendation B (December 1st through March 31st)

- Parking along the west side of Germain only
- Parking along the north side of Pomeroy only
- One-way traffic on Germain
- Two-way traffic on Pomeroy



Germain Street/
Pomeroy Street
Parking Recommendations



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ENGINEERING DIV.**

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

| | |
|--------------------|-----------------|
| DESIGNED DRR | RFS NO. 8187 |
| DRAWN DRR | SCALE HTS |
| CHECKED NJB | DRAWING NO. |
| DATE 12/11/2015 | SHEET 2 OF 2 |



12 Parking Spaces lost from the east side of Germain Street if parking is restricted to one side of the street.

"No Parking Here To Corner"

18 Potential Parking Spaces

186 ft

Pomeroy St

Archibald St

Germain St

Colonial St

©2015 Google



Germaine Street/
Pomeroy Street
Parking



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

| | |
|-------------------|-----------------|
| DESIGNED DRR | RFS NO. 8187 |
| DRAWN DRR | SCALE 1"=50' |
| CHECKED NJB | DRAWING NO. |
| DATE 9/16/2015 | SHEET 1 OF 1 |

Damian Roy

From: Barry Simays
Sent: Wednesday, July 22, 2015 8:54 AM
To: Damian Roy
Subject: Re: Germain Street

Damian,

Same conditions apply as per our last discussion regarding a separate project. Apparatus width and turning radius specifications don't change, and are on file with Paul in Maintenance. WB40 and manufacturers turning radius specifications apply. Any time we can increase travel width on an older, narrow street, it improves safety for our responders as well as working clearance for apparatus.

BC Barry Simays, CFI, IAAI-FIT
Fire Marshal
Burlington Fire Department
132 North Avenue
Burlington, VT 05401
(802) 864-5577
(802) 658-7665 (Fax)
bsimays@burlingtonvt.gov

From: Damian Roy
Sent: Tuesday, July 21, 2015 15:37
To: Barry Simays
Subject: Germain Street

Hi Barry,

I am evaluating parking on Germain, another narrow street. Which apparatus would be serving this street and how much road width is required to operate the aerial ladders? Current travel width is approx. 10'.

Thank you,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw



MEMORANDUM

March 20, 2013

TO: Public Works Commission
FROM: Joel Fleming *JF*
RE: Birch Court Parking Request

Background:

Staff received a request from a resident of Birch Court in the new north end to add parking to the south side of Birch Court at the extension. Birch Court is a low volume, residential, dead end street off on North Avenue in the new north end. Currently there is parking on the North side of the street only.

Observations:

Staff visited Birch Court and determined that in the narrow section, closest to North Ave, the roadway is 25 feet wide; the extension is 30 feet wide. The resident has asked staff to remove the restriction on the south side of the street in the section that is 30 feet wide. The typical configuration of a residential street with parking on both sides is an 8 foot parking lane, two 10 foot travel lanes and another 8 foot parking lane. For that configuration the street would have to be a minimum of 36 feet wide. The existing configuration is an 8 foot parking lane with two 11 foot travel lanes.

Staff talked to Barry Simays, the City Fire Marshall, about the lane width needed for the fire trucks to be able to get their out riggers out on the street. Barry said that the Fire Department needs a minimum of 16 feet for the out riggers. With parking on both sides of the street there would not be enough room for the fire department to get their trucks onto the street.

Conclusion:

Birch Court is not wide enough to accommodate parking on both sides of the street. Each house on the street has off-street parking available.

Recommendation:

Staff recommends that the commission not adopt the proposed amendment to eliminate the existing parking restriction on the south side of Birch Court.



Dear Germain Street Residents,

The Department of Public Works (DPW) received a request from a concerned resident of Germain Street regarding the width of the street and how it affects on-street parking and safety, particularly Emergency Service access. DPW agrees that the street is too narrow and creates a safety hazard for residents. Eliminating parking on one side of the street is the first option. We ask for your feedback and opinion on this and any other concerns you might have. Please respond via email or phone call before 8/15/15.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Tally of resident's position regarding parking restrictions

| Resident Name | Address | For Maintaining Existing Parking | For Full Time Resident Only | For Prohibiting Parking on one side | For removing sidewalk on one side | For changing traffic to one-way only |
|-------------------|------------|----------------------------------|-----------------------------|-------------------------------------|-----------------------------------|--------------------------------------|
| Andrea O'Connor | n/a | | x | | | |
| Pat Boera | 25 Germain | x | | | x | |
| Cathy Austrian | 16 Germain | | x | x | | x |
| Bill O'Connor | n/a | | | | | |
| Amanda Chojnowski | 16 Germain | | x | x | | |
| Joseph Maynard | n/a | | | | | |
| Tim Barritt | 25 Germain | x | | | | |
| Sue Royce | n/a | | x | | | |
| Kai Mikkel Forlie | 27 Germain | | | x | | |
| Angela Smith | n/a | x | | | | |
| Amanda Young | 14 Germain | | | x | | |
| Dawn Hein | 25 Germain | x | | | | |
| Bob Kiss | | x | | | | |
| Loredo Sola | | x | | | | |
| TOTALS | | 6 | 4 | 5 | 2 | 1 |

| For adding Line-striping | For Pedestrian Only | For Adding Speed Bumps |
|-----------------------------|------------------------|---------------------------|
| x | | |
| x | | |
| x | x | x |
| 3 | 1 | 1 |



Dear Germain Street Residents,

The Department of Public Works (DPW) has received a large number of responses regarding the parking conditions on Germain Street with a wide variety of suggested solutions. There are too many different suggestions to identify resident consensus. **DPW would like to hold a community meeting on Thursday September 3rd at 6:00pm at the Senior Center at 241 North Winooski Ave. to facilitate discussion and find resolution.** It is my hope that after this meeting the residents and staff will have clear understanding as to how parking on Germain Street can best serve residents.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Damian Roy

From: Cathy Austrian <caustrian@gmail.com>
Sent: Friday, July 17, 2015 9:15 AM
To: Damian Roy
Subject: Germain St Parking and Safety

Hi Damien,

I am writing to you at the suggestion of Laura Wheelock in regards to the concerns I raised in an email I sent to DPW about Germain St, specifically in regards to the content related to road safety.

I have been a resident of Germain St for five years, the past two of which as the homeowner of 16 Germain. We are currently scheduled for road repaving and initial work appears to have started on Wednesday. While I am very grateful that we will receive the benefits of a new road surface, to include the removal of the bump out in front of 20 Germain St. The fact is there is also an issue of street safety that I feel needs to be addressed as well.

Our street as you know is small and rather unique in that we have the following conditions: 1. allowed parking on both sides of the street, 2. there is no greenbelt in addition to the sidewalks and 3. it is a two way street (which if cars are parked on both sides (as currently permitted) that only allows traffic through one way at a time. If there are cars moving in both directions one needs to pull over to allow the other to pass. This can only occur if there is room for the other vehicle to pull over and cannot even occur if the street parking is full. This last situation, I believe is a problem of vehicle congestion. Our small street was never meant to hold so many cars.

On Germain we have a combination of single family and duplex homes . Of which, at least two of the single family homes are rentals to students (#17 & #19) with a combined nine tenants and the potential for nine vehicles of which only four (two per driveway) can park off street. Then there are "regular parkers" (non residents) during the day that work nearby and find our street safe to park on. Any way you look at the above variables we can be one very busy packed little street at any given time.

When this presents the most concern is during the winter months. Once snow and ice start to build up we lose our sidewalks completely to snow cover and they are not serviced by the sidewalk plows. Then vehicles parked start to migrate further into the road.

I have called DPW twice in the past to report the issue of limited access. I have seen garbage trucks have to back out rather than be able to pass through unobstructed. The response from your department was timely and required a bucket loader and bobcat to clear the street edges next to the curbs. This in effect widened the street for vehicle passage. (The sidewalk clearing still left until the thaw and up to responsible landlords such as myself to provide sidewalk for the postal carrier and pedestrians.)

Now to the heart of the matter: Especially (but not limited to) in winter this means if a firetruck or other emergency vehicle which needs to get down our street could get stuck and unable to access the potential victim or building!

I urge you to consider other options for Germain St: whether it be one side street parking and one way traffic or other measures to secure a safe and patent street.

I do not own a car and I am in the minority. Our street population (and vehicle) growth needs to be met with a viable solution.

As a long term resident, mother, landlord, and a very concerned citizen we need to know our families and neighbors can be safe and receive the timely emergency response of our first responders if that is necessary.

I would greatly appreciate your attention to this issue and hope your department may offer some viable solutions. Thank you very much for your time regarding this matter.

Respectfully yours,

Cathy

Cathy Austrian

16 Germain St Apt 2

Burlington VT 05401

802-310-4736 (home)

caustrian@gmail.com

Damian Roy

From: Bill O'Connor <boconnor99@comcast.net>
Sent: Thursday, July 30, 2015 9:35 AM
To: Damian Roy
Subject: Germain st Resident notice

H Damian,

First of all there is a significant problem on Germain street. First is the width of the street and second is the number of cars parked on it.

The width is a problem. Did you know that the Fire Dept uses Germain St to practice driving their trucks because it is so tight. One day I asked if it was too tight and they replied with an affirmative saying that the street had to be open enough to allow access at all times. I am concerned because in the winter there are even more cars on the street and the space on the road is almost not wide enough for cars to pass through.

The second concern is the number of cars parked on the street. Many of the houses on the North end of the street are rentals with two or more cars per unit. That means each house is using 4 or more parking spaces. Now compound that with the cars which are supposed to be parked on Archibald Street but don't because they are afraid of getting struck by the commuter traffic which for some reason speed up Archibald. It's unfair for Archibald tenants to park on Germain's already limited space.

If you limit parking to one side of the street there will be a serious parking problem unless you allow parking on upper Archibald and Pommery.

I suggest taking out one side walk to widen the street and then limiting parking on Germain for Germain Street residents only. And then, paint parking spots on the pavement to maximize the space available.

Thank you for your concern for our neighborhood,
Bill

Bill O'Connor

www.HotYogaBurlingtonVt.com

802 999-9963

Damian Roy

From: Andrea Oconnor <workingwellvt@comcast.net>
Sent: Thursday, July 30, 2015 3:28 PM
To: Damian Roy
Subject: concerning Germain Street

Damian,

Thanks for the opportunity for input to the situation on Germain Street.

It's my thinking that eliminating parking on one side of the street will cause hardship to the street residents and the city.

Half the people on the street will no longer have a place to park. And they will be forced to use upper Archibald and upper Pomeroy Street. I'm not sure it's even legal to park in these areas. That will create traffic problems on both those streets, especially in winter. Already since they've been working on Germain Street, traffic is almost one lane on both Pomeroy and Archibald. Come see the situation tomorrow if you want to check it out. Certainly in the winter with snow, it will be impossible for two cars to pass. So you would be creating more problems and solve none.

I know the resident who complained is concerned about landlords (slumlords) who pack a one family home with six students and don't offer off street parking. But she doesn't realize that she is creating a hardship for the many people on the street who are her good neighbors and homeowners as well.

My suggestion is that you remove one of the sidewalks, paint parking lines on the street to maximize parking potential, and create resident only parking.

Thanks for listening.

:) andrea

Andrea O'Connor
Yoga Teacher

Damian Roy

From: Angela Smith <angmsmith@gmail.com>
Sent: Friday, July 31, 2015 10:14 AM
To: Damian Roy
Subject: Thoughts on Germain Street parking

Hi Damian

We live on Germain Street in Burlington, and got a notice that you were soliciting comments on the parking situation.

We feel strongly that limiting parking to only 1 side of the street would be detrimental to residents. There is little parking currently. Not every house on the street has enough parking to accommodate their tenants, so there's a lot of spillover onto the street. Limiting parking to only 1 side of the street would make a bad situation worse.

As for the narrowness of the street, it's not an issue. The only time that it causes trouble is in the winter, when the street isn't plowed or the sidewalk not maintained. In fact, I think that removing the sidewalk that was bumping out and making it flush with the rest of the street will be a big help.

Where the parking is an issue is on Pomeroy and Archibald. As you turn off of Germain Street onto these streets, the parked cars make it impossible to see oncoming traffic. We've almost been in a few accidents because of this. I'd love to see parking limited to the the south side of Pomeroy and the north side of Archibald, keeping the view corridors free when you're coming off of Germain Street.

Finally, I did want to share a concern that I and several neighbours share. People drive down Germain Street pretty fast. We've had to ask people to slow down, and have taken to putting things in the street to calm traffic when our children are out playing. There are lots of children on the street, and they run back and forth to each other's homes, ride bikes, or any other number of activities. Now that the street will be paved (hooray!), we are concerned that people will drive down the street faster still. We'd love to see some speed bumps put in, similar to what you did at the top block of North Street.

Thanks for your consideration, and please let me know if you have any questions -

Angela

--

Angela Smith, PHR
www.linkedin.com/in/angmsmith/

Damian Roy

From: Susan Royce <sroyce1@yahoo.com>
Sent: Sunday, August 02, 2015 4:56 PM
To: Damian Roy
Subject: Germain Street Options

Hi,

I am a resident of Germain Street and I feel that parking on one side of the street is a good idea but also it should be considered to have resident only parking. There are vehicles that park on the street that the owners work at Community Health Center and also there are at least 2 homes on the street that are rented to college students who have friends who park on the street also. Possibly in the winter if the plows could push the snow onto the side walk that would be great. For some reason people do not use the sidewalks they walk in the middle of the road. It is a safety hazzard for sure and would not be possible for emergency vehicles to get through.

Thank you,

Sue Royce

Damian Roy

From: Tim <timbobo3@yahoo.com>
Sent: Monday, August 03, 2015 8:49 PM
To: Damian Roy
Subject: Germain St

Hi Damian,

As a co-landlord of 25 Germain, I and my wife vote no to one side parking. Although the street is narrow, it would be too much of a hardship for current tenants with constraints on off-street parking. History holds the key here: leave as is.

-Tim Barritt

802 734 3668

Damian Roy

From: Joseph Menard <stewietheking@yahoo.com>
Sent: Thursday, August 06, 2015 3:17 PM
To: Damian Roy
Subject: Germain St. Parking.

Seems to me the best solution is to have Germain St., and the 4 corner lots on both Archibald St. and Pomeroy St., in front of the 4 buildings on both streets as "resident parking only." That would mean far fewer cars on the street. Many times I've seen people park on Germain St. and go into Archibald St. buildings. Resident parking only might solve the problem.

Damian Roy

From: Patricia Boera <boerap@champlain.edu>
Sent: Sunday, August 09, 2015 1:09 PM
To: Damian Roy
Subject: Feedback from a Germain Street resident about parking on one side of the street

Hello Damian,

Thank you for inviting feedback from the residents of Germain Street regarding the request from a "concerned resident" about the narrow nature of the street.

Here are my thoughts:

At the moment, I have the luxury of daily access to my driveway because the resident on the other side of the duplex does not currently own a car. That said, there have been many times when I have been unable to make the turn into my driveway from either direction because vehicles are either parked so close to either edge or because there is a vehicle on the opposite side of the street. So, I have ended up looking for parking on the street.

Cars park haphazardly, often leaving generous space in between...but not quite enough for another vehicle to fit. Whether you opt to have cars park on just one side or on both sides of the street, would you consider adding markers to the pavement to indicate where a normal-size parking spot would begin and end and putting in short triangular-shaped markers to allow reasonable space on either side of driveways?

