



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Tenzin Chokden, Clerks Office
From: Chapin Spencer, Director
Date: June 5, 2019
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **June 19, 2019**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A Champlain Elementary Bus Stop
 - B Sherman Street 15 Minute Parking
 - C George Street Removal of 1 Parking Meter
 - D Industrial Parkway to Queen City Park Rd Ordinance Revisions
 - E Semi Annual Traffic Request Status Report

Non-Discrimination

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- 5 20 Min Flynn Ave Safer Biking Infrastructure & Parking Adjustments – Pine St to Shelburne St
 - A Communication, E. Gohringer & K. Furtado
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote

- 6 20 Min Colchester Ave Safety Improvements & Parking Adjustments
 - A Communication, E. Gohringer & K. Furtado
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – Vote

- 7 10 Min 2019 VTrans Bicycle & Pedestrian Program Grant Candidates
 - A Presentation, N. Losch
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested – None

- 8 5 Min Approval of Draft Minutes of 5-15-19

- 9 10 Min Director's Report

- 10 10 Min Commissioner Communications

- 11 **Adjournment & Next Meeting Date – July 17, 2019**



Memo

Date: June 11, 2019
To: Public Works Commission
From: Phillip Peterson, Associate Engineer *PWP 6/13/19*
CC: Susan Molzon P.E., Senior Public Works Engineer
Subject: Bus Stop at Champlain Elementary School

Staff recommends the DPW Commission adopt:

16 Bus stops.

(a) *The following spaces are hereby designated as bus stops:*

- On the east side of Pine Street starting 20 feet south of the crosswalk in front of Champlain Elementary School and extending south 160 feet, to be effective Monday through Friday between the hours of 7:00 am to 9:00 am and 1:30 pm to 4:00 pm, holidays excepted.

Purpose & Need:

The purpose of the recommended traffic regulation amendments is to better regulate the parking in front of Champlain Elementary School. This traffic regulation amendment will clarify parking regulations in front of the school while balancing the need to accommodate northbound bicycling traffic on Pine Street as well as drop off and pick up of students.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Staff received a request from Burlington School District (BSD) staff to analyze time restricted parking next to BSD facilities (see Attachment-1). The existing conditions have 15-minute parking in front of the school as well as the need for a bus stop. Due to the existing northbound bicycle lane Staff have concluded that the Bus Stop and 15-minute parking adjacent to Champlain Elementary School needs time restriction regulations. Consequently, Staff recommends the Commission approves a Bus Stop on the east side of Pine Street starting 20 feet south of the crosswalk in front of Champlain School and extending south 160 feet, to be effective Monday through Friday between the hours of 7:00 am to 9:00 am and 1:30 pm to 4:00 pm, holidays excepted (see Attachment-2).

Public Engagement:

In preparation for the 06/19/19 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to Champlain School. Staff did not receive any public correspondence in regards to this matter.

Attachments:

1. Initial request.
 2. Site map.
-

Wed 4/17/2019

Dear Phillip,

Thank you for taking the time to speak on the phone with me last week. To recap, I stated that 15 min. parking signs in front of the school would be fine, but between the two fire hydrants, we need the signs to say something such as:

No Parking Between 2:40-3:00 PM Mon-Fri

Thank you again,

Dorinne Dorfman, Ed. D., Principal
Champlain Elementary School

Correspondence phone calls

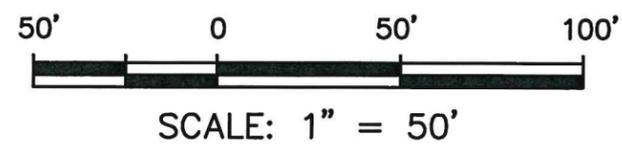
Associate Engineer Phillip Peterson received a phone call from Dorinne Dorfman, Principal Champlain Elementary School. Ms. Dorfman explained the school needs a bus stop between the fire hydrants; there are far too many drop offs and pickups in this area, and the mixing and vehicles and students has created a dangerous situation.



Pine Street

Champlain Elementary School

PROPOSED BUS STOP TO BE EFFECTIVE MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 7:00 AM TO 9:00 AM AND 1:30 PM TO 4:00 PM, HOLIDAYS EXCEPTED.



PROPOSED BUS STOP AT CHAMPLAIN ELEMENTARY



BURLINGTON PUBLIC WORKS ENGINEERING DIV.
 845 PINE STREET
 BURLINGTON, VT 05401
 (802) 863-8084
 (802) 863-0486 (Fax)

DESIGNED PMP	SCF NO. N.A.
DRAWN JWF	SCALE 1"=50'
CHECKED PMP	DRAWING NO.
DATE 06/03/2018	SHEET 1 OF 1



Memo

Date: June 11, 2019
To: Public Works Commission
From: Phillip Peterson, Associate Engineer *PWP 6/13/19*
CC: Susan Molzon P.E., Senior Public Works Engineer
Subject: 15 Minute Parking on Sherman Street

Staff recommends the DPW Commission adopt:

17 Designation of parking meter zones.

No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 6:00 p.m. beginning May 1st and ending October 1st:

- On the south side of Sherman Street in the third and fourth parking spaces west of North Avenue.

Purpose & Need:

The purpose of the recommended traffic regulation amendments is to increase turnover for the Burlington Police Department (BPD) and local business. This traffic regulation amendment will clarify parking regulations in front of the Police Department while balancing the need to accommodate business turnover on Sherman Street.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

Staff received a request (see Attachment-1) from a local business to designate two (2) 15-minute parking spaces on Sherman Street adjacent to their business. DPW Staff worked in collaboration with BPD and the Burlington Parks Department; which helped determine that the two 15-minute parking spaces are a benefit to visitors of Battery Park and BPD. Consequently, Staff recommend no person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 a.m. and 6:00 p.m. beginning May 1st and ending October 1st on the south side of Sherman Street in the third and fourth parking spaces west of North Avenue (see Attachment 2).

Public Engagement:

In preparation for the 06/19/19 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to Sherman Street. Staff received four (4) emails (see Attachment-3) all emails support Staff recommendations.

Attachments:

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

July 30, 2018

Phillip Peterson
Department of Public Works
645 Pine Street, Suite A
P.O. Box 849
Burlington, VT 05402-0849

Dear Phillip,

Per our conversation on July 26, 2018, I would like to request two 15-minute parking space signs next to Beansie's Bus in the North Avenue parking area of Battery Park. The designated parking spaces would help the flow of traffic and be great for people who need to make a quick stop into the Burlington Parking Enforcement Building, to Beansie's Bus or to take a quick walk around Battery Park.

Sincerely,

Chris and Tammy Corron
Beansie's Bus

Public input correspondence emails

Thu 5/16/2019

BPD does not object to changing two parking spaces on Sherman St, adjacent to the Police Department to 15 Minute Spaces.

JK
John J King
Parking Manager
Parking Enforcement

Thu 5/16/2019

Good morning,

My name is Jacqueline Posley, and I would like to formally express my support for two fifteen minute parking spots in the Sherman Street lot adjacent to the Burlington Police Department.

Thank you,

Jacqueline Posley

Thu 5/16/2019

I live in South Burlington, but go to Burlington all the time. 2 more spots would be great! Sometime, their lot is full and I have to either find a place way down and walk, or just skip eating there. If the Police dept. say it's ok, then please do it!!!!

Thank you.
Roxanne F. Gentes

Thu 4/18/2019

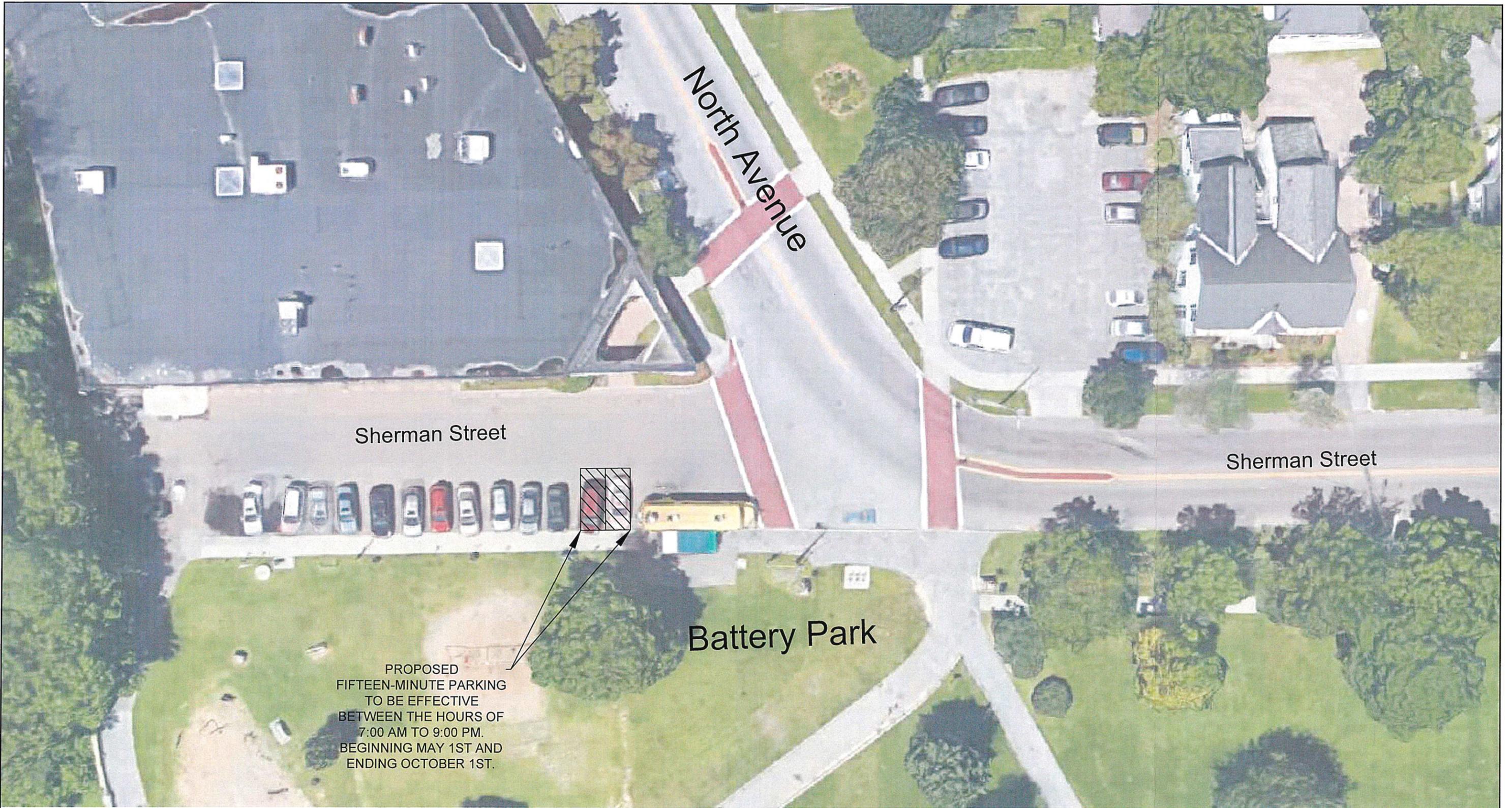
Hi Cindi and Jan, see a note from Beansies below. I don't have any issue with the request, but I know a couple on Sherman Street may take issue with altering the plan in the parking area. Either way, this is not in our jurisdiction to decide the merits of this request. We don't have a preference either way and doesn't affect the park one way or another. Beansies has a contract with the Dept., however the location is a public ROW.