Although I appreciate the comments on the "concerned resident," my personal concern is that were you to limit parking to just one side of Germain Street, there would not be enough spots for all of the current residents of the street. Several houses on the west side of the street house students or are configured into multiple apartments with one or more residents, so there are more vehicles than there are properties. Residents on the side of the street that would be designated as the parking side might feel "ownership" of the spots leaving folks on the other side of the street without a place to park near where they live. This would quickly result in frustration. At the end of my busy workday, the last thing I want to do is circle blocks near where I live to look for a parking spot.

While I have your "ear," I am wondering what your plan is for driveway access on our street. I notice two by fours placed at driveway edges along the street. There's quite a drop from the current driveway level to street level which could quickly wear on tires. Will there be another layer (or two or three) of blacktop before the project is considered done? The current signs on the traffic cones on Germain Street have an end date of August 8th, 7 PM, but clearly the work is not done.

Please keep me informed about the progress of this project. Thank you again for opening up the discussion to the residents of Germain Street.

Warm regards,
Pat Boera, 25 Germain Street

Damian Roy

From: Kai Gmail <kaimikkelforlie@gmail.com>
Sent: Tuesday, August 11, 2015 12:13 PM
To: Damian Roy
Subject: Germain Street Parking/Safety
Attachments: dpwparking1.pdf; dpwparking2.pdf

Mr. Roy,

My partner Sheila and I own the property located at 27-29 Germain Street. I am writing today in regards to the written notice that you recently issued concerning emergency vehicle access to Germain Street, etc. Ironically, I raised this exact concern with both Terry Francis and Fred Matthews many years ago with zero results. Please see the attached letters, hard copies of which were mailed at that time to both Mr. Francis and Mr. Matthews.

As far as we are concerned we would love it if one side of Germain Street was permanently closed to automobile parking. In fact, we'd go so far as to advocate for the return of the street to its original status as a pedestrian-only street (with exceptions made for delivery and service vehicles and moving trucks, etc.). But regarding one-side-only parking, Germain Street is not very long and there is plenty of overflow parking available around the corner on Pomeroy Street, a very quiet street (and relative boulevard!) which rarely sees any vehicle parking at all. Moreover, some owners and residents of properties on Germain Street don't even utilize their own driveways owing to the fact that its apparently the path of least resistance to just park on the street. Our feeling is that if you have a driveway then you should use it or park on a side street (like the supremely positioned Pomeroy Street). And what should be a simple matter of riding a bicycle safely down the street or crossing the street as a pedestrian are both severely impacted by the presence of cars parked on both sides of the very narrow street and moving vehicles which have only one lane available.

We have been concerned for a long time not only with the ability of emergency services vehicles to access the street (something that is seriously compromised during months with even modest snowfall owing to encroaching snow banks which not only prevent use of the sidewalks but also gradually and routinely narrow the entire street) but also for the abundance of cars which are ugly, polluting and which produce excessive wear on the street - the latter of which is unlikely to receive any additional attention for another fifty years (if the last fifty years is any indicator). And, other than supremely lazy convenience, there's no reason that everyone should be able to park directly in front of their house or even on the same side of the street as their house (or, for that matter, even on the same street as their house). Moreover, it's not a secret that at least one local ladder company uses Germain Street for driving practice – something that right off should raise major alarm bells.

So, yes, we are very much in favor of closing one side of the street to parking.

At the very least this would allow fire trucks and other emergency services vehicles to access the street year-round. Should a house fire ever occur (knock on wood) it would present a serious threat to neighboring buildings given the close proximity each has to one another. And I'd hate it for fire trucks to have to sit helplessly at either end of the street and be unable to assist due solely to their physically not being able to maneuver down the street, something that is a very real possibility under the current conditions.

I would be happy to discuss this matter in greater detail should you find that necessary.

Kai

Kai Mikkel Førle

Kai Mikkell Førlie

27 Germain Street
Burlington, Vermont 05401
E-mail: kforlie@bclt.net
Tele. (802) 859-9538 (h)
(802) 660-0636 (w)

3/19/01

Fred Matthews
Department of Public Works
645 Pine Street, Suite "A"
Burlington, Vermont 05401

Dear Fred,

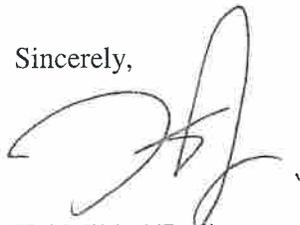
Thank you very much for your help on the phone the other day. To reiterate, I spoke with Terry Francis earlier in the month and he suggested I bring my concerns to the attention of your department. I have enclosed a drawing for your review.

I own a duplex on Germain Street (27-29) and am very uneasy with the current on-street parking situation.. As you are no doubt aware, Germain Street is very narrow, yet parking is permitted on both sides of the street. With cars on both sides of the street, Germain Street becomes so narrow that I question the ability of a fire truck or ambulance (or any larger vehicle for that matter) to navigate from one end to the other were a fire or other emergency to occur. Therefore, I would like to request that DPW mandate parking on only one side of the street – I have no preference which side is chosen.

I hope an appropriate solution is instituted immediately to correct this problem.

Thank you for your time and assistance.

Sincerely,



Kai Mikkell Førlie

cc: Terry Francis

Kai Mikkel Førlie

27 Germain Street
Burlington, Vermont 05401
E-mail: kforlie@bclt.net
Tele. (802) 859-9538 (h)
(802) 660-0636 (w)

6/19/01

Fred Matthews
Department of Public Works
645 Pine Street, Suite "A"
Burlington, Vermont 05401

Dear Fred,

In my letter to you dated exactly three months from the date of this letter I stated my concern over the narrowness of the street on which I live – Germain Street. On 4/23/01, I asked Steve Goodkind via email for an update on the progress of my request. To date I have received no reply to either correspondence with DPW over this matter. I would appreciate some sort of brief formal explanation of what has occurred since I raised this issue back in March. In the event my original letter was lost, the original text follows:

I own a duplex on Germain Street (27-29) and am very uneasy with the current on-street parking situation.. As you are no doubt aware, Germain Street is very narrow, yet parking is permitted on both sides of the street. With cars on both sides of the street, Germain Street becomes so narrow that I question the ability of a fire truck or ambulance (or any larger vehicle for that matter) to navigate from one end to the other were a fire or other emergency to occur. Therefore, I would like to request that DPW mandate parking on only one side of the street – I have no preference which side is chosen.

I hope an appropriate solution is instituted immediately to correct this problem.

Thank you.

Sincerely,



Kai Mikkel Førlie

cc: Terry Francis

Damian Roy

From: Amanda Bassett <amandarosebassett@gmail.com>
Sent: Wednesday, August 12, 2015 8:11 AM
To: Damian Roy
Subject: Germain St. Parking

Hi Damian,

My husband and I are Germain St. residents and agree with the option of eliminating parking on one side of the street. Almost every house on the street has a driveway so there should still be enough parking with only one side available. The current on street parking is difficult for pedestrians in the winter because the sidewalks are not plowed so we have to walk in the road. Parking on only one side would make this safer as well as allowing space for emergency vehicles.

Thank you,
Amanda Chojnowski
16 Germain St

Damian Roy

From: Bob Kiss <bobkiss@burlingtontelecom.net>
Sent: Friday, August 14, 2015 7:56 PM
To: Damian Roy
Subject: Germain Street

Hello Damian,

I'm away on vacation but I wanted to raise an objection to any plan eliminating parking on both sides of Germain Street.

The short story is that by eliminating the bump out that had been approved to protect Rebecca Heath's maple tree the street will be less crowded summer and winter. With no green belt DPW should plan to remove snow from the street if so much accumulates to cause access problems. Most often this just won't be the case. I've lived on Germain Street since 1977.

Single side parking means that someone loses and someone gains. I don't want the west side of the street to always be packed with cars from end to end (possibly not even including my own car) and the same would be true if I lived on the east side of the street.

For me, at most, with the elimination of the bump out you should take a wait and see position before considering anything more.

I'd be willing to talk about this more when I get back but I wanted to raise my objection before your August 15 deadline.

Best,

Bob Kiss

Sent from my iPhone

Damian Roy

From: Loredo Sola <loredo.sola@gmail.com>
Sent: Friday, September 04, 2015 5:19 PM
To: Damian Roy
Cc: Bob Kiss; Amanda Bassett; Kai Gmail; Patricia Boera; Joseph Menard; Tim; Susan Royce; Angela Smith; Andrea Oconnor; Bill O'Connor; Cathy Austrian; Norm Baldwin
Subject: Re: Germain Street Parking

If parking is restricted to one side of the street we will all suffer. If we have to park on Pomeroy it will be dangerous to walk in the street without a sidewalk especially in the winter. Please voice your opinion to the city lest they make a hasty decision that negatively impacts all of us.

Cell: 802-236-0735
Email: Loredo.Sola@gmail.com

On Sep 4, 2015, at 4:22 PM, Damian Roy <droy@burlingtonvt.gov> wrote:

Good afternoon Germain Street residents,

I wanted to write to you all with an update of the Germain Street Neighborhood meeting we had at the Senior Center on N Winooski Ave last night. The goal of the meeting was to create an open discussion between staff and residents to improve understanding between the different perspectives and priority of needs. The main points of debate were centered around safety concerns regarding emergency vehicle access versus parking availability and convenience. And while those present expressed their views and gained a greater understanding of each other's needs and perspectives, attendance was not what we had hoped for with only three residents present.

Currently, the majority of your feedback I have received is split between three main options:

- 6 residents in favor of MAINTAINING EXISTING PARKING CONDITIONS
- 5 residents in favor of RESTRICTING PARKING TO ONE SIDE OF THE STREET
- 4 residents in favor of FULL TIME RESIDENT ONLY PARKING

The rest of the feedback I have received is as follows:

- 3 residents in favor of ADDING LINE-STRIPPING
- 2 residents in favor of REMOVING THE SIDEWALK ON ONE SIDE TO INCREASE WIDTH
- 1 resident in favor of CONVERTING GERMAIN TO A PEDESTRIAN ONLY STREET
- 1 resident in favor of ADDING SPEEDBUMPS

DPW would like to see a clearer consensus amongst the residents. If that is not possible, we would like to ensure that each resident feels their voice has been heard and weighed into the discussion.

I would like to ask you all if there is any interest in scheduling another Neighborhood Meeting. If not, I will proceed with forming my presentation to the Commission based on what feedback I have gathered balanced with DPW's commitment to providing safe access for all needs within the city's Right Of Way.

Please respond via email or phone call by Friday September 11th if you are interested in another meeting.

Thank you all for your time and participation.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Cathy Austrian <caustrian@gmail.com>
Sent: Sunday, September 06, 2015 8:07 AM
To: Norm Baldwin; Damian Roy
Subject: Germain St Parking

Hello Damian and Norman,

I wanted to thank you both for providing the Germain St Meeting on Thursday. I do agree I wish there had been more attendees, but I also know how challenging schedules can be. Although because this issue is extremely important to me, I made sure I could be there as a priority.

I do feel I understand the process better and the facts provided by your department are encouraging. I am so impressed that you have taken my concerns so seriously and have acted so promptly. It also made me feel so good to know that safety is as important to you as well.

I must admit I was rather suprised by intensity of the views expressed by my fellow neighbors. While I respect their input, as I hope they do of mine, their feedback seemed centered around more personal needs and wants rather than looking at the actual importance for the priority of safety for all our street's residents.

I will continue to provide your department with my best efforts as a concerned resident. I chose to live here and purchase my property on Germain St specifically because of it's unique nature and very desired setting. I feel very fortunate each day to provide my son with the quality of life that, as a parent I strived to provide for my child. As a single working mom I am grateful each day to be living here with him on Germain St.

My hope is that we, Germain St residents, all can feel confident in working together in a collaberative process to determine the best possible solution. I do believe that ultimately safety will continue to be the guiding factor that directs the process forward, and that your final recommendation will reflect that goal.

Respectfully yours,

Cathy

Cathy Austrian
16 Germain St
Burlington, VT 05401

caustrian@gmail.com
(802) 324-1270

Damian Roy

From: Kai Gmail <kaimikkelforlie@gmail.com>
Sent: Thursday, September 10, 2015 5:03 PM
To: Damian Roy
Subject: RE: Germain Street Parking

Damien,

How exactly did you notify folks about the meeting? I had no idea a meeting had even been scheduled. An email or telephone call (particularly since you have my contact info) would have been helpful.

Now, regarding the parking issue, I am writing to reiterate that I am in favor of one side of the street-only parking and, if deemed necessary in conjunction with that, resident-only parking. The only concern I have has to do with the administration of the latter. I've heard that this can be problematic, with some residents on other streets complaining about a process that is unclear and arbitrary.

As to the concerns I've heard from one neighbor regarding the possibility of perfectly able-bodied people having to walk to Pomeroy Street in the winter [oh, the horror!], let's not forget that we're talking about Vermont and the fact that it snows and gets icy. I hardly think these basic facts of life should factor into a decision about whether or not able-bodied people might be forced to park on a side street like Pomeroy. Again, the critical issue here is that with parking allowed on both sides of the street emergency services personnel (and anyone else driving an oversized vehicle) currently encounters great difficulty in navigating the street, especially in the winter when there are even modest snow banks. This will never change until parking is prohibited on one side of the street. The argument that more extensive snow removal would solve the problem is specious given that the narrow nature of the street is a determining factor in both winter *and* summer. And though improved snow removal would help during the winter months it simply cannot correct the underlying problem which is that the street is simply too narrow to begin with for both-sides-of-the-street parking. Removal of a sidewalk is an absurd suggestion and should be set aside as such. Removing pedestrian access in favor of automobiles does not pass the straight face test and the suggestion itself runs totally contrary to the city's express plan for the future, a future that will only see increasing reliance on human powered transport. As I see it the city has one option and that is to limit parking to one side of the street and to make whatever improvements are necessary to side streets to facilitate increased parking on those streets.

Good luck on the rest of the process and please consider providing email notice of future events.

Kai

*Kai Mikkell Førlië
27 Germain Street
Burlington, Vermont 05401
802-318-4137*

From: Damian Roy [<mailto:droy@burlingtonvt.gov>]
Sent: Friday, September 4, 2015 4:23 PM
To: Bob Kiss; Amanda Bassett; Kai Gmail; Patricia Boera; Joseph Menard; Tim; Susan Royce; Angela Smith; Andrea Oconnor; Bill O'Connor; Cathy Austrian; loredo.sola@gmail.com
Cc: Norm Baldwin
Subject: Germain Street Parking

Good afternoon Germain Street residents,

I wanted to write to you all with an update of the Germain Street Neighborhood meeting we had at the Senior Center on N Winooski Ave last night. The goal of the meeting was to create an open discussion between staff and residents to improve understanding between the different perspectives and priority of needs. The main points of debate were centered around safety concerns regarding emergency vehicle access versus parking availability and convenience. And while those present expressed their views and gained a greater understanding of each other's needs and perspectives, attendance was not what we had hoped for with only three residents present.

Currently, the majority of your feedback I have received is split between three main options:

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DPW would like to see a clearer consensus amongst the residents. If that is not possible, we would like to ensure that each resident feels their voice has been heard and weighed into the discussion.

I would like to ask you all if there is any interest in scheduling another Neighborhood Meeting. If not, I will proceed with forming my presentation to the Commission based on what feedback I have gathered balanced with DPW's commitment to providing safe access for all needs within the city's Right Of Way.

Please respond via email or phone call by Friday September 11th if you are interested in another meeting.

Thank you all for your time and participation.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

- Amanda Young (407-921-7841) of 14 Germain Street. Left a message stating her support for restricting parking on one side of the street, no further feedback was given regarding that. Ms. Young went on to state that her washer machine has been backing up when used and asked if there is some sewer issue in the area.
- Dawn Hein (dawnhein@gmail.com) of 25 Germain Street. Called (8/11/15) to say that she opposes any changes being made to the existing parking regulations for Germain. She admits that the street is very narrow but feels that it has worked out okay so far and fears the ramifications of losing that much parking if parking was restricted to one side.

Damian Roy

From: Bob Kiss <bobkiss@burlingtontelecom.net>
Sent: Tuesday, October 13, 2015 10:44 AM
To: Damian Roy
Subject: Germain Street

Hello Damian, here's a photo of Russell Street in Burlington with two sided parking as a one-way street connected to Charles Street. A move that could benefit Germain Street.

What's clear is the absence of any mandate about this across the city.

I left the last meeting you had with concern about the willingness to ignore the quality of life issues raised by one side parking and new parking proposals for Pomeroy Street and driving the discussion by the needs of emergency vehicles-- an issue that hasn't been raised before by DPW over the more than 40 years I've lived here. In fact, a bump-out, removed this year in re-paving, was approved and added during this time.

So, what's going on regarding Germain Steet? Let me know.

Thank you.

Sent from my iPhone

Damian Roy

From: Paul Asbell <pasbell@paulasbell.com>
Sent: Friday, October 16, 2015 11:44 PM
To: Damian Roy
Subject: Pomeroy/Germain St parking issue

Attn. Damian Roy-

I live on 56 Pomeroy, on the northeast corner abutting Germain St. (The west side of my house is right on Germain, although the house doors are on Pomeroy). I've lived here for 26 years.

Through a chance dinner plan w/ neighbors, I only just found out yesterday about the various proposals for Germain St parking changes, and the proposals for consequent changes on Pomeroy St.

In studying the correspondence history, it appears that meetings have been scheduled, and resident input has been solicited and received, for several months already. I'm a bit dismayed that this has been in process for so long, without receiving any notification. I'll try to make up for lost time, by posting my thoughts here, and attending the Oct 21 meeting.

I certainly appreciate the issues and safety concerns expressed by residents of Germain St. That said, my wife and I would certainly be negatively impacted by having 18 or more cars parked in close proximity on our street.

My strong preference would be to maintain existing "status quo" parking conditions. Additionally- although admittedly I'm not directly affected- I see a compelling argument for eliminating the sidewalk on one side of Germain, in order to increase street width.

That said, I am completely in favor of "Residents Only" parking measures, which would certainly help in reducing the parking congestion issues on the street, and the surrounding neighborhood. I would also welcome speed bumps on Germain, as has been already suggested to reduce hazards.

What I would strongly oppose would be any changes to Pomeroy St parking which would make it difficult or impossible for my wife and I to park in front of our house, as we have for 26 years.

As I read the Public Works aerial view photo included in my packet, there is a suggestion of a "No Parking Here To Corner" sign, directly in front of our house. Depending on the exact placement of that sign, that could be very problematic for us. (I will note that there is a fire hydrant on our NE corner, so it's impossible to park closer than 13 feet from the corner, as it is.)

I have not been aware of any traffic problems created by the present NE corner parking situation. Is the NW corner less problematic?

Best Regards

Paul Asbell
56 Pomeroy St
Burlington, VT 05401
802-233-7731 cell

Damian Roy

From: deb lyons <lyons.estate@gmail.com>
Sent: Friday, October 23, 2015 11:52 AM
To: Damian Roy; deb lyons
Subject: Germain Street

Hello Damian,

I left you a voice message late yesterday afternoon in regards to the flier I found on my front porch (248 North Willard Street - the corner of N. Willard and Archibald Streets).

From reading this I understand a Germain Street resident has requested an evaluation of the street for emergency vehicle access. The issue appears to be cars parked on both sides of the street and how this impacts fire, police or ambulance drivers fitting down the road in an emergency.

- * Is it the size of the vehicles passing on the road when cars are parked on both sides?
- * Is it the speed of which they need to drive down the road?
- * What is the city's precedent for one-sided parking?

I lived on Germain Street from 1975-1980 and have lived in my house on Willard Street for over 34 years. I also own the house behind me on my lot at 195 Archibald Street. In my tenure I have seen all three of these service vehicles maneuvering down Germain Street.

Snowy winters can be more of a challenge, but ALL BTV streets can be with snowbanks, even North Willard (which is Rt.7, a major thoroughfare!).

I am opposed to the proposal to turn Germain Street into a one-sided parking zone. I am also opposed to making either Archibald or North Willard Street "resident parking only" (in case that is part of the conversation).

It's already hard enough to park in front of either of my houses. Granted it's a public street, but often the spaces are filled with:

1. Community Health Center workers who are not allowed to park in the center's parking lot (they come early and stay late, Monday-Friday and some on Saturdays too)
2. People visiting friends in apartments on the corner of Archibald and Hyde Streets (two houses located across the street at the four-way-stop intersection).
3. Others who are visiting Germain Street residents, and local construction workers on individual projects.

If you add to this an influx of Germain Street homeowners and renters seeking parking spots (and there are MANY more renters now than in the 70's), it will be a huge challenge to an already difficult situation.

This reminds me of my sister when she lived in Newport, RI, where residents had to park their cars on the street to "claim" their spot then leave them there, to allow family and friends access to the driveway when visiting.

Others trying to find street parking would often park IN my sister's driveway or block her car in at the end of her driveway. They also had one-sided parking only and "resident" limits in her Newport neighborhood.

Please email me or call my cell: 240-375-5106 or house: 802-864-5657 to reply.

Please also tell me where, when and what time the November Commission meeting is. The flier says to respond by 11/6/15. Is that the date of the Commission meeting?

Thank you,
Deb W. Lyons

Damian Roy

From: Dzewaltowski, Jaclyn <Jaclyn.Dzewaltowski@vermont.gov>
Sent: Wednesday, October 28, 2015 10:28 AM
To: Damian Roy
Subject: Pomeroy and Archibald Street Parking

Hi Damian,

I received the notice regarding the parking evaluation and was really surprised that the city would initiate such a request after the summer of construction and paving (which blocked that street continually)!!! Plus, such an undertaking based on only one resident complaining!! I'm going to have to remember this!

I have a few issues with Germain residents parking on Pomeroy St..

- 1.) Foot traffic: There are now quite a few kids (on bikes, skateboards)), babies in strollers and always walkers with dogs that travel up and down Pomeroy St. It's popular! I think with parking mandated along one side of the street there will be additional problems—especially during the winter. Pomeroy St. has *no* sidewalks. What a mess this will be with significant safety concerns .
- 2.) Don't most of the residents on Germaine St have driveways? Seems a bit unfair that Pomeroy St. residents would then have to deal with the increase in traffic from extra vehicles or employee parking from elsewhere.
- 3.) Do we know that the parking along the street is residential parking? With the Community Health Center close by, we do notice that employees are parking along our streets and walking into work –perhaps not enough adequate parking for this facility?
- 4.) Was there ever an issue with emergency vehicles getting down the street? It seems like the new paving insured the street is in good shape. It certainly handled plenty of trucks coming in to rehab the house this summer; seems like a firetruck would not have an issue getting through. If it hasn't been an issue in the past, why make it an issue now?

I'm interested in other alternatives that Germain St residents could come up with. What about signage for residential parking similar to the hill section?

I also heard that this has been discussed since 7/15—which was the height of traffic confusion/parking snafu over the summer. Did you see what a mess Pomeroy St was?

Thank you for your letter. I do look forward to a meeting in with the commission.

Jackie

Jackie Dzewaltowski
Benefits Counselor
VocRehab Vermont
110 Cherry St, Suite 2-1
Burlington, VT 05401
(802) 951-1230

Damian Roy

From: Robert Belcher <robbelcher@gmail.com>
Sent: Thursday, October 29, 2015 1:04 AM
To: Damian Roy
Subject: On the Proposal to restrict parking on Germain and Pomeroy Streets

Dear Mr Roy,

I received your flyer about the proposed parking changes to Germain and Pomeroy and I would like to voice my opposition to such changes.

Here on Pomeroy street we're lucky to have enough ample parking that our vehicles can be parked directly in front of our houses. In addition to being very convenient, we have a measure of security in that we can directly view ours' and our neighbors' vehicles. I know my neighbors and their cars and if I see anyone else fiddling with their cars an inquiry will be made. If the parking changes come into effect, this convenience and security will end. Residents of Germain Street will seek convenient spaces and will more often park in front of our houses. It's less likely I'll know them so I won't know if someone else is messing with their car. Our vehicles will need to be parked further away and will no longer be under a watchful eye. It's possible the available spaces will be further up Pomeroy Street where there are no houses at all. A tempting area for crime.

The proposed parking changes will half precious resources of parking spots in our very local community. I fear competition for those resources will add stress to how people interact with each other. One might be less likely to simply talk with a neighbor about a problem and more likely to involve law enforcement if that neighbor was lucky to get a choice parking spot and one had to carry their groceries a block in the pouring rain.

When I drive down Germain Street, it's at a speed that barely registers on my speedometer. The cars on both sides of the street and a somewhat narrow way through causes one to keep the speed down. Walking around to Germain Street, I get the sense that vehicles and pedestrians share the space of that street. The nature of Pomeroy Street is that we all naturally park on one side and cars will travel the street much faster. There's a little more anxiety when one is walking in the street. This is what I expect will happen to Germain Street with the proposed changes. Vehicles will travel down the open side much faster. The space will be less shared and more owned by the cars.

I'm assuming you are aware the cemeteries in the area will occasionally have funerals for popular people and the extra cars will fill Pomeroy street. For us, it doesn't happen often so it's not a problem. However, with the proposed parking changes, people won't be able to legally park on south side of the street anymore and there will be less spots available on the other side. The mourners, many of which will be elderly, will have to park and walk much farther away. It's somewhat of a hardship on a hard day to begin with.

My neighbors who have lived here longer than I have told me that they've seen plenty of emergency vehicles navigate Germain Street easily. I can understand that those observations do not guarantee there will be no problem in the future. However, it would suggest that the probability of a problem is low. I see this whole issue as a trade-off between a very slight risk of a problem during an emergency and possible detrimental effects to the neighborhood and community.

I feel we should live with the slight risk and preserve this wonderful neighborhood.

Thank you,

Damian Roy

From: Russ Flanigan <flaniganruss@aol.com>
Sent: Thursday, October 29, 2015 8:11 PM
To: Damian Roy
Subject: Parking plan in the Germain/Pomeroy Street area

Damien,

Thanks for taking the time to look at the parking issue on Germain and Pomeroy

My house is officially 32 Pomeroy and I have been living here since 1990

We occasionally get overflow parking from Germain Street

I can't believe that the residents of Germain want to be forced to park on Pomeroy nor has there been a time when I have been aware of a large vehicle being trapped or unable to get through on Germain Street.

That said this last year was a year of construction and change with a new house going up and the street finally getting paved. There certainly needed to be patience for all involved.

The Germain Street and now Pomeroy Street plan is something that seems to be an interest of a small group. I would leave well enough alone.

All the best

Russ

Russ Flanigan
216 North Willard Street
Burlington VT. 05401
Primary 949-422-1796

Damian Roy

From: Jansalz <jansalz@sover.net>
Sent: Friday, October 30, 2015 4:55 PM
To: Damian Roy
Subject: Germaine street.

No one side parking unless you permit the parking on our street. Up to half of all cars parked on the street during the day do not belong to the residents. I have counted and watched and I speak the truth. To change one side without permits puts an unacceptable strain on the homeowners and residents.

Thank you

Rabbi Jan
Blessings abound

Damian Roy

From: Scott Gardner <sgardner@buildingenergyus.com>
Sent: Wednesday, November 04, 2015 10:05 AM
To: Damian Roy
Subject: germain st parking

Hello.

I own 20 Germain and think the only reasonable solution is permitted parking. Cars park from outside the neighborhood and out of state plate cars and others sometime leave cars parked for days in the same spots.

Germain st survived as a one lane street for the last 15 years just fine by the way.

thank you,

scott gardner

--

K. Scott Gardner
Building Energy www.BuildingEnergyUS.com
1570 South Brownell Road
Williston, Vermont 05495
802.652.1191 ext 11
Fax 802.658.3982

Damian Roy

From: Loredo Sola <loredo.sola@gmail.com>
Sent: Wednesday, November 04, 2015 5:19 PM
To: Damian Roy
Subject: Germain St parking

Damian,

I have reviewed the proposed parking change on Germain St. I see a serious problem. I don't see how we can walk up and down the middle of Pomeroy St at night in the winter without a sidewalk. This represents a significant threat to my safety when I have to park on Pomeroy and walk to my house IN THE MIDDLE OF THE STREET because there is no sidewalk and there is snow on the grass. Before any change in parking the city should construct sidewalks and curbs to protect pedestrians.

Let me know your thoughts.

--

Loredo Sola
Loredo.Sola@gmail.com
802-236-0735 (cell)



MEMORANDUM

December 10, 2015

TO: Public Works Commission

FROM: Damian Roy, DPW Engineer Technician *DR*

CC: Norm Baldwin, City Engineer

RE: Relocation of "No Parking Here to Corner" sign on Grove Street.

Background:

Staff received a request from Patrick O'Brien of SD Ireland to relocate the "No Parking Here to Corner" (NPHTC) sign on Grove Street just south of the intersection to a location thirty-two (32) feet farther south of the intersection from its current location. The sign is currently located fifty (50) south of the intersection. This would eliminate the two most northerly parking spaces on the east side of Grove Street. This request was made due to the Grove Street Housing Traffic Impact Study conducted by RSG as it relates to the Grove Street Housing Project. According to this study, traffic along Grove Street approaching the Grove/Chase Street intersection will cause an increase in vehicles queued at the intersection to two vehicles from the existing queue length of one vehicle. Mr. O'Brien is pursuing the relocation of the NPHTC sign to reflect the anticipated increase in traffic.

While researching this request, staff discovered that current City Ordinance prohibits parking along the east side of Grove Street for a distance of one hundred (100) feet south of Chase Street (appendix C, section 7, ordinance 266). The current location of the NPHTC sign does not reflect this ordinance. Field measurements indicate that 100 feet south of Chase ends within 14 Grove Street's driveway. There is a sign just north of 14 Grove Street's driveway that reads "Residential Area Do Not Use Engine Breaks Thank You".

Observations:

Grove Street is a twenty-six (26) foot wide residential collector street with a north/south orientation with unrestricted parking on the east side. This roadway is one of the preferred routes connecting Winooski to South Burlington and Williston and serves a relative high volume

NB 12/10/15

of vehicles for having such a narrow roadway with an AADT of 6200 (VTRANS 1993). Burlington City Ordinance restricts truck traffic on Grove Street to a 24,000 pound maximum limiting truck traffic to single unit trucks and empty concrete mixer trucks. The intersection of Grove and Chase pose challenging geometries to motorists. *See attached existing conditions drawing for reference.* The two streets intersect at an 85 degree angle with narrow travel lanes and only a twenty (20) foot queue length between the stop bar and on-street parking making the turn from eastbound on Chase to southbound on Grove challenging for any vehicle larger than a recreational vehicle. This geometry often requires northbound traffic on Grove to stop fifty (50) feet or more south of the intersection to allow southbound traffic to complete their turn and re-enter their lane before northbound traffic can proceed to the stop bar. Staff observed these traffic behaviors on several occasions despite the absence of vehicles parked in the two northern-most parking spaces. Had there been vehicles parked in those spaces, the geometry would greatly hinder normal traffic flow. This geometric challenge along with the narrow travel lanes often result in damage to vehicles parked along the east side of Grove Streets as relayed to staff by area residents.