Last year Beansie's placed cones out and erected home aid signs - which we asked them to remove. I do not want to see a home aid solution like that - it should be formalized and signed appropriately.

Phillip is the person at DPW handling the request from Beansie's, please let him know if anyone has opinions either way.

Thank you,
Deryk

Hi Deryk, we are getting ready to open the bus soon. This year will be Beansie's 75 year! Can't wait. We wanted to ask ahead of opening. We know Mr. Peterson was very busy last year with lots of projects. My husband spoke with Mr Peterson this morning about getting a 15-minute parking sign put up. In place of one of the 2-hour parking signs. It really does help people trying to swing by and grab fry's and people trying to pay parking tickets. I hope this will be a possibility this year. We know parking is tight and it's hard but people really loved being able to get in and out. It was great people that had to pay fines always were mad about the ticket so they would treat their self's with fries after. Thank you
Tammy



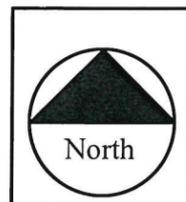
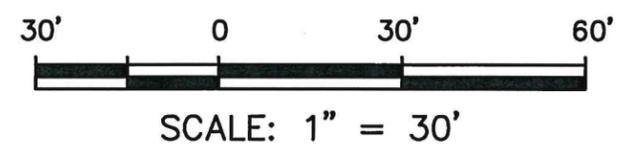
Sherman Street

North Avenue

Sherman Street

Battery Park

PROPOSED
FIFTEEN-MINUTE PARKING
TO BE EFFECTIVE
BETWEEN THE HOURS OF
7:00 AM TO 9:00 PM.
BEGINNING MAY 1ST AND
ENDING OCTOBER 1ST.



15 MINUTE PARKING ON
SHERMAN STREET



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
645 PINE STREET
BURLINGTON, VT 05401
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(802) 863-0486 (Fax)

DESIGNED PMP	SCF NO. 4800188
DRAWN PMP	SCALE 1"=30'
CHECKED SM	DRAWING NO.
DATE 06/08/10	SHEET 1 OF 1



Memo

Date: June 11, 2019

To: Public Works Commission

From: Phillip Peterson, Associate Engineer *PWP 6/13/19*

CC: Susan Molzon P.E., Senior Public Works Engineer

Subject: Removal of One (1) Parking Meter near 40 George Street

Staff recommends the DPW Commission adopt:

17 Designation of parking meter zones.

Three (3) hour zones. The following streets or portions of streets are hereby designated as three (3) hour parking:

- On the east side of George Street starting 40 feet south of the driveway to 40 George Street and extending to Pearl Street.

Purpose & Need:

The purpose of the recommended traffic regulation amendment is to offset the loss of parking to allow the Burlington Fire Department to respond efficiently in an emergency. The need is to give local residents an unmetered parking space.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

In March of 2019 DPW Staff worked in collaboration with the Burlington Fire Department (BFD) to remove parking near the 40 George Street driveway. The 40 George Street driveway is close

to the Monroe Street and George Street intersection. BFD uses the driveway at 40 George Street as a connection to Elmwood Avenue. There have been several occasions when the driveway is unpassable due to vehicles parking on the south side of the driveway at 40 George Street. DPW Staff conducted a site survey and turning template analysis, which confirmed the need for a "No-Parking" zone in this area. The DPW Commission approved the Staff recommendation for the "No-Parking" zone be on the east side of George Street, beginning immediately south of the driveway to 40 George Street and extending south for 20 feet.

Prior to being designated a "No-Parking" zone, the parking space beginning immediately south of the driveway to 40 George Street and extending south for 20 feet was in a resident only parking zone for George Street residents. Due to the loss of parking, residents on George Street requested DPW Staff consider removing one parking meter on George Street and assigning that parking space for resident only parking on George Street (see Attachment 1). DPW Staff have analyzed parking on George Street, and the removal of one parking meter is an acceptable loss in revenue and public use. Consequently, DPW Staff recommend the Commission approve the re-designation of the parking meter zone on George Street. Staff recommend a three (3) hour zones on the east side of George Street starting 40 feet south of the driveway to 40 George Street and extending to Pearl Street (see Attachment 2).

Public Engagement:

In preparation for the 06/19/19 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to 40 George Street. Other than the initial request, Staff did not receive any correspondence in regards to this matter.

Attachments:

1. Initial request.
 2. Site map.
-

Sun 3/10/2019

Hi Philip, we spoke briefly on my porch about the spot on George Street that blocks the fire dept. I'm all for making sure the fire dept can maneuver through (not without a sense of self preservation I might add), but I'm hoping something can be done in tandem to maintain the already precarious number of resident parking spots.

I have two suggestions, one would be to convert 1 (or even two) of the currently metered spots into resident only parking, and/or there's a no parking spot just on the other side of the driveway by the spot in question that seems superfluous? It looks like there may once have been a driveway there but now it is only lawn and I frequently see people park there illegally, so maybe it might as well be a parkable spot?

In any event, thanks for checking in with neighborhood before making changes, it's noticed and appreciated!

regards,

-dave patry

31 George Street

Fri 3/8/2019

Hi Peter,

I am writing to strongly urge against making the spot south of the driveway of 40 George Street a "No parking" zone. As someone who lives on this street, I depend on "resident only" spaces to be able to park my car. It is already incredibly difficult to find parking on the street, and this would only make the problem worse. (In fact, a city bus is often parked on our street in the residents only spaces, and takes up 4 whole spots!).

As an alternative, I would like to suggest that one of the metered parking spaces be turned into a "no parking zone" instead. This would allow the fire department to do its job, while still providing space for the residents who live on this street. 1 less metered parking spot would do far less damage, as folks who park there tend to not live on the street and can more easily find another metered spot to park in while they shop/go downtown etc.

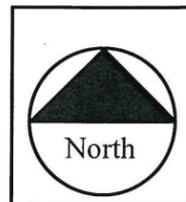
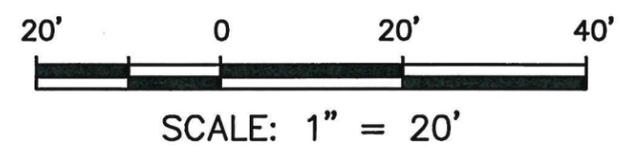
-Kathleen McVeigh



Monroe Street

20'
 PROPOSED REMOVAL
 OF ONE (1) METER

George Street



GEORGE STREET
 PROPOSED REMOVAL OF ONE (1)
 PARKING METER



**BURLINGTON
 PUBLIC WORKS
 ENGINEERING DIV.**

845 PINE STREET
 BURLINGTON, VT 05401
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DESIGNED PMP	SCF NO. N.A.
DRAWN PMP	SCALE 1"=20'
CHECKED SM	DRAWING NO.
DATE 06/8/18	SHEET 1 OF 1



Memorandum

Date: June 19, 2019
To: Public Works Commission
From: Madeline Suender, Associate Public Works Engineer
CC: Susan Molzon P.E., Senior Public Works Engineer
Subject: Industrial Parkway Rename to Queen City Park Road

Recommendations to the DPW Commission:

DPW recommends Industrial Parkway be changed to Queen City Park Road reflected in the following Ordinances:

1a Truck routes.

The following roadways are designated as truck routes:

- (22) ~~Industrial Parkway Reserved.~~
- (25) Home Avenue from ~~Industrial Park~~ Queen City Park Road to Shelburne Street.
- (27) Queen City Park Road.

3 Stop sign locations.

Stop signs are authorized at the following locations:

- (151) At the intersection of Austin Drive and ~~Industrial Parkway~~ Queen City Park Road, causing traffic on ~~Industrial Parkway~~ Queen City Park Road to stop.
- (131) ~~Reserved.~~ At the intersection of Central Avenue and Queen City Park Road causing eastbound traffic on Queen City Park Road to stop.

7 No-parking areas.

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

- (62) On the east and north sides of ~~Industrial Parkway~~ Queen City Park Road west of Central Ave.

All changes are reflected as ~~strikethrough~~ where removed and underline where added.

Purpose & Need:

The purpose of this recommendation is to reflect the change of Industrial Parkway to Queen City Park Road and update ordinances on the road. The need is to allow these ordinances to remain enforceable. See Attachment 1 for map of request.

Summary and Conclusion:

The name change is planned to take effect July 1, 2019. DPW Staff asks that the Commission approve this change, subject to approval from the City Council of the change of street name from Industrial Parkway to Queen City Park Road. This is tentatively planned for the 6/24 City Council meeting. In the event this is not presented at this meeting, it will be brought to the first July Council meeting.

Upon inspection of the ordinances, it was found that ordinance language for a stop sign on what is currently Industrial Parkway, at the intersection with Central Ave, causing eastbound traffic to stop, is missing. This is a stop sign that has been in place since at least 2011 (see Attachment 2). DPW recommends this additional wording be included in this request.