Staff distributed flyers to residents of Grove Street asking for their feedback regarding Mr. O'Brien's request. Only four residents responded with one in favor of relocating the NPHTC sign and three opposed. The residents opposing the request state that on-street parking is too valuable to lose even though having parking so close to the intersection creates challenging navigation for motorists. They state that drive-by mirror clippings and hit-n-runs are a fact of life on this street that will not be assuaged by relocating the sign, and that relocating the sign would only result in a greater challenge for finding on-street parking.

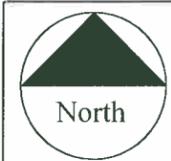
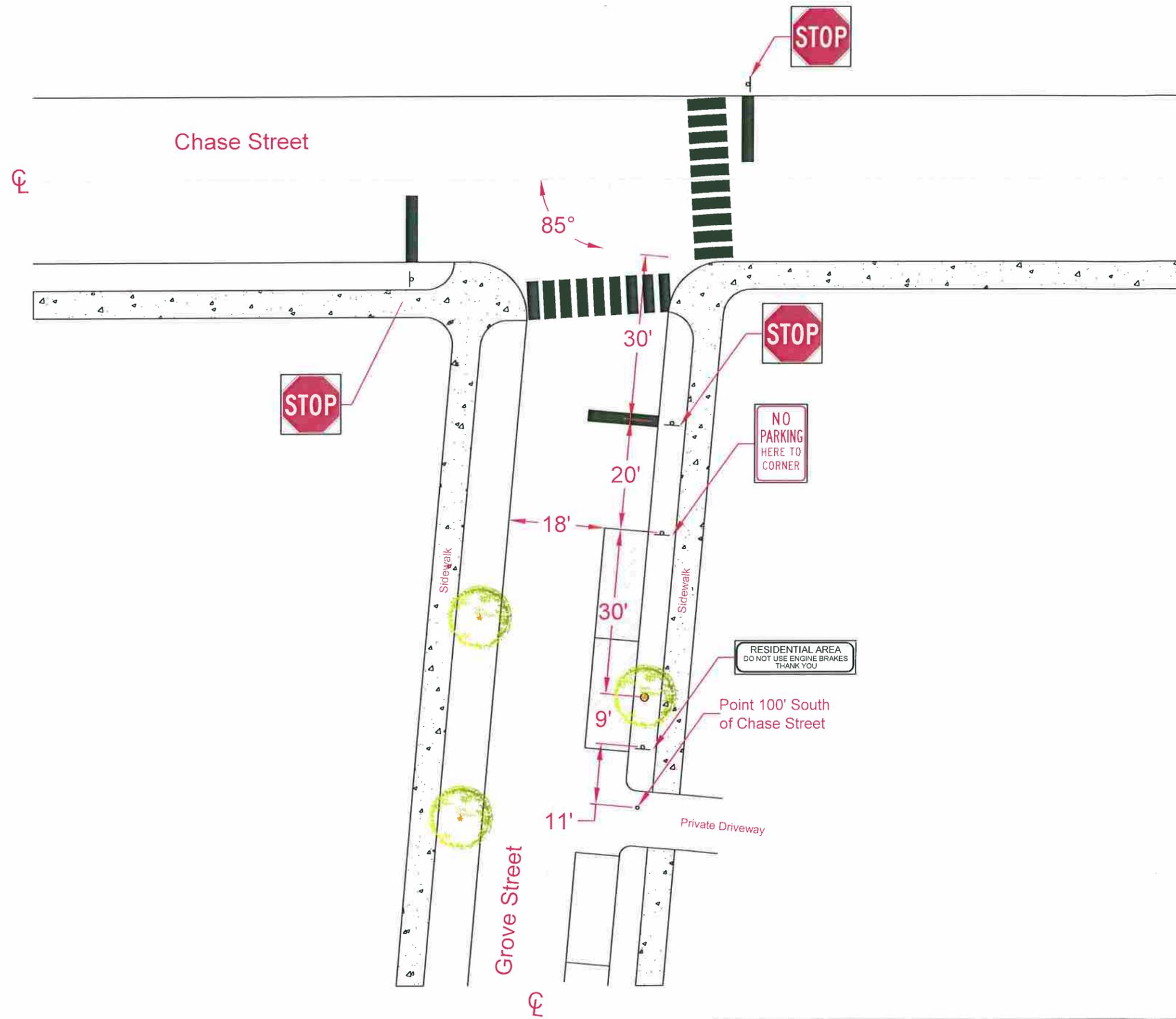
Conclusions:

The Grove Street intersection currently poses a significant challenge to motorists to negotiate safely and effectively. Staff has observed traffic patterns where motorists must exercise considerable foresight in order to maintain a somewhat normal traffic flow. Eliminating the two northern-most parking spaces by prohibiting parking from the intersection to the first driveway cut as shown in the proposed conditions drawing will help relieve this congestion and promote safer more efficient traffic flow at the expense of on-street parking. Relocating the stop bar to four (4) feet from the crosswalk would increase line-of-sight for motorists at the stop bar, help northbound traffic make room for southbound traffic completing their turn, and discourage trucks that exceed the legal load limit from using Grove Street as a throughway by bringing vehicles waiting at the stop bar closer to the intersection in effect reducing the available turning radius.

Recommendations:

Staff recommends that the Commission adopt:

- Relocating the stop control to be four (4) feet south of the existing crosswalk.
- Prohibiting parking from the stop bar to the first driveway south of Chase Street.



"No Parking Here to Corner"
 Grove Street
 Burlington, VT
 Existing Conditions



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

| | |
|-------------------|-----------------|
| DESIGNED DRR | RFS NO. 8837 |
| DRAWN DRR | SCALE 1"=20' |
| CHECKED HJB | DRAWING NO. |
| DATE 12/9/2015 | SHEET 1 OF 2 |

Grove Street Ordinances

1 Streets on which truck traffic restricted.

- (a) No motor trucks exceeding sixteen thousand (16,000) pounds capacity shall be operated on or driven upon the following streets:
- b) No vehicle exceeding 24,000 pounds gross vehicle weight may be allowed on the following streets:
 - (1) Grove Street, with the exception of emergency vehicles and vehicles that serve the needs of residences or businesses of Grove Street.

3 Stop sign locations.

Stop signs are authorized at the following locations:

- (8) At the intersection of Chase Street and Grove Street causing traffic on Chase Street to stop.
- (38) At the intersection of Grove Street and Chase Street causing traffic on Grove Street to stop.

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

- (53) On the west side of Grove Street in front of or north from 63 Grove Street.
- (266) On the east side of Grove Street for a distance of 100 feet south of Chase Street.



Dear Grove Street Residents,

The Department of Public Works (DPW) received a request from SD Ireland to re-located the “No Parking Here To Corner” sign on Grove street at the intersection of Grove and Chase an additional thirty-two feet south. In researching this request I have determined the following:

- Current City Ordinance prohibits parking along the east side of Grove Street extending 100 feet south from the intersection with Chase Street.
- The “No Parking Here to Corner” sign that is currently in place is 50 feet from the intersection.

Due to these inconsistencies between:

- the signage (50 feet from the corner)
- the ordinance (100 feet from the corner)
- and the request (82 feet from the corner)

DPW staff would like to open the conversation with residents regarding the proper placement of the “No Parking Here To Corner” sign. Please contact me by October 30th to offer any opinions you might have. Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Damian Roy

From: Charlene Wallace <chardwallace@gmail.com>
Sent: Thursday, October 22, 2015 8:12 PM
To: Damian Roy
Subject: Grove St.

I live at 49 Grove St. I am in favor of moving the no parking sign back to 82 feet from the corner. It would be good to have more room to maneuver at the intersection of Chase and Grove St.

Charlene Wallace
49B Grove St.
Burlington
802-363-7439

Damian Roy

From: jane mekkelsen <jmekkels@uvm.edu>
Sent: Monday, November 02, 2015 1:34 PM
To: Erhard Mahnke; Damian Roy
Cc: Emma Strahs; Andy Hard; Sydney Mahnke; Patrick O'Brien
Subject: Re: Grove Street - no parking here to corner
Attachments: jmekkels.vcf

hello all,

we are at 14 grove street and these are our thoughts about the parking:

We are of two minds on this. Having no parking north of our drive would be very sweet...it would Make it easier to get out of our drive. Also, with the anticipated increase in traffic over the next years, opening up that space could make it easier on folks to negotiate especially in winter. On the other hand, and more directly related to our neighborhood, there are residents who don't have parking who appropriately rely on this street parking and removing those spots may cause trouble for people like Justin just south of us, because they'll be tempted to park in front of his house and so on further up the street creating a problem for others in our neighborhood who do not have parking with their homes.

So mostly, we **DO NOT** like the idea of moving the sign up 100 feet. We think an important move would be to **establish resident parking only on the street** and allow one or two cars to park north of our driveway which is basically where the sign is now. So just leave it the way it is. That would be a more neighborhood friendly move. What do others think?

Take care,

Jane Mekkelsen

John Sealy

On 11/2/15 12:1012 PM, Erhard Mahnke wrote:

Damian,

To be clear, I actually *oppose* moving the "No Parking Here to Corner" sign back 100 feet from the intersection of Grove and Chase Streets. I'm surprised to hear you have received no negative feedback on that.

Parking is at an absolute premium on Grove Street, since some houses on the east side of the street have no, or limited off-street parking, including the third house up from the corner of Grove and Chase. I haven't gone out and measured exactly where 100 feet falls, but I expect it eliminates one more space than the 82 feet proposed by Ireland, for a total elimination of *two* parking spaces.

Though I haven't actually talked to my neighbors nearer the intersection to get their feedback, on their behalf I would *oppose* moving the sign back 100 feet and reiterate my affirmative support for Ireland's proposed 82 feet and changing the ordinance to conform to that. I think Ireland's proposal balances the conflicting needs to maximize on street parking while alleviating the turning radius issue at the intersection.

Thanks,
~erhard

Erhard Mahnke
60 Grove St.
Burlington, VT 05401

802-862-4841 (h) | 802-233-2902 (cell)
erhardm@burlingtontelecom.net

----- Original Message -----

From: [Damian Roy](#)
To: [Erhard Mahnke](#)
Sent: Monday, November 02, 2015 11:47 AM
Subject: RE: Grove Street - no parking here to corner

Mr. Mahnke,

Thank you for responding. DPW has received no negative feedback for changing the sign's location and we do not anticipate Grove Street residents to take any issue with it. We will be relocating the sign to reflect the ordinance currently in place (100' from Chase). Because no ordinance change is needed, this will not need to go before the Public Works Commission. Our crews should be relocating the sign in the next few days.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: Erhard Mahnke [<mailto:erhardm@burlingtontelecom.net>]
Sent: Monday, November 02, 2015 11:36 AM
To: Damian Roy
Cc: Sydney Mahnke; Patrick O'Brien
Subject: Grove Street - no parking here to corner

Hi Damian,

My wife Sydney and I support S.D. Ireland's request (82 feet from corner). While that eliminates one current parking space, it leaves more room for parking than the current City ordinance and helps address the challenging turning radius issue at the intersection of Grove and Chase, which is very tight.

Assuming Ireland's request is approved, the City ordinance should be changed to conform to that.

Please notify us of any DPW Commission meetings that take up this, or any other issue relating to Grove Street.

Thanks,
~erhard

Erhard Mahnke, Coordinator

Vermont Affordable Housing Coalition
802-660-9484 (wk) | 802-233-2902 (cell)
802-859-9540 (fax)
erhardm@vtaffordablehousing.org
www.vtaffordablehousing.org

Damian Roy

From: Emma <Strahsee@yahoo.com>
Sent: Wednesday, November 04, 2015 9:42 PM
To: Damian Roy
Subject: RE: Grove st

Yes, Mr Roy, I'm still opposed. I could honestly not care less for commuters who use and treat my small residential road as their highway, or the enormous trucks which destroy out trees, clip our parked vehicles and routinely are heavy enough to bust water lines. Commuters can dread the traffic at the T intersection and drivers of big trucks can use an alternate South Burlington route. All I want is to be able to find a parking spot near my house when I get home late at night from work. Hey, I'm self absorbed.

Thanks for all your dedication to a superior quality of life for all Burlingontonians. I mean that.

Regards,
Emma

Sent via the Samsung GALAXY S@4, an AT&T 4G LTE smartphone

----- Original message -----

From: Damian Roy <droy@burlingtonvt.gov>
Date: 11/04/2015 9:04 AM (GMT-05:00)
To: Emma <Strahsee@yahoo.com>
Subject: RE: Grove st

Emma,

Thanks for resending this. It did indeed get lost in the pile.

The reason Ireland is making the request is because upon the completion of the new development on Grove Street there will be a higher volume of drivers entering the Grove/Chase intersection from Grove Street. This will increase the likelihood of additional vehicles waiting to enter the intersection (this is called an intersection queue). Moving the sign back to where the ordinance already describes it to be will give extra width to the travel lanes so that vehicle from Chase can still make the turn while vehicles are in queue to enter the intersection from Grove.

As you are intimately aware, Grove is very narrow and clippings happen. The narrowness makes Grove less attractive to larger vehicles and calms traffic speeds although I am aware that both of these things occur due to Grove/Patchen being such an attractive option for commuter traffic between South Burlington and Winoosk.

Let me know if you are still opposed to relocating the sign to reflect the ordinance. If you are opposed, then I will work to present this item to the Public Works Commission. At the Commission meeting, you and anyone else will be given time to voice your concerns regarding this.

Best,

Damian

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.598.8356

Email: droy@burlingtonvt.gov

Web: www.burlingtonvt.gov/dpw

From: Emma [<mailto:Strahsee@yahoo.com>]
Sent: Tuesday, November 03, 2015 12:53 PM
To: Damian Roy
Subject: Fwd: Grove st

Here's a copy of the note I sent you opposing moving the no parking here to corner sign. I sent it on Oct 20th. Perhaps you missed it.

I thought maybe Ireland was trying to score us a couple extra spots, but if the reason they made the request is so they can move their huge trucks around the corner more easily, they can bite me. They're still going to clip us on the go bys, because they'd need to widen the road to change that.

Most sincerely,

Emma Strahs

26 Grove st

Sent via the Samsung GALAXY S®4, an AT&T 4G LTE smartphone

----- Original message -----

From: Emma <Strahsee@yahoo.com>

Date: 10/20/2015 4:33 PM (GMT-05:00)

To: droy@burlingtonvt.gov

Subject: Grove st

Afternoon Mr. Roy, thanks for the note.

As I'm sure you have been made well aware, parking is really difficult on Grove St. The lack of it already has always been one of a few huge concerns to us eastenders, from the start of the Ireland/Grove st housing project.

So, with regard to the out of touch request by SD Ireland to move the signage on the corner, please tell them to research their requests before submitting them to the city. I'm sure they can rustle up a tape measure and a guy to read it. I can understand their desire to gentrify the 'hood, but some times we just stir up more trouble than necessary.

Please don't do anything with the sign. Our cars are getting hit now by drive bys all the time, up and down the street, and that won't change by taking three spaces from us. Lack of parking and drive by mirror trimmings are only going to get worse, as traffic increases, and construction begins.

We need the spaces. We haven't got enough parking as it is. Don't even get me started on snow bans...

Yours sincerely,

Emma Strahs

26 Grove st



MEMORANDUM

December 8, 2015

TO: Public Works Commission
FROM: Damian Roy, DPW Engineering Technician
CC: Norman Baldwin, Asst. Director/City Engineer
RE: University Place Bus Stop Relocation

Background:

Staff received a request from Joe Speidel, the Local Government and Community Relations Director for the University of Vermont (UVM), on November 5th 2015 to relocate the inter-city bus stop currently located on the southern end of University Place to the northern-most end of the street. This bus stop is not proprietary to any specific bus service. Unrestricted parking would then be installed in the newly vacated space. This request was first brought up at the November Public Works Commission Meeting but was postponed until staff could properly evaluate the request.

Observations:

University Place is a non-residential, non-commercial, local street that cuts through UVM property and serves as access to several university buildings as well as providing designated parking spaces for area food vendors serving UVM students. The request to relocate the bus stop was not anticipated to alter the overall number of available parking spaces on the street, however upon staff's review of the street's existing conditions it was discovered that each of the six (6) crosswalks allow parking to occur right up to the crosswalk pavement markings. This creates a potentially hazardous condition where pedestrians and motorists do not have proper line of sight to each other until the pedestrian has cleared the parked cars and is in the travel lane. Whenever possible, DPW recommends restricting parking twenty (20) feet on either side of crosswalks. If this restriction is adopted, it will alter the overall available parking along University Place from twenty-eight (28) spaces to twenty-four (24) spaces. The vendor parking spaces will need to be shifted to properly reflect the altered parking but the number of vendor parking spaces will not change. If the crosswalk restriction is not adopted and only the

MS 12/9/15

relocation of the bus stop is adopted, then overall unrestricted parking on the street will increase three (3) spaces due to the relocation of a “No Parking Here to Corner” sign on the southern end of the street, and the vendor parking signage will not have to move. *See the attached drawing.*

Conclusions:

UVM’s request to relocate the bus stop does not pose any inherent parking issues. In an effort to evaluate Traffic Requests more comprehensively as instructed by the Public Works Commission, staff reviewed the overall parking conditions on University Place. This review showed that parking adjacent to the six (6) crosswalks on University Place should be restricted in favor of increasing pedestrian/motorist’s line of sight. This restriction will alter the overall parking layout along the street.

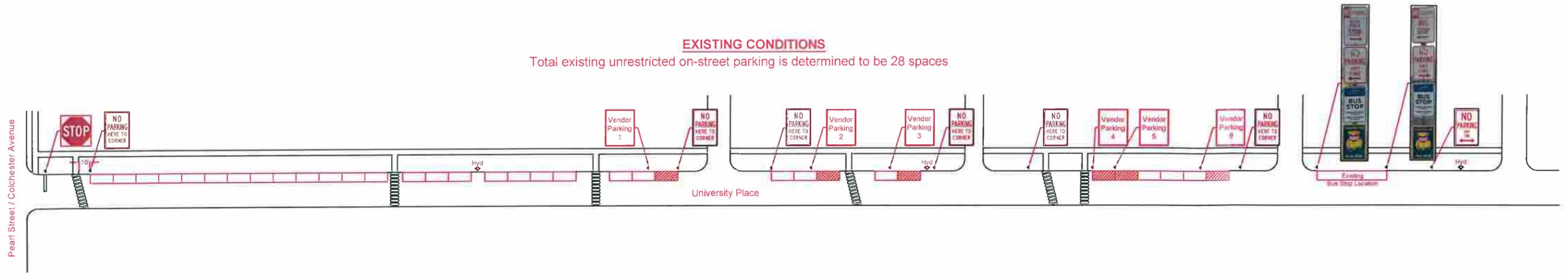
Recommendations:

Staff recommends that the Commission adopt:

- The existing bus stop’s relocation from the southern end of University Place to the northern end of University Place.
- The restriction of parking for twenty (20) feet on either side of each of the six (6) crosswalks along University Place.
- The relocation of the “No Parking Here to Corner” sign on the southern end of the street from its existing location to six (6) feet north of the fire hydrant as indicated on the attached drawing.
- The relocation of the Vendor Parking signs to reflect the shifting of parking spaces due to the crosswalk parking restrictions.

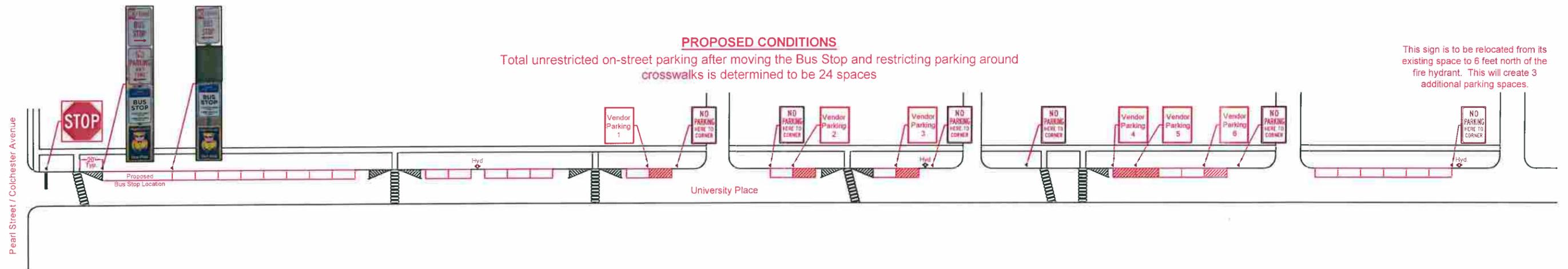
EXISTING CONDITIONS

Total existing unrestricted on-street parking is determined to be 28 spaces



PROPOSED CONDITIONS

Total unrestricted on-street parking after moving the Bus Stop and restricting parking around crosswalks is determined to be 24 spaces



Proposed Changes to University Place Include:

1. The relocation of the Bus Stop and it's associated signage from the southern end of the street to the northern end.
2. Restricting parking a minimum of 20 feet on either side of each crosswalk.
3. Relocating the "No Parking Here to Corner" sign on the south end of the street to 6 feet from the Hydrant.
4. Relocating the "Vendor Parking" signage to reflect the new parking configuration.

| | | | | | | |
|--------------|---|--|---|--|-------------------|-----------------|
| <p>North</p> | <p>Bus Stop Relocation University Place</p> | | <p>BURLINGTON PUBLIC WORKS ENGINEERING DIV.</p> | | DESIGNED DRR | RFS NO. 9435 |
| | <p>Existing/Proposed Conditions</p> | | <p>645 PINE STREET BURLINGTON, VT 05401 (802) 863-9094 (802) 863-0466 (Fax)</p> | | DRAWN DRR | SCALE NTS |
| | | | | | CHECKED HJB | DRAWING NO. |
| | | | | | DATE 12/8/2015 | SHEET 1 OF 1 |

Requests for Service (/Main.aspx)

#9435 Assigned

New

Assigned to: Damian Roy Requested by: James Barr

Opened: 11/5/2015

Entered By: Valerie Ducharme

Due: 1/4/2016

Work History

[Add Work History](#)

Location: University Place

Thanks for the conversation the other day, and for guidance in trying to make things a little better up here on the hill until MegaBus can be permanently relocated to a more suitable stop downtown.

Am attaching a jpg indicating current and proposed locations. I believe it is most desirable to position the proposed bus stop as far north along University Place as allowed. There is a "No Parking Here to Corner" sign (at the pedestrian crosswalk) appropriately located prior to the Stop sign as at the intersection of University Place and Colchester Avenue. I would estimate at least 6 spaces from the "No Parking Here to Corner" sign south towards the Ira Allen Chapel as adequate enough space for the bus to stop but defer to planners and engineers to calculate the safest number.

Let me know what else is required. I am also wondering if someone else from UVM (besides myself) be identified as the requestor, even though it may become appropriate for me to recuse myself? Would appreciate any advice.

| Date | Staff Person | Description |
|------------|------------------|--|
| 11/05/2015 | Valerie Ducharme | Per Chapin - UVM has come back with a traffic request to move the interstate transit carrier bus stop further north along University Place. This was a suggestion City staff made a number of months ago, but UVM wanted it to go further off campus. Now UVM staff appears to find this acceptable and I am supportive of moving this request forward. Norm, Damian, are there any issues with this proposal that I haven't thought through? If not, can we expedite this request? Details |

Attachments

No Attachments

No file selected.

[Upload Attachment](#)

Damian Roy

From: Joe Speidel <joe.speidel@uvm.edu>
Sent: Friday, November 06, 2015 9:47 AM
To: Chapin Spencer
Cc: Damian Roy; Norm Baldwin
Subject: Re: Proposal to relocate MegaBus along University Place

Thank you Chapin and Damian,
Joe

On 11/6/15 8:23 AM, Chapin Spencer wrote:

Joe, regular Commission meetings start at 6:30pm.

Damian, please put Joe Speidel as the point of contact for the University Place request from UVM. Let him know if this will get on the Nov meeting agenda.

Thanks all.

~ Chapin

Chapin Spencer, Director
Department of Public Works
645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

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

From: Joe Speidel [<mailto:joe.speidel@uvm.edu>]
Sent: Thursday, November 5, 2015 3:14 PM
To: Chapin Spencer
Subject: Re: Proposal to relocate MegaBus along University Place

Thanks Chapin, and what time is the meeting on Nov. 18th?
Joe

On 11/4/15 2:22 PM, Chapin Spencer wrote:

Thanks Jim. This will be much easier to get all carriers to move to the new bus stop if we don't keep the existing one. Engineering Tech Damian will take it from here.

Yes, given that you are serving on the Commission as a resident of the City and representing the interests of the City on the DPW Commission, I think it makes sense that someone else from UVM represent this request when it comes to the Commission.

Best,
~ Chapin

Chapin Spencer, Director
Department of Public Works

645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

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

From: James Barr [<mailto:Jim.Barr@uvm.edu>]
Sent: Wednesday, November 4, 2015 2:18 PM
To: Chapin Spencer; Joe Speidel
Cc: Damian Roy; Norm Baldwin; Nicole Losch
Subject: Re: Proposal to relocate MegaBus along University Place

Hi Chapin,

Had to check with some people before responding. In short, Yes, the proposed bus stop would be in exchange for the parking and the spaces lost would be relocated to the existing stop in front of Royal Tyler Theater. Just need to make sure there are no line of sight issues if the spaces crowd the drive on either side.

Hope this makes sense.

Also curious if you feel it would be better for someone from UVM to also attend to speak if necessary? I could from the commission, but want to make sure I'm following the rules as well.

Please advise,
Jim

On 11/3/2015 18:05, Chapin Spencer wrote:

Joe / Jim,

Is your proposal to allow on-street parking where the current intercity bus stop is, or does the university desire to keep the curbspace in front of Royal Tyler for other buses? A request to shift the one bus stop and swap it with parking spaces on University Place will likely enable this to move faster than a request to add a second bus stop and remove some amount of on-street parking. Please reply all and let us know. Thanks.

Best,
Chapin

Chapin Spencer, Director
Department of Public Works
645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

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

From: Joe Speidel [<mailto:joe.speidel@uvm.edu>]
Sent: Tuesday, November 3, 2015 3:40 PM

To: Chapin Spencer; James Barr
Subject: Re: Proposal to relocate MegaBus along University Place

Thanks for your help, Chapin.
Joe

On 11/2/15 9:27 PM, Chapin Spencer wrote:

Thank you Jim and Joe. This seems to be a reasonable interim step. I'll circulate this among staff and get you a read as to whether there are any issues with this.

Best,
~ Chapin

Chapin Spencer, Director
Department of Public Works
645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

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

-----Original Message-----

From: James Barr
[mailto:Jim.Barr@uvm.edu]
Sent: Friday, October 30, 2015 3:37 PM
To: Chapin Spencer
Cc: Speidel
Subject: Proposal to relocate MegaBus along University Place

Hi Chapin,

Thanks for the conversation the other day, and for guidance in trying to make things a little better up here on the hill until MegaBus can be permanently relocated to a more suitable stop downtown.

Am attaching a jpg indicating current and proposed locations. I believe it is most desirable to position the proposed bus stop as far north along University Place as allowed. There is a "No Parking Here to Corner" sign (at the pedestrian crosswalk) appropriately located prior to the Stop sign as at the intersection of University Place and Colchester Avenue. I would estimate at least 6 spaces from the "No Parking Here to Corner" sign south towards the Ira Allen Chapel as adequate enough space for the bus to stop but defer to planners and engineers to calculate the safest number.

Let me know what else is required. I am also wondering if someone else from UVM (besides myself) be identified as the requestor, even though it may become appropriate for me to recuse myself? Would appreciate any advice.

Best,
Jim

--

Joe Speidel
Local Government and Community Relations Director
University Relations
University of Vermont
300 Waterman Building
Burlington, VT 05405
802-656-0299
Joe.Speidel@uvm.edu
<http://www.uvm.edu/universityrelations>

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Memo

Date: December 7, 2015

To: Public Works Commission

From: Nicole Losch, Transportation Planner

Subject: North Avenue Pilot Project Parking Prohibitions

Background

The North Avenue Pilot Project is the first initiative to implement the 2014 North Avenue Corridor Study. The pilot project consists of:

1. A maximum of parking on one side of North Avenue between Institute Rd - VT 127 and between Shore Rd - Plattsburg Ave
2. A 4- to 3- lane conversion of North Avenue between VT 127 - Shore Rd*
3. Reconfiguration of the VT 127 intersection as a traditional 4-way signal controlled intersection*

The North Avenue Task Force was created by City Council during acceptance of the North Avenue Corridor Study. The Task Force is collaborating with DPW on implementation of the Corridor Study recommendations and has been meeting regularly with DPW since March 2015.

Discussions about the options for parking configuration began in summer 2015 and include:

- Retain parking on one side of North Avenue and install bike lanes in each direction
- Prohibit parking on each side of North Avenue and install buffered and/or protected bike lanes in each direction
- Some combination of the above depending on the location

DPW conducted parking counts on North Avenue from 7 - 9 am, 11 am - 1 pm, and 4 - 6 pm on June 3-4, 2015. These counts found 0% utilization of on-street parking from Shore Rd to Plattsburg Ave and 3% utilization from Institute Rd to VT 127 (a total of 3 vehicles, two northbound and one southbound, all after 4pm).