Attachments:

1. Site Map and Addresses
2. Stop Sign Location

Attachment 1: Site Map and Addresses

Industrial Parkway Re-Addressing to Queen City Park Road FINAL 29-May-2019

Property Type	New Address			Old Address			City	Owner
	Number	Street	Street Type	Number	Street	Street Type		
Land and Building	31	Queen City Park	Rd	1	Industrial	PKWY	Burlington	Green Mountain Transit
Land and Building	43	Queen City Park	Rd	7	Industrial	PKWY	Burlington	Green Mountain Transit
Land and Building	101	Queen City Park	Rd	15	Industrial	PKWY	Burlington	Green Mountain Transit
Land and Building	179	Queen City Park	Rd	79	Industrial	PKWY	Burlington	Rhino Foods
Land and Building	180	Queen City Park	Rd	80	Industrial	PKWY	Burlington	Burton
Land	225	Queen City Park	Rd	101	Industrial	PKWY	Burlington	Rhino Foods
Land and Building	319	Queen City Park	Rd	149	Industrial	PKWY	Burlington	Edlund
Land and Building	266	Queen City Park	Rd	152	Industrial	PKWY	Burlington	Burton
Land and Building	360	Queen City Park	Rd	350	Queen City Park	RD	Burlington	Burlington Electric Department
Land and Building	371	Queen City Park	Rd	303	Queen City Park	RD	South Burlington	Green Mountain Power

Industrial Parkway in Burlington will be renamed to Queen City Park Road. Burlington's street name, Industrial Parkway, will cease to exist.

Queen City Park Rd addresses will ascend from Home Ave in Burlington to Route 7 in South Burlington per City Code 25-105.

Existing Queen City Park Road addresses in Burlington will remain unchanged, with the exception of the BED substation.

The BED substation in Burlington will be readdressed 360 Queen City Park Rd (currently 350 Queen City Park Rd).

Existing Queen City Park Road addresses in South Burlington remain unchanged in this project, with the exception of the GMP substation.

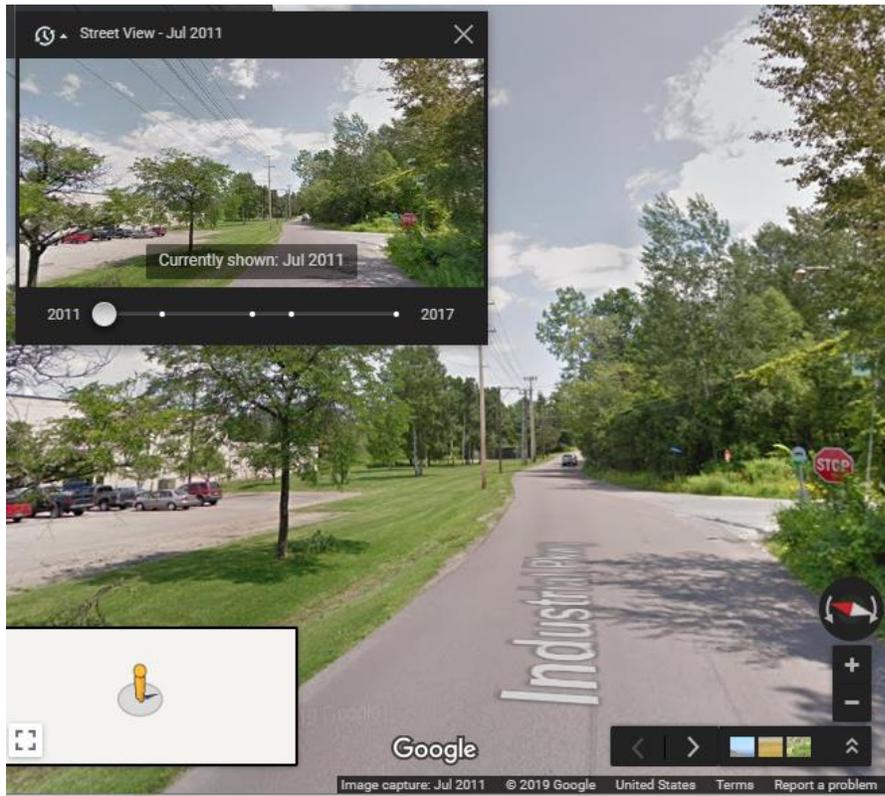
FYI: The GMP Substation in South Burlington will be readdressed to 371 Queen City Park Rd (currently 303). City of South Burlington will officially notify.

The City shall notify all addressing public entities (911, USPS, etc), but not commercial data compilers such as Google and Microsoft (these gather from 911).

New addresses become "official" on July 1, 2019, but notifications of the change will go out June 3 to allow time for database updates.



Attachment 2: Stop Sign Location





Memo

Date: June 13, 2019
To: Public Works Commission
From: Phillip Peterson, Associate Engineer *PMP 6/13/19*
CC: Norm Baldwin P.E., City Engineer
Subject: Semiannual Traffic Request Status Report

TRAFFIC REQUEST BREAKDOWN BY TYPE

Accessible Space:	3
Resident Only Parking:	3
Crosswalks:	14
Driveway Encroachments:	2
Signage:	3
Loading Zone:	1
Area/Intersection Study:	2
Parking Prohibition:	3
Bus Stop:	0
Geometric Issues:	4
Parking Meters:	0
Other:	0
TOTAL:	35

Overview:

This document is a semiannual report on remaining traffic requests. The Traffic Request Program has been managed by the Department of Public Works since the mid-1980s with one member of staff receiving, evaluating, and presenting requests from the public to the Department of Public Works Commission. We are submitting this memo to the DPW Commission for their review.



June 12, 2019

TO: Public Works Commission

FROM: Elizabeth Gohringer, Associate Planner
Kim Furtado, Intern

CC: Nicole Losch, PTP, Senior Planner

RE: Flynn Ave Safer Biking Infrastructure & Parking Adjustments – Pine to Shelburne St

Recommendations

Staff recommends that the Commission adopt:

Appendix C, 7 No-parking areas.

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

On the south side of Flynn Avenue between Pine Street and Shelburne Street.

Purpose & Need

Prohibit parking on the south side of Flynn Ave between Pine St and Shelburne St, in order to install an east-bound bike lane and westbound shared lane.

Introduction

PlanBTV Walk Bike is a comprehensive plan which outlines improvements to walking and biking infrastructure throughout Burlington which will make streets and traveling safer. The plan highlights the need for more complete and connected biking/pedestrian infrastructure for east/west travel in the South End. Flynn Ave has the potential to be an ideal connector street, bridging Oakledge Park and the waterfront with Pine Street and Shelburne Street, allowing for safer commuting throughout the neighborhood and for students commuting to school.

During the May 15th Public Works Commission Meeting, the Commission approved a proposal to remove parking along the south side of Flynn Avenue from Pine Street to Oakledge Park and along the north side of

Flynn Avenue between 300 Flynn Avenue and 208 Flynn Avenue. This parking removal will allow for the installation of bike lanes in both directions on Flynn Avenue between Briggs Street and Pine Street. Following this decision, residents expressed interest in expanding the bike infrastructure further east between Pine Street and Shelburne Street. The approval of this current proposal will get the South End even closer to the goals of *planBTV Walk Bike*.

Public Engagement

This project falls under “Involve” on the Spectrum of Engagement.

- Redstone was directly engaged to better understand how this plan would impact the operations of future commercial leasers.
 - A mailing was sent to residents/property owners along Flynn Avenue between Pine Street and Shelburne Street as well as residents/property owners on Richardson and Wells Streets between Flynn Ave and Ferguson Ave on May 23rd.
 - DPW staff attended a Ward 5 NPA meeting in March and held a neighborhood meeting on June 5th to hear local residents’ feedback on the proposed changes.
1. Who is positively impacted?
 - People bicycling on Flynn Ave would have facilities where none previously existed and have an extended eastbound network.
 2. Who may be negatively impacted and for how long?
 - Residents/businesses currently using on-street parking will no longer have those on-street parking spaces. This would be a permanent impact.
 3. What are the main concerns, issues, and interests of the community?
 - Redstone is concerned parking removal will impact their ability to attract leasers into their commercial space.
 - Some residents are concerned about building a bikeway towards Shelburne Street because Shelburne Street currently does not have any bike infrastructure.
 - Some residents are concerned about losing parking.
 4. Will any individuals, institutions, or groups be disproportionately impacted?
 - Staff/guests who go to the businesses/residences directly adjacent to the project area will be most impacted.
 5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
 - This project was recommended in *planBTV Walk Bike*, which included public engagement. Additional direct outreach was required to advance the parking changes as per the Public Engagement Plan.
 6. Are there any linguistic or cultural barriers to engaging with impacted residents?
 - There are no known linguistic or cultural barriers within the project area.

Observations and/or Considerations and/or Alternatives

Parking Counts

40 total parking spaces on north side between Pine St and Shelburne St

	Sat., 4/27/2019	Tues., 4/30/2019	Wed., 5/1/2019
6AM	Total: 10 % utilization: 25%	Total: 12 % utilization: 30%	Total: 12 % utilization: 30%
10AM	Total: 9 % utilization: 23%	Total: 7 % utilization: 18%	Total: 10 % utilization: 25%
7PM	Total: 10 % utilization: 25%	Total: 9 % utilization: 23%	Total: 5 % utilization: 13%

38 total parking spaces on the south side between Pine St and Shelburne St

	Sat., 4/27/2019	Tues., 4/30/2019	Wed., 5/1/2019
6AM	Total: 6 % utilization: 16%	Total: 5 % utilization: 13%	Total: 7 % utilization: 18%
10AM	Total: 7 % utilization: 18%	Total: 1 % utilization: 3%	Total: 3 % utilization: 8%
7PM	Total: 5 % utilization: 13%	Total: 5 % utilization: 13%	Total: 6 % utilization: 16%

47 total parking spaces on Wells St and Richardson St between Flynn Ave and Ferguson Ave

	Wed., 5/29/2019	Thurs., 5/30/2019	Sat., 6/1/2019
6AM	Total: 6 % utilization: 13%	Total: 7 % utilization: 15%	Total: 7 % utilization: 15%
10AM	Total: 2 % utilization: 4%	Total: 3 % utilization: 6%	Total: 5 % utilization: 11%
7PM	Total: 9 % utilization: 17%	Total: 3 % utilization: 6%	Total: 5 % utilization: 11%

All Work Planned on Flynn Ave from Pine St to Shelburne St

The complete scope of work being completed in this area of Flynn Ave includes:

- Paving and water line work will be coordinated with line striping this construction season. Currently projected to be completed by July 2019.

Parking Alternatives

Ample street parking is available along the north side of Flynn Ave as well as on Richardson St and Wells St off of Flynn Ave. Homes have parking lots/driveways.

Feedback

- At the Neighborhood Meeting hosted by DPW Staff on 6/5/2019, the neighborhood supported this proposal as a compromise between the need for expanded biking infrastructure and retaining some street parking. There was willingness expressed to continue the infrastructure conversation after traffic changes in the South End have been affected by the Champlain Parkway and Shelburne St Rotary projects.
- Feedback received via email has been very mixed (see Attachment 2).

Next Steps

Following the approval of the Commission, striping can immediately follow the completion of Flynn Ave paving which is expected for July. Though the final goal of *planBTV Walk Bike* is to have fully connected bike lanes along both sides of Flynn Ave, residents are hesitant to support a more complete proposal at the current time. In the coming years, traffic patterns in the South End are expected to transform dramatically following the construction of both the Champlain Parkway and Shelburne St Rotary. Once traffic patterns have changed and the Shelburne St corridor study has been completed, residents are willing to revisit expanding the bicycling network in the South End.

Given the current configuration and curb-to-curb width of Flynn Ave, there is not enough space to accommodate a parking-protected bike lane. Flynn Ave also has numerous driveways and intersections, which makes it a challenging street for parking-protected bike lanes.

Conclusions

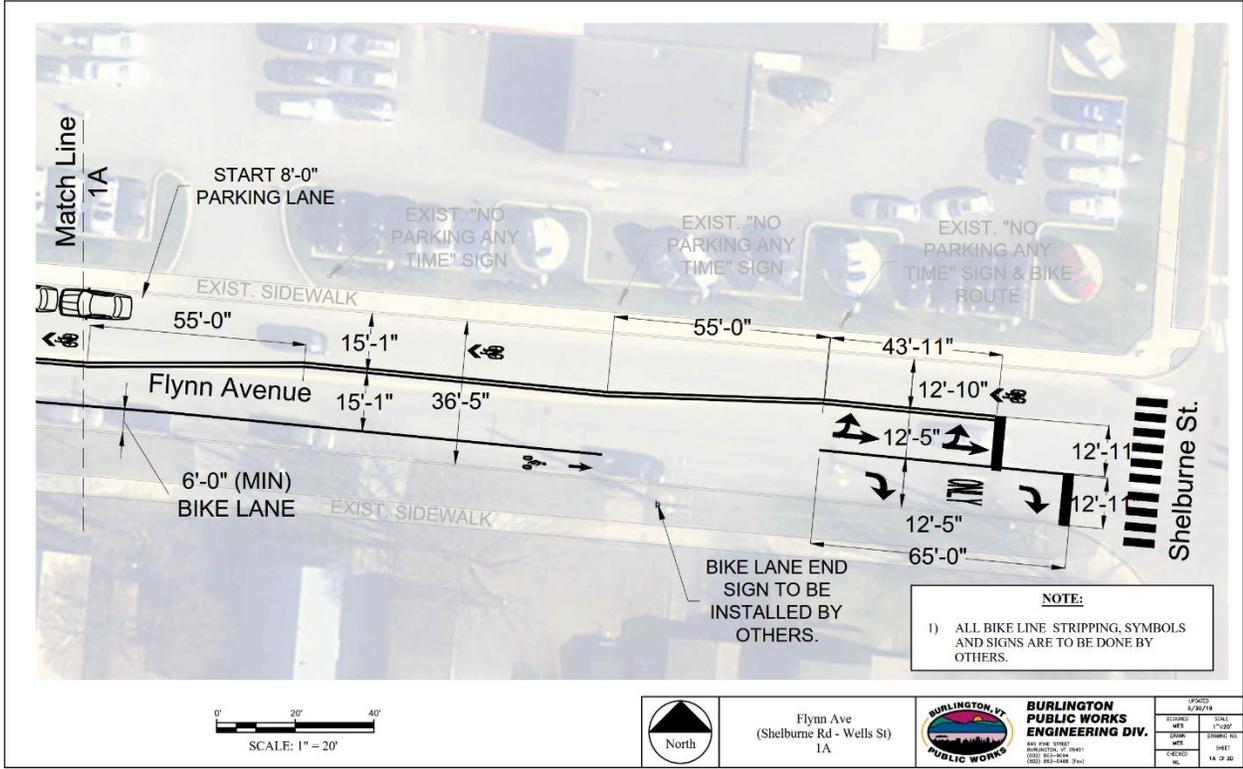
Installing an eastbound bike lane on Flynn Ave between Pine St and Shelburne St will bring Burlington even closer to meeting the goals outlined in *planBTV Walk Bike*.

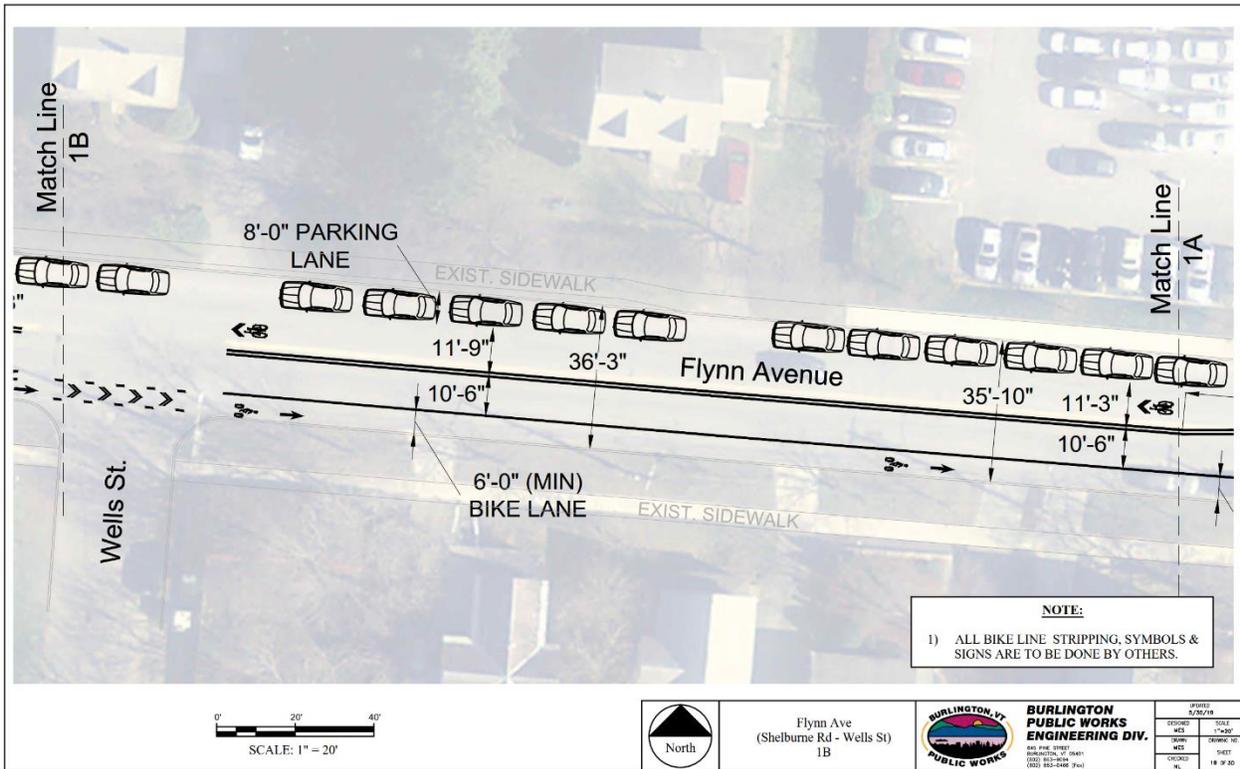
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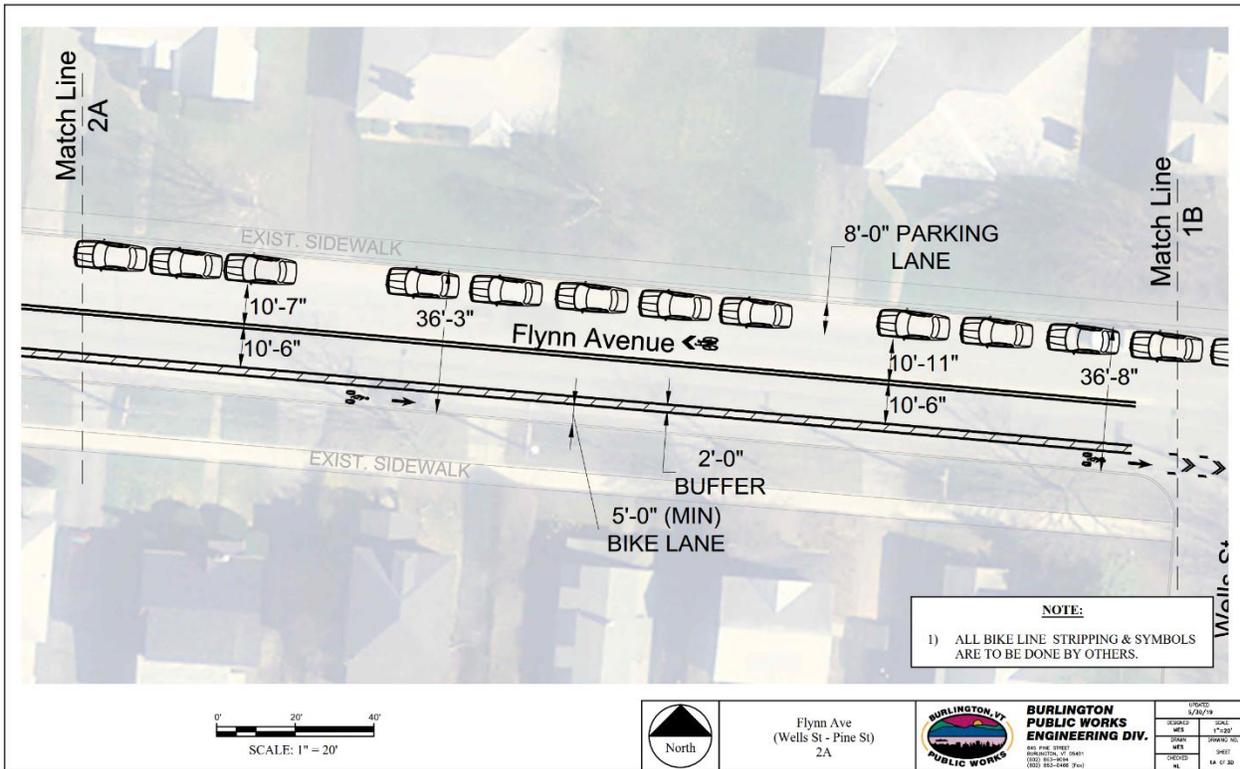
Attachments