Parking at St. Mark's Parish was counted on June 13-14, 2015. Saturday utilization peaked at 63% at 4pm (leaving 20 available on-street spaces) and Sunday utilization peaked at 72% at 9am and 11 am (leaving 13 available on-street spaces). Parking in St. Mark's parking lot was

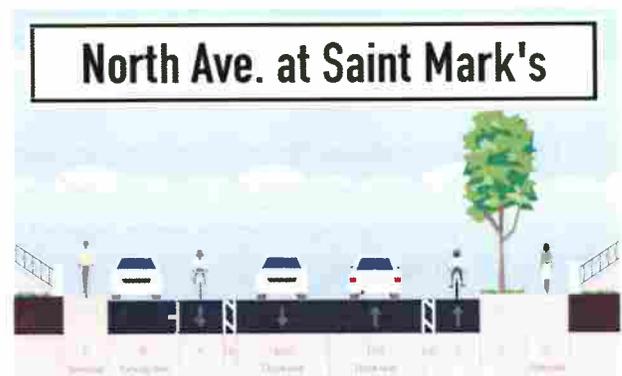
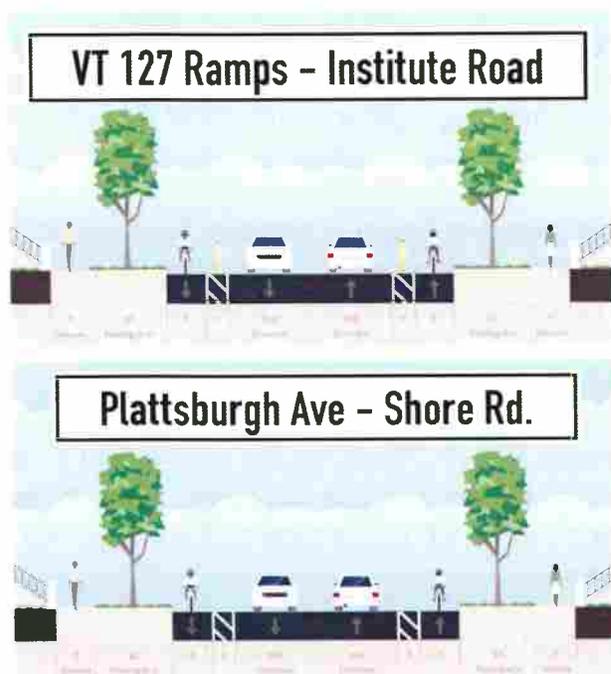
also counted on these same days and times, with parking utilization peaked at 73% at 4pm on Saturday (leaving 14 available spaces) and at 83% at 11am on Sunday (leaving 9 available spaces).

In late September DPW mailed notices to all addresses on North Avenue from Institute Rd – VT 127 and from Shore Rd – Plattsburg Ave. The notices posed the question, “Swap on-street parking for buffered bike lanes on North Avenue?” and invited residents to attend the October and/or November Task Force meetings or contact DPW with any questions or concerns. One resident contacted DPW in early October. This resident was joined by several other neighbors at the November Task Force meeting. The notice and the Task Force discussions also indicated the final recommendation would advance to the December meeting of the Public Works Commission.

During the Task Force meeting, one resident described regular use of on-street parking for family gatherings but expressed willingness to find alternative arrangements. Other residents use their driveways, expressed concern for parking on-street, and support repurposing the on-street parking spaces for bike lanes so close to the high school.

In addition to the outreach to neighbors, the Task Force co-chair Jason L’Ecuyer visited St. Mark’s Parish to discuss on-street parking. The parish confirmed that on-street parking is generally used by the most mobility-restricted parishioners, since the parking lot is a longer walk to enter the church. During other community meetings the same sentiment was described by parishioners or friends of parishioners.

At their November 2015 meeting, the Task Force, by majority vote, recommended the DPW Commission prohibit parking on both sides of North Avenue from VT 127 and Institute Rd and from Plattsburg Ave to Shore Rd, except at St. Mark’s Parish. For the duration of the pilot project these on-street parking spaces will then be repurposed as protected bike lanes in each direction from Institute Road to VT 127 and as buffered (with paint) bike lanes in each direction from Shore Road to Plattsburg Avenue.



Final placement of parking lane and painted buffer is in development. Final design and configuration of the protected lanes are in development.

To offset any complications from parking prohibitions on these sections of North Avenue, DPW will contact the North Avenue Alliance Church and Burlington High School to discuss any shared parking opportunities for their neighbors.

**The 4-to-3 lane conversion and VT 127 intersection projects will be designed this winter for implementation as early as June 2016. An update on these projects will be provided in the coming months.*

Recommendation

As a result of DPW parking counts, input from residents and the St. Mark's parish, and input from the public at the Task Force meeting, DPW staff and the North Avenue Task Force recommend the Public Works Commission prohibit parking for the duration of the pilot project:

1. On the west side of North Avenue from Institute Road to the North Avenue Alliance Church driveway
2. On the east side of North Avenue from Institute Road to the VT 127 entrance
3. On the west side of North Avenue from Dodds Court to Plattsburg Avenue (this retains parking at St. Mark's Church)
4. On the east side of North Avenue from Heineberg Road to Plattsburg Avenue



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street
Post Office Box 849
Burlington, Vermont 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Norman J. Baldwin, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

December 11, 2015

TO: Public Works Commission

FROM: Valerie Ducharme
Customer Service Supervisor

RE: Appeal of Code Enforcement Order for 225-227 St. Paul Street

Mr. Khamnei is the owner of a rental property at 225-227 St. Paul Street. Mr. Khamnei is seeking to appeal Code Enforcement's order for this property requiring Mr. Khamnei to remedy an existing condition that according to Code Enforcement Department does not provide for a continuous and unobstructed egress.

Mr. Khamnei references the Code Enforcement Order issued by Code Enforcement Director William Ward on December 8, 2015 identifying the third floor rental unit at this property as lacking an adequate second means of egress. The Department received the Appellant's Property Manger's email of appeal dated December 8, 2015. The email of appeal is attached for your consideration.

Since receiving the appeal I attempted to schedule this appeal to be heard at the December 16, 2015 Commission meeting. In doing so I emailed Mr. Khamnei on Friday, December 11, 2015 notifying him of the upcoming meeting to confirm his ability to attend. It is my understanding that Mr. Khamnei is working to rectify the issues and would like to remain on the agenda at this time. I will notify you if his decision changes.

Included in your packet of information I am also including my email to Mr. Khamnei dated Friday, December, 2015.

At this point I cannot confirm the appellant's ability to attend. I will continue to do follow up with Mr. Khamnei to confirm his ability to attend.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street
Post Office Box 849
Burlington, Vermont 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Norman J. Baldwin, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

December 11, 2015

Chris Khamnei
199 South Union Street, Unit #0
Burlington, Vermont 05401

Mr. Khamnei,

I am providing you with notice of your scheduled appeal hearing related to 225-227 St. Paul Street.

NOTICE OF HEARING

Pursuant to Burlington Code of Ordinances Chapter 18, Article III, Division 5, please take notice that the Public Works Commission will hold a hearing related to the appeal of a minimum housing code order regarding the fire safety division of the minimum housing code associated with 225-227 St. Paul Street at 8:15 p.m. on Wednesday, December 16, 2015 in the Front Conference Room of the Department of Public Works at 645 Pine Street in Burlington, Vermont. This meeting starts at 6:30 pm but this agenda item will not be presented until 8:15 p.m.

In order to expeditiously hear this appeal, the Commission needs to hereby notify you as the appellant to provide it with a short and concise statement outlining the specific items to be heard and addressed by the Commission. This statement must also specify the factual legal basis of the appeal.

Each party will be given the opportunity to present the facts, as they believe them to be, and to make legal arguments. The Commission will hear testimony and take documentary evidence in support of each party's position. Witnesses must be present - the Commission will not accept written statements from absent witnesses, even in affidavit form. The Commission will resolve disputed questions of fact and apply the law governing the situation of those facts. If you intend to present documentary evidence, please bring 8 copies of each document to the hearing.

Furthermore, the Commission Packet will be sent out Friday, December 11, 2015 at 12:00 p.m. If it is your intent to have documentary evidence included in a supplementary packet you must have the information to our office no later than Monday, December 14, 2015 at 12:00 p.m.

If there are any questions or concerns please feel free to call me at 863-9094 x3. Please reply to this email acknowledging your receipt of this notice and if you are planning on attending.

If you are the person who requested the hearing and you fail to appear, your case will be dismissed. If there are special circumstances as to why you cannot appear in person for a hearing, please call 863-9094 x 3. Postponement of your case will be permitted only for good cause. If settlement is reached, please notify the Commission immediately.

If you have any questions, please call 863-9094 x3.

Sincerely,



Valerie Ducharme
Supervisor Customer Service

cc: Eugene Bergman, Assistant City Attorney
Chapin Spencer, Director of Public Works
Norman Baldwin, Assistant Director of Technical Services
Ned Holt, Building Inspector
Bill Ward, Director of Code Enforcement



CODE ENFORCEMENT OFFICE

645A Pine St, PO Box 849
Burlington, VT 05402-0849
VOICE (802) 863-0442
FAX: (802) 652-4221

TO: Jeff Padgett/DPW Commission Chair
From: William Ward/Director of Code Enforcement 
Date: December 9, 2015
Property: 225/227 St. Paul Street
RE: Appeal of order that rental unit was unfit for human habitation

On December 8, 2015 I notified the property owner Chris Khamnei that his 225/227 St. Paul Street property had a 3rd floor unit that was unfit for human habitation due to a lack of a second means of egress. I posted a red card with my written order on the property at about 3:00 p.m. on December 8, 2015.

The property manager David McGee replied by e-mail at about 5:00 p.m. on December 8, 2015 asking "Please accept this email as the property owner's appeal of the unfit for human habitation determination made by Code Enforcement regarding 227 Saint Paul Street." We received subsequent e-mails which document the property owner's request for relief from the order asking that the order be withdrawn or delayed and asking for a stay of the order.

I have attached my response to the property manager's request for a stay. My response is in the form of a certificate that outlines why a stay would cause a serious hazard or imminent peril to the health or safety of the occupants of the dwelling unit.

Code Enforcement request to the Public Works Commission

I request the Public Works Commission uphold the findings of Code Enforcement that the 3rd floor unit requires a second means of egress and that a stay of the order should not be granted.



CODE ENFORCEMENT OFFICE

645A Pine St, PO Box 849
Burlington, VT 05402-0849
VOICE (802) 863-0442
FAX: (802) 652-4221

December 9, 2015

**CERTIFICATE THAT STAY WILL CAUSE SERIOUS
HAZARD TO HEALTH OR SAFETY OF OCCUPANTS**

I, William Ward, director of Code Enforcement for the City of Burlington, am the enforcement officer/inspector who issued the order dated December 8, 2015, at approximately 3:00 p.m., declaring that the third floor unit at 225-227 St. Paul Street is unfit for human habitation. This order was appealed by the owner, Chris Khamnei, through his property manager David, by email at approximately 4:45 p.m. on December 8th. Pursuant to the minimum housing ordinance, BCO § 18-53, a request for an appeal shall stay the effectiveness of the action unless the inspector certifies to the appeal board that based on the facts of this case a stay would cause a serious hazard or imminent peril to the health or safety of the occupants of the dwelling or dwelling unit or the public. This is to certify that a serious hazard or imminent peril to the health or safety of the occupants would occur if my order is stayed.

The subject property is on the third floor of the dwelling unit. There is no second means of egress from the unit as required by the ordinance, § 18-95. There is not even a building permit for the construction of a fire escape. The unit is not protected by a sprinkler system and no permit to install a sprinkler has been requested by the owner's plumber or other professional. The unit was not approved for occupancy by the zoning department or building inspector. The occupation of this third floor unit was identified as a violation in the October 23, 2015 inspection of the property. The violation was not abated in the time required by the order.

The requirement for an approved means of egress from third floor dwelling units is a very important safety standard. Fires have many causes and a fire in the first and second floor units pose significant risks to the lives of occupants in the third floor. Third floor occupants need to be able to access a safe, direct means of escape from their unit to the street level without going through the rest of the building unless there is an approved fire safety alternative. The risk of serious hazard and even imminent peril is present when no such means of escape or approved alternative exists. It does not. This condition has existed without remedy and the occupants have been in risk throughout this time. That risk must not be allowed to continue. The Order should not be stayed.

Dated this 9th day of December, 2015 in Burlington, VT.

A handwritten signature in black ink, appearing to read "William Ward".

William Ward, Dir.
Code Enforcement
Burlington, VT



PROPERTY: 225/227 ST PAUL 3RD FLOOR UNIT

CITY OF BURLINGTON CODE ENFORCEMENT DIVISION
HAS DECLARED THIS STRUCTURE / DWELLING UNIT

UNFIT FOR HUMAN HABITATION

City of Burlington Code of Ordinances § Chapter 118

THIS NOTICE SHALL NOT BE REMOVED WITHOUT THE AUTHORITY OF THE CITY OF BURLINGTON CODE ENFORCEMENT INSPECTOR OR THEIR AUTHORIZED REPRESENTATIVE. THIS PROPERTY SHALL REMAIN SECURED AND SHALL NOT BE REOCCUPIED UNTIL REINSPECTED BY CODE ENFORCEMENT AND A CERTIFICATE OF COMPLIANCE IS ISSUED.

Date: 12/20/15
City of Burlington Code Enforcement Office
802/881-4666
A request for abatement must specify the



William Ward
Director of Code Enforcement

Code Enforcement Office
541 Pine Street, Suite 4
Burlington, VT 05401-3445
Phone: 802-881-4666
Fax: 802-881-4666

William Ward

From: info.rentinvt@gmail.com on behalf of David <david@rentinvt.com>
Sent: Tuesday, December 08, 2015 4:47 PM
To: William Ward; Eileen Blackwood; Patricia Wehman
Cc: Chris Khamnei
Subject: Appeal of Code Enforcement Determination

Hello,

Please accept this email as the property owner's appeal of the "unfit for human habitation" determination made by Code Enforcement regarding 227 Saint Paul Street. The property owner's grounds for the appeal include: failing to be informed by Code Enforcement during 2 prior inspections that the building lacked a Certificate of Occupancy despite the enforcement officer observing the occupancy and the code enforcement officer's own suggestion of a fire escape ladder being an acceptable form of egress for the 3rd floor unit. Additional grounds to follow. The property owner requests a hearing.

Thank you,

David
Property Manager
Green Mountain Real Estate
199 South Union Street #0
Burlington, VT 05401
(802) 222-6080
www.rentinvt.com
david@rentinvt.com

William Ward

From: info.rentinvvt@gmail.com on behalf of David <david@rentinvvt.com>
Sent: Tuesday, December 08, 2015 4:49 PM
To: William Ward; Eileen Blackwood; Patricia Wehman
Subject: Re: Appeal of Code Enforcement Determination

The relief requested is for the "unfit" determination to be withdrawn, or delayed while the building is brought into compliance so as not to displace the tenants and cause more homelessness in Burlington.

David
Property Manager
Green Mountain Real Estate
199 South Union Street #0
Burlington, VT 05401
(802) 222-6080
www.rentinvvt.com
david@rentinvvt.com

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(802) 222-6080
www.rentinvvt.com
david@rentinvvt.com

William Ward

From: info.rentinvt@gmail.com on behalf of David <david@rentinvt.com>
Sent: Tuesday, December 08, 2015 4:59 PM
To: William Ward; Eileen Blackwood; Patricia Wehman
Cc: Chris Khamnei
Subject: Re: Appeal of Code Enforcement Determination

Additional grounds for the appeal include: Both mechanical and electrical inspections (rough-ins and finals) were conducted by inspectors Tim Hennessy, Shelly Warren, and John Ryan. Rough in inspections were also done by Ned Holt. After the inspections, it was these inspectors' duty to close the permits which are now delaying the issuance of the Certificate of Occupancy.

David
Property Manager
Green Mountain Real Estate
199 South Union Street #0
Burlington, VT 05401
(802) 222-6080
www.rentinvt.com
david@rentinvt.com

On Tue, Dec 8, 2015 at 4:48 PM, David <david@rentinvt.com> wrote:
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David
Property Manager
Green Mountain Real Estate
199 South Union Street #0
Burlington, VT 05401
[\(802\) 222-6080](tel:(802)222-6080)
www.rentinvt.com
david@rentinvt.com

**BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION MEETING
DRAFT MINUTES, July 15, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)**

COMMISSIONERS PRESENT: Bob Alberry, Tiki Archambeau, Jim Barr, Chris Gillmann, Tom Simon, Solveig Overby, Jeff Padgett

ITEM 1 - CONSENT AGENDA

Commissioner Archambeau proposed to move Item 4.4 to 4.6. Consent agenda reviewed. Jeff Padgett moved forward there was no formal motion, no formal vote.