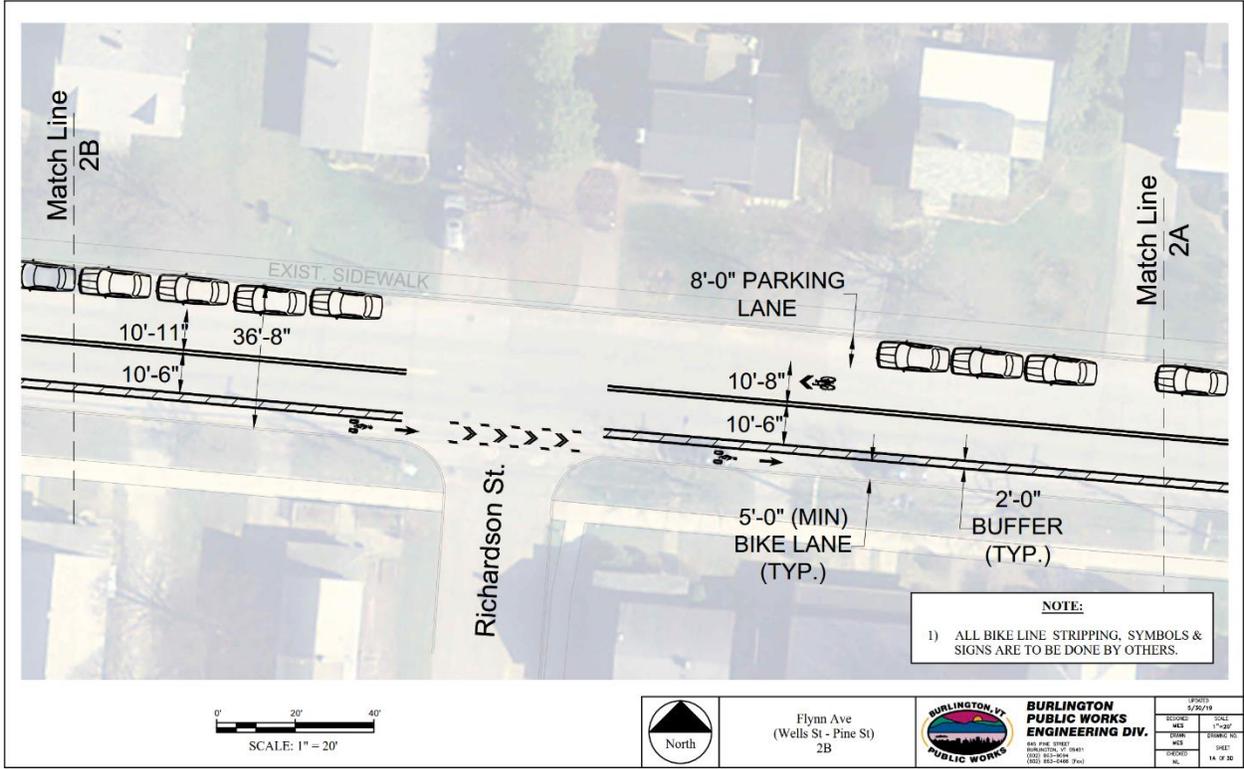
1. Design Plans for Project Area
2. Public Feedback Log
3. Mailing Sent to Flynn Ave/Wells St/Richardson St on 5/23/2019

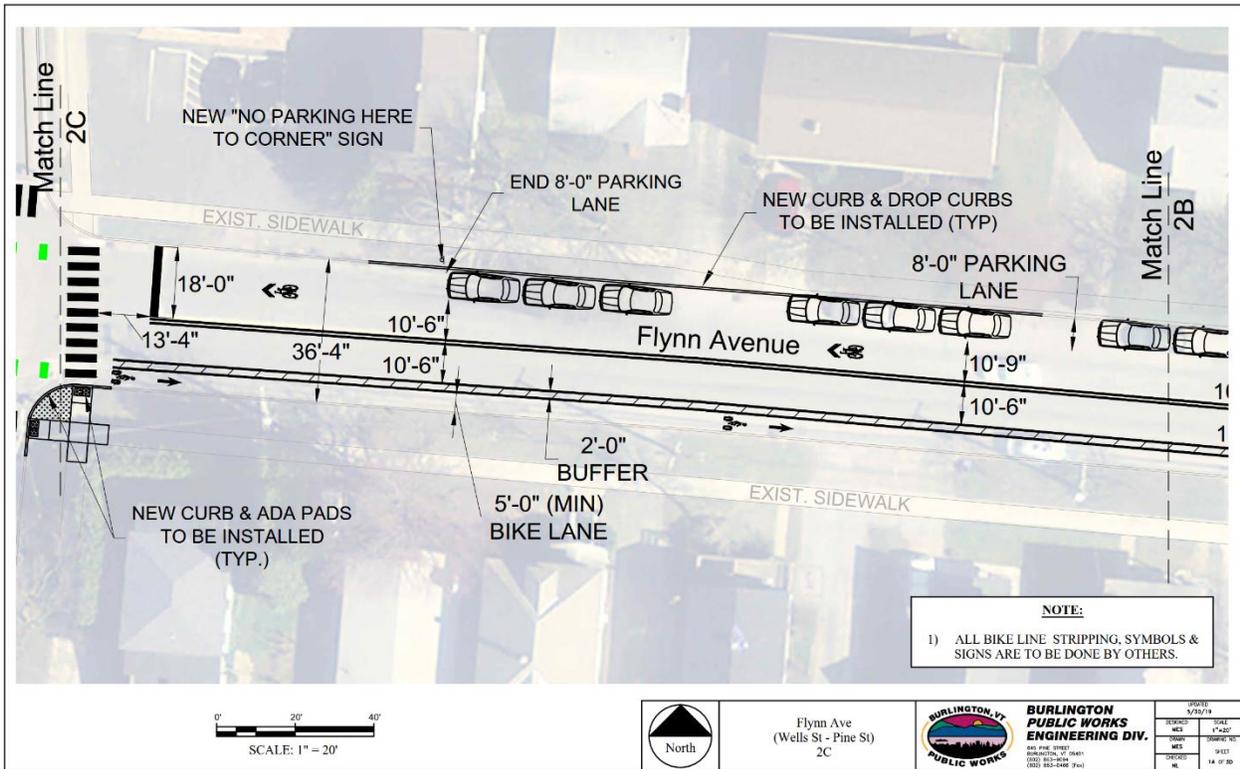
Attachment 1: Design Plans for Project Area