ITEM 2 - ELECT CHAIR, VICE CHAIR AND CLERK

Commissioner Alberry made a motion to elect Commissioner Jeff Padgett as Chair and Commissioner Tiki Archambeau as Vice Chair. Director Spencer suggested the Commission appoint Valerie Ducharme and Holly Lane as Clerks or designate. Commissioner Barr seconded
Unanimous approval

Commissioner Padgett welcomed new Commissioner Chris Gillman on board.

ITEM 3 - PUBLIC FORUM

Nic Anderson - 4.10 Champlain College Temporary bus stop - made a request that one of the five unrestricted parking spots be designated handicap spot as this is mid-block which will give people easier access to the courtyard and surrounding buildings.

Commissioner Overby made a motion to pull this off the consent agenda.

Commissioner Alberry seconded.

Unanimous approval.

Phil Merrick - owner of August First Bakery stated that the brown meters on Main Street should be removed as people who work downtown are all parking there during the day as it is cheaper than the garage. Blue meters need to be put in place there as this area of Main Street has more shops now than when the brown meters were installed and shoppers need better access to the businesses.

Caryn Long - The water department did an amazing job in the area as when it rained last night the green space is getting greener

and now disappearing. She feels that there has to be more enforcement on the green space. Commissioner Padgett stated that the green space is not our issue.

Chris Hadsel - Willard Street needs a flashing pedestrian light north of the rotary as people can't cross safely. This would be an interim solution until the rotary is fixed.
(See video for further information)

Laura Massel - Lives on Kingsland Terrace which is a residential only parking area. She suggested the city go to the different wards in the city and get the extent of the information from people on parking. People living in residential parking areas should not have to search for parking in the neighborhood.

ITEM 4 - CONSENT AGENDA

- 4.1 Champlain College Temporary bus stop moved to 4.7.
- 4.2 - three way stop at Shore Road and Balsam Street
- 4.3 439 College Street shuttle stop request
- 4.4 Relocation of three handicap accessible spaces on St. Paul Street for new CCTA transit center moved to 4.6.
- 4.5 Driveway encroachment/loading zone requests for North Winooski Avenue.

Commissioner Barr made motion to accept consent agenda.
Commissioner Alberry seconded.
Commissioner Archambeau stated he lives next door to requestor and donated \$100 to a Bush & Babe's Kickstarter campaign. There is no conflict of interest per the City Attorney.
Unanimous approval.

ITEM 4.6 - RELOCATION OF THREE ACCESSIBLE SPACES ON ST. PAUL STREET FOR NEW CCTA TRANSIT STATION

Damien Roy, Engineer Technician stated that three representatives from the city, state, and CCTA visited the Zampieri Building which is a disabled residence which serves the south side of St. Paul Street and there are two spaces on Cherry Street. We need to bump out the first meter and two accessible spaces are proposed near the ramp adjacent to the spaces for the building. On the north side of Pearl Street next to Papa John's the first space is available. The commission asked staff review of PROWAG and other applicable standards before committing to a handicap space. Staff will review as part of a normal request

process. Staff recommendation without a handicap space was approved.

(See video for further information.)

Commissioner Archambeau expressed a concern with the rear loading handicap vehicles going in the street to access the closest ramp.

Mr. Baldwin, City Engineer, stated they would keep it as close to the ramp as possible.

Commissioner Archambeau made a motion to pass this onto the Accessibility Committee.

Commissioner Simon seconded.

Unanimous approval

ITEM 4.7 CHAMPLAIN COLLEGE TEMPORARY BUS STOP

Commissioner Overby asked to have a handicap spot, moving the bus stop, and putting in four unrestricted parking spaces and one handicap space.

Nic Anderson of Champlain Collee stated that the nearest spot was a block away. There is a huge demand for parking in the courtyard and they have two more requests for them at the MIC parking lot.

(See video for more information)

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

Commissioner Barr seconded

Unanimous approval.

ITEM 5 - RESIDENTIAL PARKING MANAGEMENT STUDY - Nicole Losch

Director Spencer stated that this is a draft plan for parking in residential areas. The review is because this has not been reviewed for several years. The public has expressed concern with the guest passes, paying of tickets, issuing of tickets and several other issues.

Nicole Losch, Transportation Planner stated that we are using a universal approach to best manage what we feel is using a data driven approach. We are looking at many different city needs with financials which is only a small part of the consideration. There is a good size advisory committee and we have held two public meetings, attended NPA meetings and have come to a previous Commission meetings for the introduction to this

program and we will be back in September. We have compared parking with other cities about the same size as Burlington, collected data in three areas and found parking over utilized, more meters are needed in the downtown area. The Hill section has the most restrictions and lowest density.

There was a question of conflict of interest with Commissioner Barr voting on the residential parking as he is the Director of Transportation and parking for the University of Vermont. Gene Bergman, Assistant City Attorney, stated he reviewed the information and found nothing that should prevent Commissioner Barr from voting on this study.

Many citizens had comments on the draft Residential Parking study. .

Please review the video of the public comments on the residential parking issue as there were numerous people there for this issue.

ITEM 6 - DOWNTOWN PARKING REVIEW

Kelly Devine stated that this a complex two year study and a plan that retains authority over policy and pay. This plan has to be presented to the city council. There are three goals with this plan: management Vibrant Downtown, great customer service, a sustainable system.

DPW will continue to manage the parking meters and garages. The Burlington Business Association will manage the communications and other functions during the pilot period.

Director Spencer stated that the Commission's approval is not addressed by the Council's November 2013 resolution but it will be presented to the City Council on August 10th and brought back to the council for a vote later this year.

ITEM 7 - VTRANS BICYCLE AND PEDESTRIAN PROGRAM GRANT CANDIDATES

Staff summarized the projects that they are advancing for the upcoming Vermont Bicycle & Pedestrian Program grant round. They include a scoping study of possible improvements for the Howard Street, St. Paul Street and Winooski Avenue intersection and pedestrian improvements along Colchester Avenue.

The application requires a public forum before submitting the application. The agenda items serves as that public forum.

Commissioner Padgett stated he does not support mid-block crosswalks and feels there needs to be a policy for this issue.

Please see the video for more information

ITEM 8 - INCREASING DRIVER AWARENESS OF YIELD CONDITION

Damien Roy, Engineer Technician, stated this was referring to Shelburne Street at Price Chopper where vehicles are exiting the shopping center to get onto Shelburne Street or I189. There is a lot of traffic congestion here especially during rush hour. Drivers are not yielding when exiting the shopping center. . The suggestion of DPW is to maintain the yield sign and to increase driver awareness of yield sign by installing the weave sign.

Commissioner Alberry suggested a new yield sign.

Commissioner Simon made motion to go with staff's recommendation.

Commissioner Barr seconded.

Commissioner Padgett opposed.

Commissioner Archambeau made a motion under Item #8 was to accept staff's recommendation with exception that the Commission selected the double weave sign to be installed by Price Chopper exit onto Route 7.

Commissioner Padgett opposed this idea of the signs at the exit of Price Chopper. All other commissioners were in favor of putting the weave sign at the exit of Price Chopper onto Shelburne Road.

Approval of minutes were tabled for a future meeting.

Commissioner Padgett opposed.

Other commissioners were in favor of this.

Damien Roy also handed out paperwork showing the open request for services for traffic issues he is dealing with and also parking issue requests.

ITEM 9 - MINUTES OF JUNE 17, 2015 MEETING

Commissioner Alberry made a motion to approve

Commissioner Simon seconded

Unanimous approval

ITEM 10 - DIRECTOR'S REPORT

Director Spencer wished to thank Pat Buteau for 33 years of service as he is retiring. Commissioners also thanked Pat.

ITEM 11 - ADJOURNMENT AND NEXT MEETING DATE

Commissioner Alberry stated that we have always taken the month of August off to give staff a well-deserved rest. Next meeting will be September 16, 2015.

Commissioner Barr motioned for adjournment
Commissioner Archambeau seconded
Unanimous approval
Meeting ended 10:30 p.m.

**BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION MEETING
DRAFT MINUTES, SEPTEMBER 16, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)**

COMMISSIONERS PRESENT: Bob Alberry, Jim Barr, Tiki Archambeau, Solveig Overby, Chris Gillman, Tom Simon (arrived 7:30 p.m., Jeff Padgett.

ITEM 1 - CALL TO ORDER/WELCOME/CHAIR COMMENTS - Commissioner Chair Padgett called the meeting to order at 6:30 p.m. He explained the new agenda and how the minutes were to be set up. There are three goals of the Commission - operational excellence, exemplary customer service and innovation. Public Forum is for people to talk on any subject. The sign-up sheet now has you writing in what Ward you live in. There is a standard set up for each item as well as if action is requested. We are looking for clear communication so please comment clearly.

ITEM 1 - AGENDA

Commissioner Alberry requested that Item 4.E to be taken off consent agenda and added to 4.1.

ITEM 2 - PUBLIC FORUM

Maryann Lesik of 300 South Union Street stated she feels a flashing light for pedestrians is needed at the rotary - Shelburne Street and Locust Street, North Willard Street and St. Paul Street on the north side of the street. She is encouraging support of these lights.

Mr. Bren Shippe supported the idea of flashing lights near the rotary. He stated there was a van parked there which blocks sightlines for vehicle operators

Claire Gestner stated she sent in an application for a handicap parking sign in front of 79 Archibald Street and would like to see action soon as parking in this area is terrible. She has a hard time walking any distance from her car due to health issues. Commissioner Barr asked if there could be a temporary sign and was informed by Mr. Baldwin that it would not be enforceable as there was no ordinance for this sign.

Sharon Bushor, City Councilor, came and stated she was in support of Item 6. She hopes for support on the consolidated parking proposal.

Joan Shannon, City Councilor, came to talk about the parking on Sears Lane. She stated from the railroad to Sears Lane there is

a bend and there are no sightlines and parking at the bottom of the street is unrealistic. There are no sidewalks on the street and people walk in the road. Speed has increased since the road was repaved.

She is glad we are taking up the issue of the rotary and the possibility of flashing lights as there are many near misses of accidents and a lot of kids cross near here for school.

Bruce McDonald on Sears Lane -sees the kids and people going up and down the street all day when weather is nice as his shop's garage door is open. Parking on Sears Lane would narrow the traffic lane and jeopardize the people walking on the street especially the kids walking to and from school. People are driving faster on the street.

Karen Paul seconds Sharon Bushor's comments on Item #6. She stated that Martha Keenan, Capital Program Manager had a good presentation on the Capital Plan. Also rapid flashing lights at the rotary would be a great addition as it would also warn motorists of pedestrians in crosswalks.

ITEM 4 CONSENT AGENDA

- A. New Accessible Space at 7 Canfield Street
- B. New Accessible Space at 79 Archibald Street
- C. Accessible Space removal at 194 So. Champlain Street
- D. Accessible Space removal at 70 Rose Street
- E. State of RFS Backlog

Commissioner Alberry made a motion to accept
Commissioner Barr seconded
Unanimous Approval

ITEM 4.1 RELOCATION OF THREE ACCESSIBLE SPACES FOR NEW CCTA TRANSIT CENTER

Commissioner Alberry stated that the handicap parking space was gone next to the sporting goods store. Mr. Baldwin, City Engineer, stated he would check the ordinance to when this changed.

Commissioner Archambeau made a motion to accept.
Commissioner Alberry seconded
Unanimous approval

ITEM 5 - UNRESTRICTED PARKING ON SEARS LANE

Damien Roy, Engineer Technician, stated that Martin Corsell wants unrestricted parking on the north side. Businesses were contacted and most do not want parking on the street. There is

an eight foot parking lane open for pedestrians on the north side. Mr. Baldwin stated there was no prohibition of parking on the street. (See video)
Commissioner Alberry made a motion to take no action on request.
Commissioner Overby seconded
Unanimous approval.

Commissioner Alberry stated to remove parking on both sides of Sears Lane until we can come up with a safe issue for pedestrians and vehicles. Until we can get some sidewalks in there, whatever is needed to make it safe for people to use that street.

Commissioner Simon seconded.

Commissioner Archambeau stated it is a safety issue and is accepting the motion. (See video for more discussion.)

Commissioner Padgett stated he likes the design but the issue is creating confusion. There is a motion to prohibit parking - like to see a sidewalk all the way and parking on the north side.

Commissioner Barr stated to add traffic calming devices.

Commissioner Padgett stated there is a suggested amendment to prohibit parking on Sears Lane and provide traffic calming and pedestrian safety amenities with finances in it.

Commissioner Archambeau stated this was a friendly amendment.
Commissioner Alberry seconded.

Director Spencer asked for clarification to prohibit parking on both sides, traffic calming east end of street. Work is contingent on finances.

Commissioners Alberry, Barr, Gillmann, Simon and Padgett were in favor.

Commissioners Archambeau and Overby opposed.

ITEM 6 - PROCESS FOR CONCLUDING DOWNTOWN AND RESIDENTIAL PARKING STUDIES - Chapin Spencer

TDM action plan to report whether there will be any zoning changes made for downtown parking. City Council has asked for a presentation of the residential parking. (Please see attached timeline.)

Commissioner Simon stated that he feels there should be a meeting for input on the final plan and discussion. He also stated that he would like to see the history of what the Commission has done when the public has come forward for residential parking.

Commissioner Padgett has stated that the Commission has heard from the public case by case.

Commissioner Overby stated there were four elements to be dealt with, transportation for Burlington employees and the commission does not have the information needed for understanding zoning changes for downtown parking and the loss of parking when development happens and there concerns.

Nate Wildflower, Assistant Director of CEDO Economics suggested looking at the first three as there is concern about zoning changes.

Commissioner Simon wants a work session in addition to the October meeting which is open to the public. Nate stated to do a work session without public comment.

Jason from Local Motion stated there was no discussion concerning walking and biking in these plans. He stated at open streets there were a couple of bike protected lanes tested out on North Winooski Avenue and people seemed to like that idea of biking without worrying about getting hit by a car.

ITEM 7 - FY 16 AND FY 17 CAPITAL PLANNING

Martha Keenan, Capital Program Manager stated the FY 16 Budget found 1.3 million but the audit is not concluded. The repairs to the pavers at the Echo Center by the railroad tracks failed, repairs to Winooski Bridge failed and the flashing beacons. The surplus is much better than expected.

FY 17&18 has a projected shortfall of 24 million dollars. DPW's shortfalls is projected at four and a half million. Director Spencer stated they have to go in front of Board of Finance and is encouraging Commission members to attend the meeting for input.

ITEM 8 - PEDESTRIAN CROSSWALK DESIGN GUIDELINES - Norm Baldwin

Mr. Baldwin, City Engineer stated they have contacted five to six communities in the US for sidewalk policies and the federal and state standards. (See video for more details.) One of the biggest intersections for pedestrian crossing is by the rotary - St. Paul Street and So. Willard Street - this is also a high motor vehicle accident location.

Commissioner Alberry stated we need to educate children by going into the schools educating them of the importance of looking both ways before crossing a street and to cross at the crosswalk

areas. The public also needs to be educated to look both ways before crossing a street.

ITEM 9 - MINUTES

Commissioner Padgett stated that the tape is officially part of the minutes.

Commissioner Overby stated that 4.7 was not clear - confusing about the handicap spot provided proposed revision. It was stated it was okay for one handicap spot.

Director Spencer handed out amended copies of the minutes.