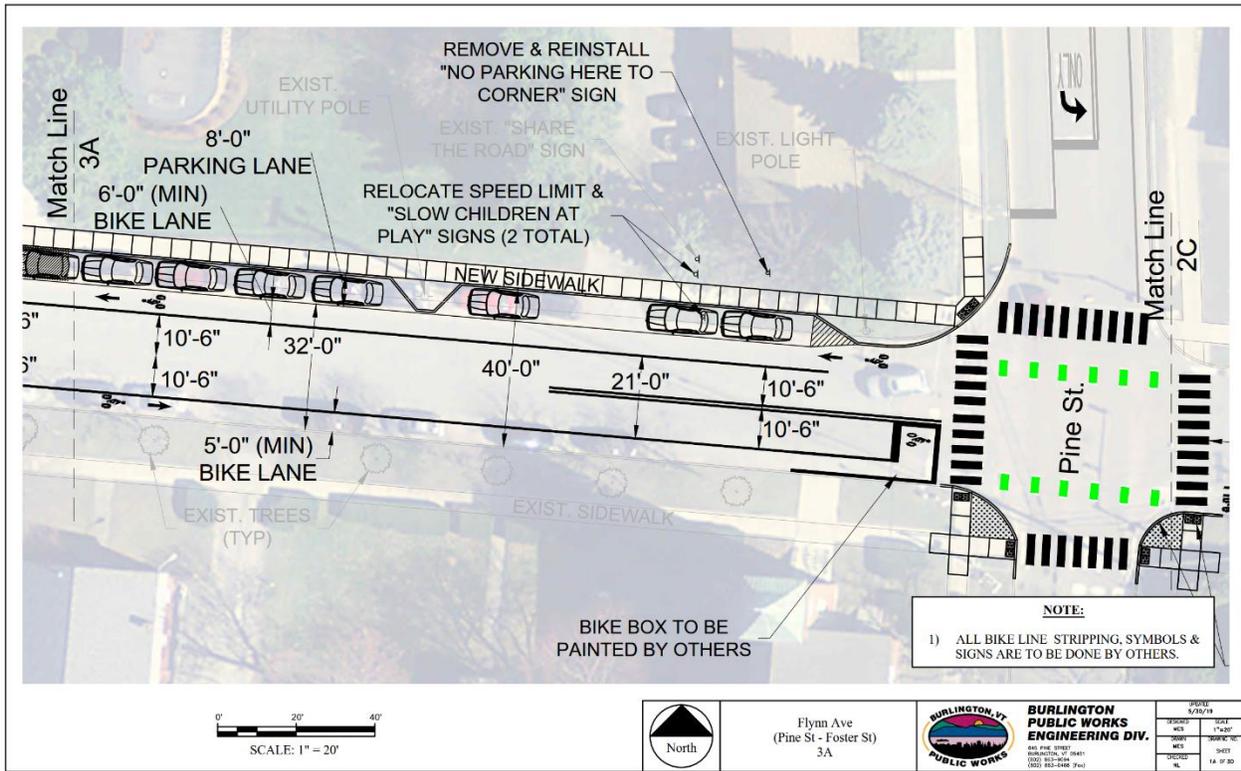












Attachment 2: Public Feedback Log

Date	Notes
3/18/2019	Cars need consideration & space. North side of street will become too crowded.
3/19/2019	Uses Flynn Ave regularly. Need to address Oakledge parking issues before biking behavior will change.
3/28/2019	Not in favor of removed parking. Not in favor of bike lane.
4/1/2019	Really bummed to lose parking. Doesn't see people riding down Flynn to Shelburne Road. Believes parking is more valuable than Flynn bike lane.
4/1/2019	Strongly opposed. Believes it is unsafe to direct people in bikes towards Shelburne Road. Doesn't see any need for a bike lane between Pine and Shelburne Road.
4/8/2019	However I am concerned that before the Southern Connector is built, if there is a bike lane on Flynn, the cars and trucks will just have more room to speed along Flynn. Already bikers use the sidewalk because of the trucks on Flynn. I worry that it will be even worse. My question is, what kind of traffic slowing measures will be taken? I'm afraid that if nothing is done to slow traffic on Flynn, there will be more accidents.
4/11/2019	The focus should be on moving traffic through the city more efficiently. This will never be accomplished with bikes. No more bike lanes needed.
3/22/2019	Lives on - All for it! Wants potholes fixed ASAP.
3/24/2019	Applauds the removal of parking on south side. Does it extend beyond Pine St? Railroad crossing near City Market needs more pavement for bikers to be able to cross. (Another intersection that needs enforcement is Pine/Shelburne Road - people ignore the No-Turn-On-Red indicator.)
3/23/2019	There is no evidence that "sharrows" make biking safer for cyclists. Lots of truck traffic means bikers need to stay safe. STRONG VOTE FOR BIKE LANES ON BOTH SIDES OF STREET.
3/30/2019	All or nothing bike lanes. Stands by planBTV walk bike. Asked the Commission to vote against project unless it includes bike lanes on both sides of the street for the full length...
4/4/2019	I wanted to send my deep appreciation and support for the Flynn bike path extension proposal
4/11/2019	Uses Flynn with kids to school. Parking by Howard is too close to sidewalk. Supports removing parking on either side of the Co-op driveway.
4/25/2019	Supports any initiative to increase bike infrastructure on Flynn Ave.
5/1/2019	Remove automobile parking on both sides of Flynn Avenue extending from Shelburne St. all the way to Pine St., thereafter install bike lanes on both sides of that corridor and, finally, render these modifications permanent.
5/2/2019	adding my support to adding bicycles lanes to both sides of Flynn Street, having them only on one side will not be as beneficial for families who like to cycle with their small children. Only by having bicycle lanes on both sides will all of us who like to cycle be able to make the best use of the bicycles lanes on Flynn.
3/20/2019	Protected bike lanes instead of sharrows. That is what will actually protect people and what was outlined for Flynn in the Plan.
4/20/2019	Feels that only having a bike lane on one side of the street is NOT ENOUGH.
5/15/2019	Attached memo and 75 signatures in support of bike lanes on both sides of Flynn
5/6/2019	Does not want bike lines until sidewalk on south side of Flynn is fixed. Also requesting the installation of a left turn lane approaching Pine.
5/8/2019	Could not attend NPA on 3/21. Opposes removal of parking because he sees a "clear and persistent need for residential on-street parking" between Pine and Shelburne.
5/28/2019	Thinks the bike lane should be limited to one side of the street and that it should be closed at night to allow for parking on both sides.
5/29/2019	Did not want to lose any parking, but wanted safer bike routes. OK with south side parking being removed, but thinks asking residents to have no parking on the street is an unfair burden.
6/2/2019	Would like bike lane on one side because it will make biking safer. Does not want 2 lanes because it will force people to park on side streets which will be considerably more narrow if parking increases.
6/4/2019	Flynn needs to be paved because it is dangerous to all-- especially bikers more so than cars. Wants a left turn lane when approaching Pine from Flynn eastbound. Wants removal of parking between City Market and Pine to create space for the left turn lane. Wants a RFB installed at Flynn/Foster as well as Shelburne/Flynn and Pine/Flynn.
6/4/2019	Flynn Ave has more issues that need to be addressed before considering other plans. There has been an increase in traffic recently with the addition of new businesses/tourists.
6/3/2019	Many of the homes between Shelburne and Pine are renters. On-street parking is useful for multifamily homes and gatherings. Adding a bike lane will only create problems where there aren't any. Does not see Flynn as a popular bike route southbound because most use Queen City Parkway. Wants a westbound bike lane from Shelburne to Oakledge. Wants the sidewalk between Foster and City Market to be fixed too.
6/4/2019	Likes the idea of bike lanes but the need for parking is greater. If residents who live on Flynn want guests over, their guests will have nowhere to park. Parking needs to be retained at least on one side. Other measures other than bike lanes need to be implemented to make biking safer (i.e. traffic-calming structures, ped-xing, etc.). Westbound traffic needs to be slowed to make the intersection of Pine/Flynn flow better. Pine/Flynn intersection is a failure. After construction is finished there needs to be an evaluation of the intersection to assess the problems.

Attachment 3: Mailing Sent to Flynn Ave/Wells St/Richardson St on 5/23/2019



City of Burlington
Department of Public Works

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

May 23, 2019

Dear Flynn Ave Neighborhood Residents, Business Owners, and Property Owners:

Flynn Avenue is a popular corridor frequented by residents, parishioners, employees, and commuters. We began working with the Flynn Avenue neighborhood in March 2019 to discuss options to improve this section of road – coordinating work with repaving this summer. Throughout that process, we've heard mixed opinions about the parking and bike lane configuration east of Pine Street.

Public Works values all road users and works hard to create an equitable, balanced transportation network. We also strive to include a wide range of voices and perspectives in all our decisions, especially from residents, business owners, and property owners that are directly impacted by local infrastructure changes.

Earlier this year, we proposed removing parking from the south side of Flynn Ave (east of Pine Street) to install an eastbound bike lane. However, given the initial public interest in improved bicycling facilities on both sides of Flynn Ave (as recommended in planBTV Walk Bike), we are expanding the scope of our evaluation. **We need to hear from residents, business owners, and property owners who may be impacted – positively and negatively – by the proposed lane reconfiguration and by any on-street parking prohibition.**

At this time, we are considering two options to address the community's interest in bike lanes that can be installed this summer with new pavement markings:

1. Retain parking on north side and add an eastbound bike lane (with shared lane markings westbound).
2. Remove parking on north and south sides to accommodate for both eastbound and westbound bike lanes.

We are also evaluating new mid-block crosswalks across Flynn Avenue between Pine and Shelburne Streets.

Staff are collecting data to understand the parking demands on Flynn Avenue and adjacent side streets to inform these options. At this point in the process, we have not spoken with the neighborhood about the concept of removing all on-street parking on Flynn Avenue east of Pine Street. We would like to hear from you. There are a number of ways to share your feedback:

- Please join us at a **Neighborhood Meeting on June 5th** at 6:00pm at the Department of Public Works located at 645 Pine Street. For anyone unable to attend, feedback received by noon on the 5th can be shared with the neighborhood at the meeting.

- Based on the feedback we receive, we plan to attend the **June 19th Public Works Commission meeting** to make a recommendation and seek a decision. The public will also have a chance to speak at that time. Public Works Commission meetings begin at 6:30pm and are held at the Department of Public Works, 645 Pine Street. Agendas are posted here in advance of the meetings: [Public feedback received by noon on June 12th will be shared with the Commission in advance of the June 19th meeting.](#) Feedback received after that time will be made available to Commissioners at the meeting.
- **Direct feedback can be shared anytime** with dpwplanning@burlingtonvt.gov or 863-9094 x3.

We look forward to hearing from you.

Sincerely,

The Public Works Planning Team: Nicole Losch, Elizabeth Gohringer, and Kim Furtado

dpwplanning@burlingtonvt.gov

863-9094 x3



June 12, 2019

TO: Public Works Commission

FROM: Elizabeth Gohringer, Associate Planner
Kim Furtado, Intern

CC: Nicole Losch, PTP, Senior Planner

RE: Colchester Ave Safety Improvements & Parking Adjustments

Recommendations

Staff recommends that the Commission adopt:

Appendix C, 7 No-parking areas.

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

On the north side of Colchester Avenue from East Avenue to Barrett Street.

Appendix C, 9 Fifteen-minute parking.

No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 6:00 am and 9:00 pm, Sundays and holidays excepted, in the following areas:

In the 3 designated spaces on the east side of Colchester Avenue in front of 273 Colchester Avenue.

In the 2 designated spaces on the east side of Colchester Avenue in front of 291 and 297 Colchester Avenue.

Purpose & Need

Prohibit parking for portions of Colchester Ave in order to install a westbound bike lane between East Ave and Barrett Street and an eastbound bike lane between a point located 100 feet west of the Greenmount Cemetery entrance and Barrett Street.

Introduction

DPW received a resident request to remove parking on Colchester Ave to make travel lanes less tight, extend bike lanes, and prevent damage to parked cars. Installing striped bike lanes along Colchester Ave, east of East Ave, is one of the goals of *planBTV WalkBike*. Colchester Avenue is a heavily used corridor connecting Burlington and Winooski and creating designated bike lanes will make biking a more viable and safer option to all individuals who travel on Colchester Avenue.

Public Engagement

This project falls under “Involve” on the Spectrum of Engagement.

- Kampus Kitchen and Kathy’s Flowers are the only businesses located on this section of Colchester Ave and were directly engaged to better understand how these plans would impact their operations.
- Letters were mailed to residents and property owners along Colchester Avenue on April 9th explaining the proposed changes and soliciting feedback.
- Letters were mailed to residents and property owners along Colchester Avenue, Chase Street, and Barrett Street on May 20th explaining the proposed changes and soliciting feedback on the expanded proposal.
- DPW staff provided updates at the April Public Works Commission, May Public Works Commission, and the May Transportation, Energy, and Utilities Committee.
- DPW staff held neighborhood meetings on April 23rd and May 29th to hear local residents’ feedback on the proposed changes.

1. Who is positively impacted?
 - People bicycling on Colchester Ave would have expanded facilities.
2. Who may be negatively impacted and for how long?
 - Residents and businesses in the project area that currently use the parking spaces will no longer have those on-street parking spaces. This would be a permanent impact.
3. What are the main concerns, issues, and interests of the community?
 - Some residents/property owners on Colchester Avenue where parking is proposed to be completely eliminated are concerned about access to their properties by maintenance/contractors.
 - Supporting the local businesses is an interest of the community.
 - Having safe bike routes is of concern to many in the community.
4. Will any individuals, institutions, or groups be disproportionately impacted?
 - The guests/staff who go to the residences and businesses directly adjacent to the project area will be most impacted.
5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
 - This project was recommended in the planBTV WalkBike, which included public engagement. Additional direct outreach was required to advance the parking changes as per the Public Engagement Plan.
6. Are there any linguistic or cultural barriers to engaging with impacted residents?
 - There are no known linguistic or cultural barriers within the project area.

Observations and/or Considerations and/or Alternatives

Parking Counts

29 total parking spaces on south side of Colchester Ave between East Ave and Greenmount Cemetery

	Sat., 3/30/2019	Tues., 4/2/2019	Wed., 4/3/2019
6AM	Total: 6 % utilization: 21%	Total: 6 % utilization: 21%	Total: 8 % utilization: 28%
10AM	Total: 5 % utilization: 17%	Total: 7 % utilization: 24%	Total: 7 % utilization: 24%
7PM	Total: 6 % utilization: 20%	Total: 4 % utilization: 14%	Total: 5 % utilization: 17%

19 total parking spaces on north side of Colchester Ave between East Ave and Greenmount Cemetery

	Sat., 3/30/2019	Tues., 4/2/2019	Wed., 4/3/2019
6AM	Total: 14 % utilization: 74%	Total: 13 % utilization: 68%	Total: 13 % utilization: 68%
10AM	Total: 13 % utilization: 68%	Total: 10 % utilization: 53%	Total: 9 % utilization: 47%
7PM	Total: 9 % utilization: 47%	Total: 9 % utilization: 47%	Total: 9 % utilization: 47%

20 total parking spaces on east side of Colchester Ave between Greenmount Cemetery and Barrett St.

	Sun., 5/12/2019	Tues., 5/14/2019	Thurs., 5/16/2019
6AM	Total: 3 % utilization: 15%	Total: 9 % utilization: 45%	Total: 8 % utilization: 40%
10AM	Total: 2 % utilization: 10%	Total: 4 % utilization: 20%	Total: 7 % utilization: 35%
7PM	Total: 3 % utilization: 15%	Total: 6 % utilization: 30%	Total: 5 % utilization: 25%

20 total parking spaces on Barrett St.

	Sun., 5/12/2019	Tues., 5/14/2019	Thurs., 5/16/2019
6AM	Total: 3 % utilization: 15%	Total: 6 % utilization: 30%	Total: 10 % utilization: 50%
10AM	Total: 1 % utilization: 5%	Total: 6 % utilization: 30%	Total: 7 % utilization: 35%
7PM	Total: 5 % utilization: 25%	Total: 7 % utilization: 35%	Total: 11 % utilization: 55%

29 total parking spaces on Chase St.

	Sun., 5/12/2019	Tues., 5/14/2019	Thurs., 5/16/2019
6AM	Total: 23 % utilization: 79%	Total: 23 % utilization: 79%	Total: 23 % utilization: 79%
10AM	Total: 15 % utilization: 52%	Total: 14 % utilization: 48%	Total: 10 % utilization: 20%
7PM	Total: 14 % utilization: 48%	Total: 19 % utilization: 66%	Total: 15 % utilization: 52%

All Proposed Work Planned from East Ave to Barrett St

The complete scope of work being completed in this area of Colchester Ave includes:

- On north side of Colchester Ave between East Ave and Barrett Street: add bike lane.
- On south side of Colchester Ave between Greenmount Cemetery entrance and Barrett Street: add bike lane.
- Installation of crosswalk at intersection of Chase Street and Colchester Ave and Quick-Build curb extension.
- Removal of curb extension and relocation of RRFB located in front of 276 Colchester Ave.

Parking Alternatives

Street parking is available on the south side of Colchester Ave between East Ave and the Greenmount Cemetery, as well as on Chase Street and Barrett Street. Most homes have parking lots/driveways. Customers to Kathy's Flowers

have parking available on Latham Ct and customers to Kampus Kitchen has parking available directly in front of the business on Colchester Ave.

During the 5/29/19 Neighborhood Meeting, DPW proposed adding “notched in” parking spaces on Colchester Avenue immediately south of Colchester Court. At this time, we are not including these spaces into our recommendation because of parking occupancy counts and resident concern. If this option is revisited in the future, the following information should be noted:

- Approximately 500 square feet of greenbelt will be lost
- The existing catch basin will need to be evaluated and survey data collected before the design is finalized
- If a quick-build on the corner of Chase St and Colchester Ave is successful, it will be prioritized as a bioretention area
- There are small trees that can be relocated but cannot be moved during the growing season
- Rough cost estimate: \$12,000 (based on 95ft of linear curb work on a similar project)

Feedback

- At the Neighborhood Meeting hosted by DPW Staff on 4/23/2019, residents expressed interest in removing parking from one or both sides of Colchester Ave between East Ave and Greenmount Cemetery and removing parking on the west side of Colchester Ave between Greenmount Cemetery and Barrett Street.
- At the Neighborhood Meeting hosted by DPW Staff on 5/29/2019, there was interest in creating bike infrastructure, especially on the hill section, while retaining some parking for businesses and residents. Some residents expressed concern about losing parking on Colchester Ave closest to Barrett St, especially for maintenance vehicles, who will have to work on their properties. Most residents expressed an interest in a proposal that allows for flexible and gradual changes upon the completion of further scoping studies.
- Feedback received by email/mail has been mixed, but more strongly favors the addition of bike lanes in both directions for at least some time (See attachment 2 for summary.)

Next Steps

With approval to remove on-street parking, bike lanes can be implemented 30 days after the Commission decision as Colchester Ave has just recently been repaved. Following the neighborhood meetings, it is clear the residents want to balance the need for biking infrastructure with other concerns, but do not want to hastily make drastic changes. The proposed bike lanes feed into the reconstruction plans of the Colchester Ave/Riverside Ave intersection and work in conjunction with the other improvements to make Colchester Ave a safer route for all travelers. The neighborhood is willing to revisit other bike infrastructure options for Colchester Ave following the completion of the scoping study for protected bike lanes on Colchester Ave and the scoping study for the Colchester Ave / East Ave intersection. Due to the existing travel width of the road and impending scoping studies, DPW does not currently recommend the implementation of protected bike lanes at this time.

DPW contacted UVM to discuss possible shared parking options, but due to the university’s current parking deficit, UVM is reluctant to commit any shared parking at the current time.

Conclusions

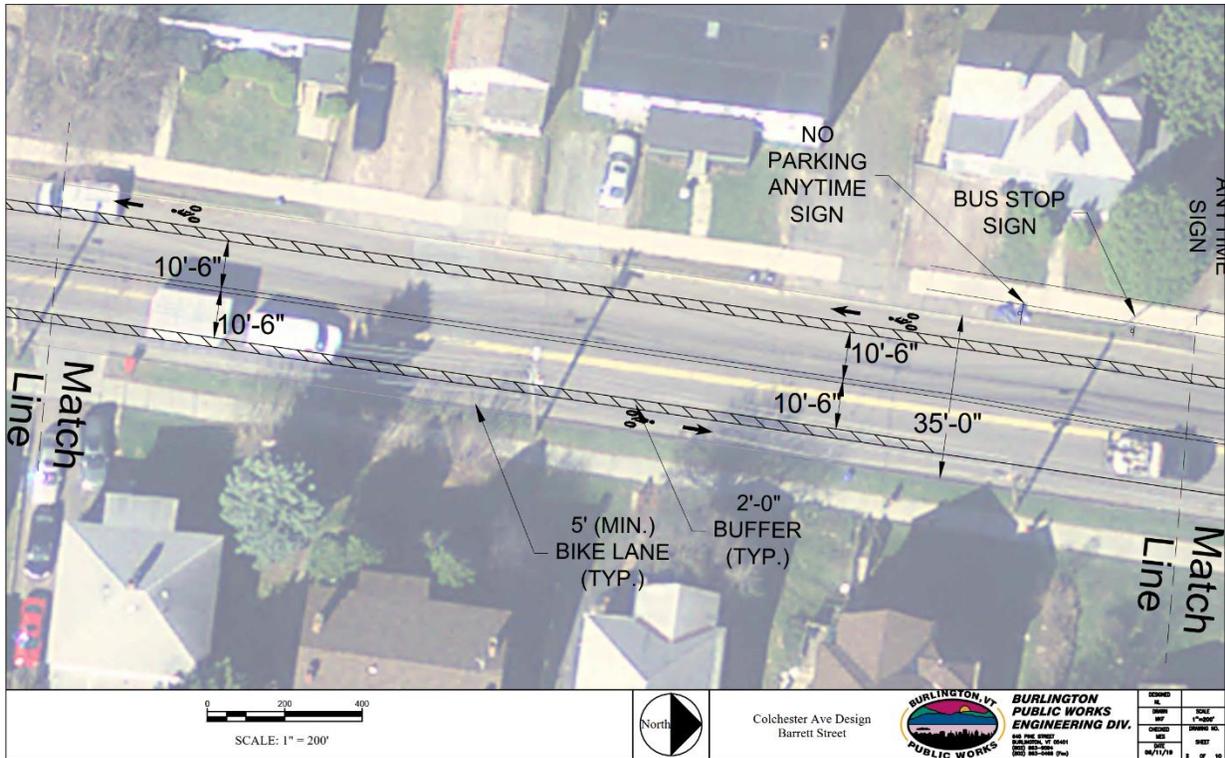
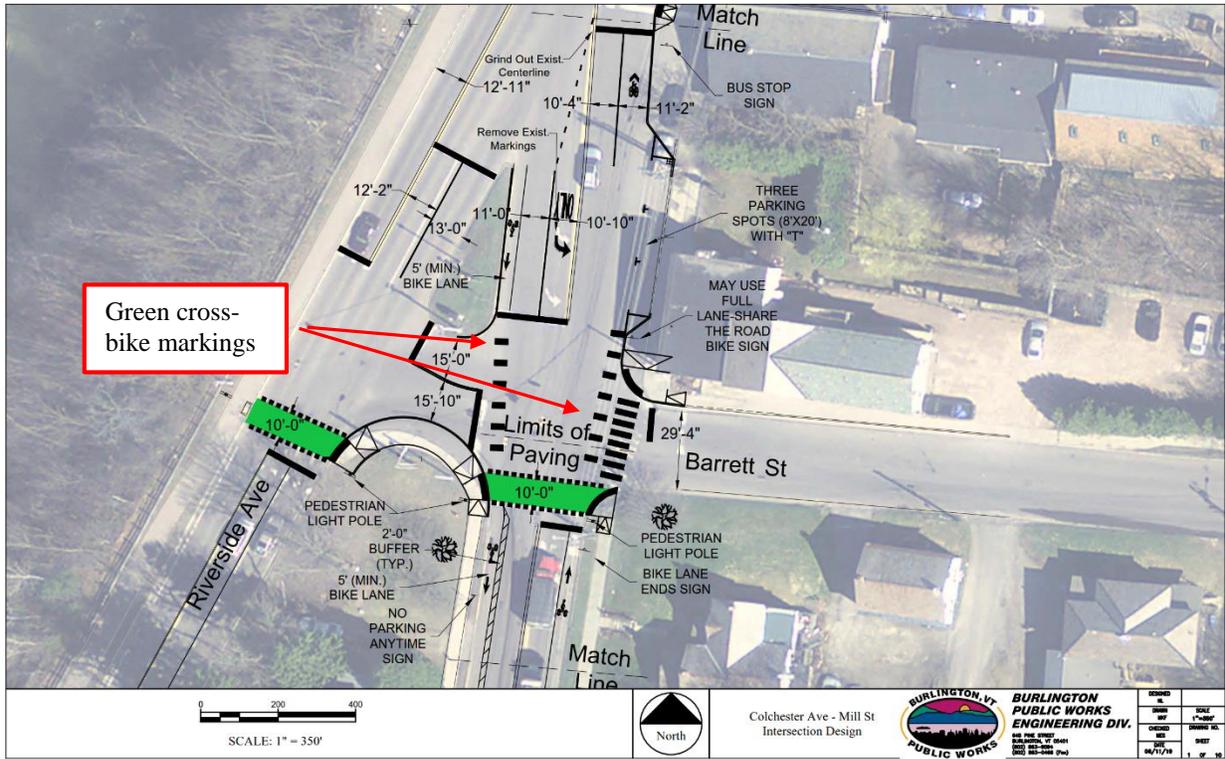
By implementing these changes, Burlington will be one step closer to meeting the goals outlined in planBTV WalkBike. Providing safer and more easily accessible bicycle infrastructure around the city has numerous positive impacts for both the wellbeing of residents and the City as a whole.