Commissioner Archambeau stated #8 accept staff's recommendation with exception of double weave sign by Price Chopper exit onto Route 7.

(This is where tape ended and not sure who made the motion and seconded.)

ITEM 10 - DIRECTOR'S REPORT - Chapin Spencer

We recently had our Employee Appreciation Party which was held at Oakledge Beach and all went well. He congratulated Norm Baldwin on his 25 years of service to the city.

Projected completed or working on - Cliff Street sidewalk, Flynn Avenue sidewalk, and pedestrian wayfinding signs in downtown.

Regulation of phosphorous in Lake Champlain with the new regulations out and we have until October 15th for comments.

Norman Baldwin, City Engineer stated that Feldman's is not in line with Lakeside Avenue and Feldman's driveway will have signalization for pedestrians especially north and south. The cost of the project is \$400,000.00 for the changes which will be viable when the parkway comes through. This project is due to start on October 15 with a completion date of January 15.

Director Spencer stated that construction has started in the parking garages this week.

11. COMMISSIONER COMMUNICATION

Commissioner Archambeau wanted to congratulate Megan Moir for her presentation on storm water. Also asked about the dirt controversy from the Moran Plant. He was informed that the dirt from our project is not at Leddy Park and we are taking care of it.

Commissioner Overby is reading a book called Tactful Urban and suggested that others read it as well as there are some great ideas for trying various things.

Commissioner Simon stated he would like to see a work session meeting added in October for residential parking plan.

12. MOTION TO ADJOURN

Meeting ended at 9:46 p.m.

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

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

COMMISSIONERS ABSENT: Robert Alberry, Jim Barr.

Item 1 – Call to Order – Welcome – Chair Comments

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

Item 2 – Agenda

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

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 3 – Public Forum

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

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

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

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

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

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

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

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

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

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

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

Item 4 – Consent Agenda

A. Harrison Ave Parking

B. State of Vermont Crosswalk Guidelines

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

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

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 5 – Germain St Parking

Tabled until November meeting during Item 2 discussion.

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

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

B) Commissioner Commentary (see video)

C) Public Comment

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

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

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

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

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

Second by Commissioner Gillman

Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Nay

Commissioner Tom Simon: Aye

Discussion

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

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

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

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

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

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

Action: Motion Tabled

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

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

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

B) Commissioner Commentary (see video)

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

C) Public Comment

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

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

D) Motion made by None

Second by None

Discussion

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

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

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

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

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

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

Commissioner Archambeau: states that is usually what commission does.

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

Item 8 - Draft Minutes of 9-16-15

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

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

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Item 9 – Director's Report

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

Item 10 - Commissioner Communications

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

Commissioner Gillman: none.

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

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

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

Item 11 – Executive Session for Appeal

Moved to after commission meeting during Item 7 discussion.

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

Motion made by Commissioner Simon: adjourn meeting

Seconded by Commissioner Archambeau

Vote:

Commissioner Overby: Aye

Commissioner Gillman: Aye

Commission Chair Padgett: Aye

Commissioner Archambeau: Aye

Commissioner Tom Simon: Aye

Meeting ended at 9:23pm.

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

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

COMMISSIONERS ABSENT: None.

Item 1 - Call to Order - Welcome - Chair Comments

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

Item 2 - Agenda

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

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

Item 3 - Public Forum

Item 4 - Consent Agenda

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

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

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

Item 4.5 - Additional Carshare VT Space in the Marketplace Garage

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

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

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

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

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

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

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

Item 5 - Regulation of Parking on Sears Lane

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

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

B) Commission Questions (see video)

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

C) Public Comment

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

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

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

D) Commissioner Discussion (see video)

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

Second by Commission vice Chair Archambeau.

Discussion

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

Action taken: motion approved;

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

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Nay

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Overby: Aye

Commissioner Simon: Nay

Item 6 - Mansfield/Loomis Crosswalks

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

B) Commission Questions (see video)

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

C) Public Comment

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

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

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

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

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

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

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

D) Commissioner Discussion (see video)

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

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

Second by Commissioner Simon.

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

Discussion

Action taken: motion with two friendly amendments approved;

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Aye

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Nay

Commissioner Overby: Aye

Commissioner Simon: Aye

Item 7 - Railyard Enterprise Project

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

B) Commission Questions (see video)

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

C) Public Comment

D) Commissioner Discussion (see video)

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

Second by Commission Vice Chair Archambeau.

Discussion

Action taken: motion approved;

Commissioner Gillman: Aye

Commissioner Barr: Aye

Commissioner Alberry: Aye

Commission Chair Padgett: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Overby: Aye
Commissioner Simon: Aye

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

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

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

Action taken: motion approved;

Commissioner Alberry: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Barr: Aye

Commissioner Gillman: Aye

Commissioner Overby: Aye

Commission Chair Padgett: Aye

Commissioner Simon: Aye

Item 9 - Director's Report

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

Item 10 - Commissioner Communications

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

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

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

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

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

Action taken: motion approved;

Commissioner Alberry: Aye

Commission Vice Chair Archambeau: Aye

Commissioner Barr: Aye

Commissioner Gillman: Aye

Commissioner Overby: Aye

Commission Chair Padgett: Aye

Commissioner Simon: Aye

Meeting adjourned at 9:54pm.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: December 10, 2015

PROCESS FOR PARKING STUDIES

- **Downtown Parking & Transportation Plan:** It will be posted online at www.ParkBurlington.com by Friday, December 11th. It is expected that this will be on the agenda for the December 21st City Council meeting.
- **Residential Parking Management Plan:** Responding to resident requests, the public comment period was extended to November 24th. We are working through the numerous public comments. We have informed the Advisory Committee that we will be pushing back the DPW Commission review of the final draft until the Commission's January 20th meeting. The final draft will be posted online by January 5th. We will place an update on Front Porch Forum in the coming days.
- **Transportation Demand Management Action Plan:** The final version of this plan will be posted online by Tuesday, December 15th at www.ParkBurlington.com.

CAPITAL PROJECTS:

We have taken advantage of the warm weather and have continued to work on many capital projects:

- Completed Cliff Street sidewalk and have received numerous compliments
- Completed Winooski Avenue sidewalk with pervious pavers and Silva cells
- Finished this season's work on the College Street Garage deck and drainage repairs
- Hosted a ribbon cutting for the substantially complete Waterfront Access North project
- Advanced the signal improvements at Park and Manhattan that will include new pedestrian signals – expected completion by the end of the month
- Continued Pine & Lakeside intersection improvements -- expected completion January 2016
- Initiated stormwater management improvements at Little Eagle Bay

CHAMPLAIN PARKWAY UPDATE:

Four community organizations (AARP, the South End Arts and Business Association, Local Motion and the Burlington Business Association) hosted a November 30th public forum on the Champlain Parkway. Approximately 100 people attended the event at Champlain Elementary School. We presented project updates and answered questions. The presentation and the full video of the event can be viewed at www.ChamplainParkway.org. Thank you to the Commissioners who attended this meeting.

RAILYARD ENTERPRISE PROJECT:

Approximately 70 people attended our December 9th public forum at Arts Riot. We presented the 3 alternatives recommended by the project Steering Committee and solicited input. The alternatives and the public input will be shared with the City Council on December 21st as they consider whether to forward these alternatives on to National Environmental Policy Act review. More information is at: <http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>.

DEPARTMENT REORGANIZATION:

We are making steady progress on the restructuring of Team DPW to accomplish the following:

- Re-align existing staff and resources in the department to achieve the Mayor's capital project goals and the department's Key Initiatives
- Strengthen middle management to increase departmental performance including our culture of safety.

To do this we have:

- Updated the job description of the Maintenance Division's General Foreman and turned this into a non-union Maintenance Manager position
- Updated the job description of the Water Plant's Chief Plant Operator and turned this into a non-union management position
- Changed the Capital Improvements Project Manager position from limited service to regular service
- Changed the responsibilities and job description of our Interim Transportation Planner position to a Senior Planner
- Prepared a comprehensive re-organization for the Water Division that will be going to the Board of Finance and City Council in the near future

This is an ongoing effort and there will be additional re-organization steps coming forward in the Technical Services Division.

MOBILE METER PAYMENTS LAUNCHED:

DPW has contracted with ParkMobile (<http://us.parkmobile.com/>) to provide pay-by-phone options for all of the City's on-street meters starting the day after Thanksgiving. This is a one year pilot to test this new technology. Feedback has been positive.

- 540 meter transactions were conducted by phone the first week
- 731 transactions were conducted by phone the second week

As always, feel free to reach out with any questions. See you next Wednesday!



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DEPARTMENT OF PUBLIC WORKS**

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MEMORANDUM

To: Burlington City Council
Public Works Commission
Fr: Chapin Spencer, Director
Re: Update on the Champlain Parkway Project

December 1, 2015

At the October 13, 2015 City Council meeting where the Champlain Parkway Cooperative Agreement amendment with VTrans was approved, Councilor Shannon requested that the Council receive a briefing on the Champlain Parkway project. This memo and upcoming presentation aim to address this request. Portions of this memo include information provided in my previous October 7th memo to the Council.

Public Outreach:

- **Community Meeting:** We were asked by AARP and other community organizations to provide an update on the project for the public. On November 30th, AARP, BBA, Local Motion, and SEABA hosted a meeting at the Champlain Elementary School where we presented an overview of the current design and the next steps. Approximately 100 people attended. We will be posting the presentation, a summary of the Q & A, and a link to the full video recording of the meeting on the project website (www.champlainparkway.org).
- **Ward 5 Updates:** We've continued to provide periodic updates to the Ward 5 Neighborhood Planning Assembly as requested by the steering committee. The last presentation was on March 19, 2015.
- **Ongoing Updates:** To keep the public routinely informed on this project going forward, we've requested some modest communications support through our Cooperative Agreement with the State. We appreciate VTrans' support of this request and a consultant will assist with these activities.

Project Overview:

In 2015, the project achieved a legal milestone, the DPW Commission lowered the speed limit along the project corridor, and the design advanced in ways that reflect the public input we've received along this corridor. Today's two-lane, multi-modal design that includes significant stormwater, bike/pedestrian, and traffic calming components is a fundamental departure from the project's distant origins and will complement and foster the ongoing vitality of the South End well into the future. Specifically, this project will:

- Build a new 25-mph city street between Home Avenue and Lakeside Avenue that will expand South End connectivity.

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.

- Construct 1.5 miles of new shared-use path in the South End – creating a continuous shared-use path from the border of South Burlington at Queen City Park Road to Pine & Kilburn where new buffered bike lanes will connect to downtown on Pine Street up to Maple Street.
- Reduce truck and commuter traffic through the Home Avenue, Flynn Avenue, and Champlain School neighborhoods – allowing for future street redesign opportunities in those areas.
- Install two major stormwater features that together with other project components will improve stormwater management over current conditions.
- Install new sidewalk, pedestrian signals, and transit shelters.
- Complement the Railyard Enterprise Project’s multi-modal connectivity between Pine Street and Battery Street so that there will be more connections between downtown and the South End.

Is this project perfect? No, it isn’t. It has been challenging for many Administrations to work within the project’s original Purpose & Need and re-create the Champlain Parkway into a more modern, pedestrian-oriented investment for the City’s future – but we’ve made tremendous progress – including recently as you’ll see below. We must all remember that the ideas that can’t feasibly be added into the Champlain Parkway project can be pursued as separate projects. This was done with the community’s desire to better connect Pine Street with Battery Street when the Railyard Enterprise Project was launched in 2012 (more information at www.ccrpcvt.org). It was done with the construction of sidewalk improvements and the installation of six crosswalks and Rectangular Rapid Flashing Beacons along Pine Street. It was done with the Pine & Lakeside intersection improvements underway now. Our City is constantly evolving and its transportation and infrastructure needs must respond to these changes.

Permit Milestone:

- In August 2015, the City received a favorable VT Supreme Court ruling on the last outstanding appeal of the project’s Act 250 permit. The Act 250 permit is now final and authorizes construction of the project with 39 permit conditions. Conditions of note include post-construction traffic monitoring of a number of intersections including Parkway/Lakeside, Pine/Locust and Pine/Howard.

Speed Limits:

- At its May 20th meeting, the DPW Commission unanimously agreed to set a 25 mph speed limit north of Home Avenue (down from 35 mph) to be consistent with the City-wide speed limit. The Commission also voted to drop the speeds more quickly between I-189 and Home Avenue as the Champlain Parkway transitions from a highway to a City street.

Design Details:

- Earlier this year, the City compiled previous public input and obtained VTrans consent to develop design details that will further enhance safety for all modes along the project corridor – with a focus on the Pine Street portion of the project.
- The proposed features include raised intersections, bump-outs, new bike lanes, transit shelters, and more pedestrian-friendly intersections.
- VTrans has agreed to incorporate these features into the project as long as they do not unreasonably impact the project’s cost, permits, or timeline.
- The City has worked with the project consultant CHA to incorporate these elements into the project plans.

Next Steps and Timeline:

- Refine engineering plans to finalize areas necessary for permanent and temporary right-of-way
- Develop soil management plan for the project

- Acquire any additional areas needed for right-of-way
- Complete Final Supplemental Environmental Impact Study (FSEIS) re-evaluation and permit extensions / amendments
- Refine project plans to construction level of detail
- Bid project
- Construct project (estimated duration is two full construction seasons, with a fall 2018 construction start) and will work with the community and businesses to have good communication and minimize disruptions.

RELATED PROJECT UPDATES:

While we are working hard to advance the Champlain Parkway, we are also advancing many other projects within or adjacent to the project corridor including:

Pine & Lakeside Intersection Improvements: Construction of a comprehensive upgrade to the Pine & Lakeside intersection is underway to include a new mast arm traffic signal equipment, installation of pedestrian signals, new ADA compliant concrete sidewalks, and relocation of a commercial driveway. The project will be completed by February 2016.

Railyard Enterprise Project: The goals of this project are to improve connectivity for all modes between Pine Street and Battery Street, expand economic opportunities in the area, enhance the livability of adjacent neighborhoods, and improve access to the railyard. After two years of collaborative work and reviewing dozens of project alternatives, the project Steering Committee on October 29th recommended advancing three proposed alternatives into the federal NEPA permitting process. Those alternatives have subsequently been presented to the Transportation Energy & Utilities Committee, the DPW Commission, the Ward 5 NPA and area property owners. **There is community meeting at Arts Riot (400 Pine St) on Wednesday December 9th at 6:30pm** to learn about the Railyard Enterprise Project (<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>) and review the three proposed alternatives in the study area. The alternatives will be presented to the City Council on December 21st and we will be looking for support to forward these alternatives into the NEPA process.

King & Maple Neighborhood Traffic Calming Effort: We have presented conceptual plans for traffic calming / neighborhood enhancement at a recent neighborhood meeting and are gathering input. We seek to develop a final plan this winter.

Champlain School Pedestrian Improvements: This Safe Routes to School grant funded project will install new sidewalk on Birchcliff Parkway and improve pedestrian crossings at three neighborhood intersections on Locust Street and Birchcliff Parkway.

Many of these projects have been advanced with strong support from our partners at the Chittenden County Regional Planning Commission, the Vermont Agency of Transportation, and the Federal Highway Administration, and we thank them for their ongoing support.

Feel free to contact me (cspencer@burlingtonvt.gov) to discuss any of this in further detail.

CC: Michele Boomhower, Director of PPAID, VTrans
 Wayne Davis, Project Manager, VTrans
 Rob Sikora, Environment & Right-of-Way Program Manager, FHWA
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