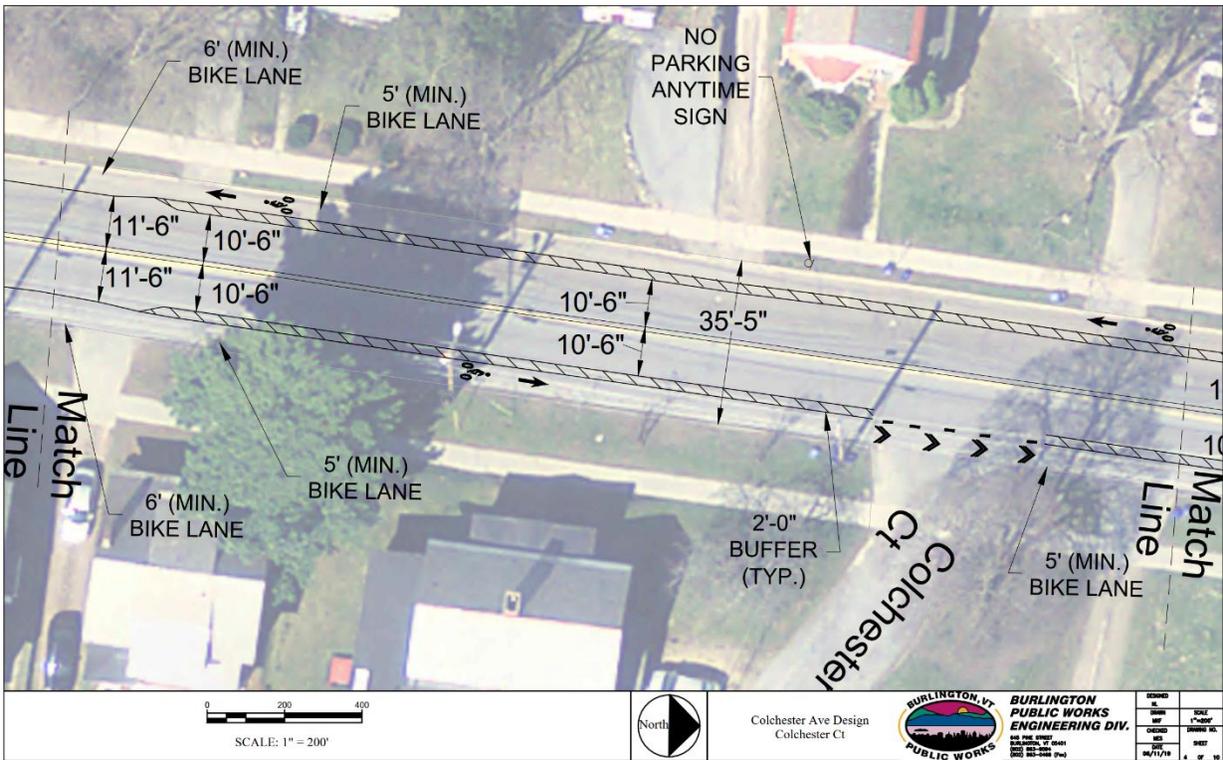
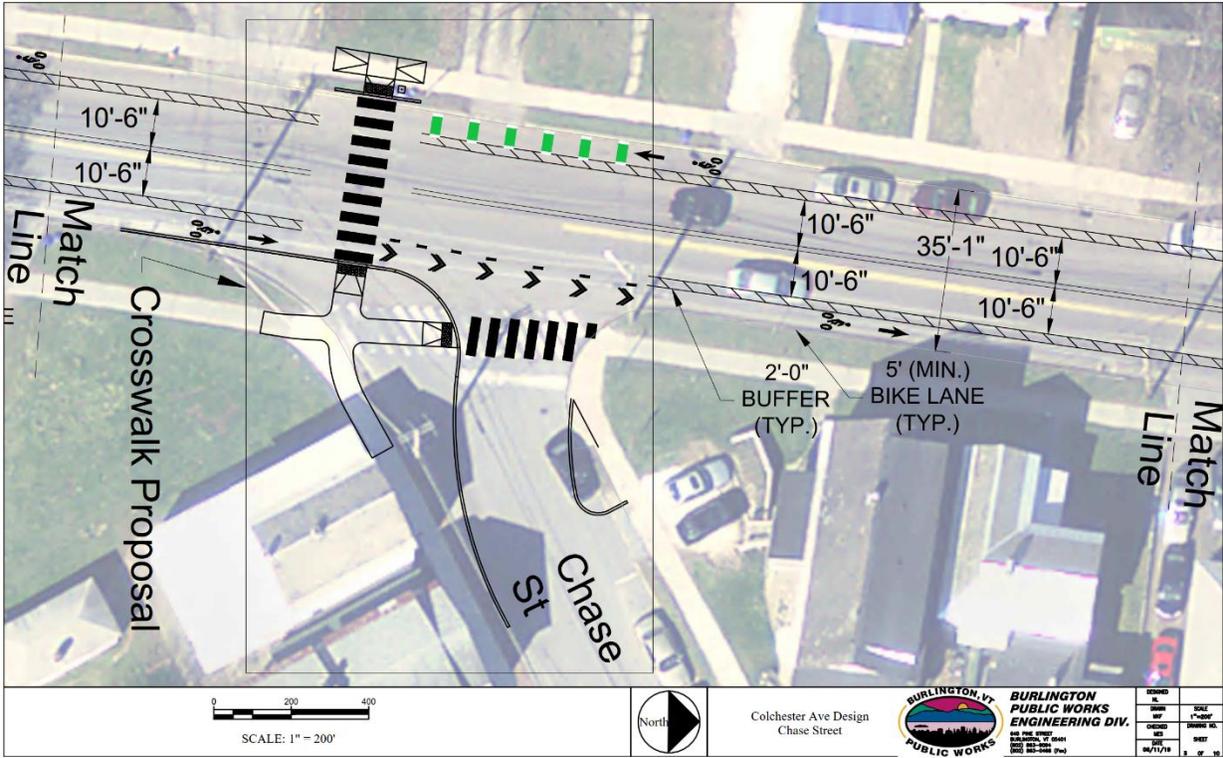
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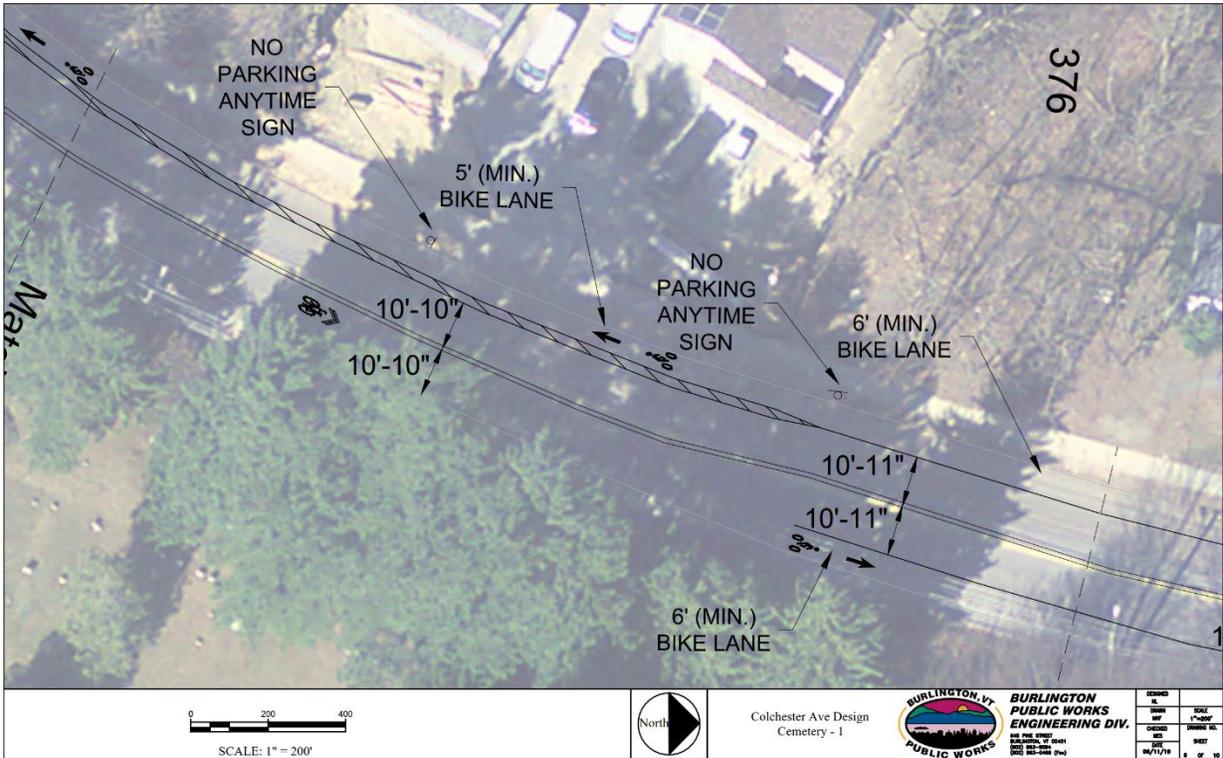
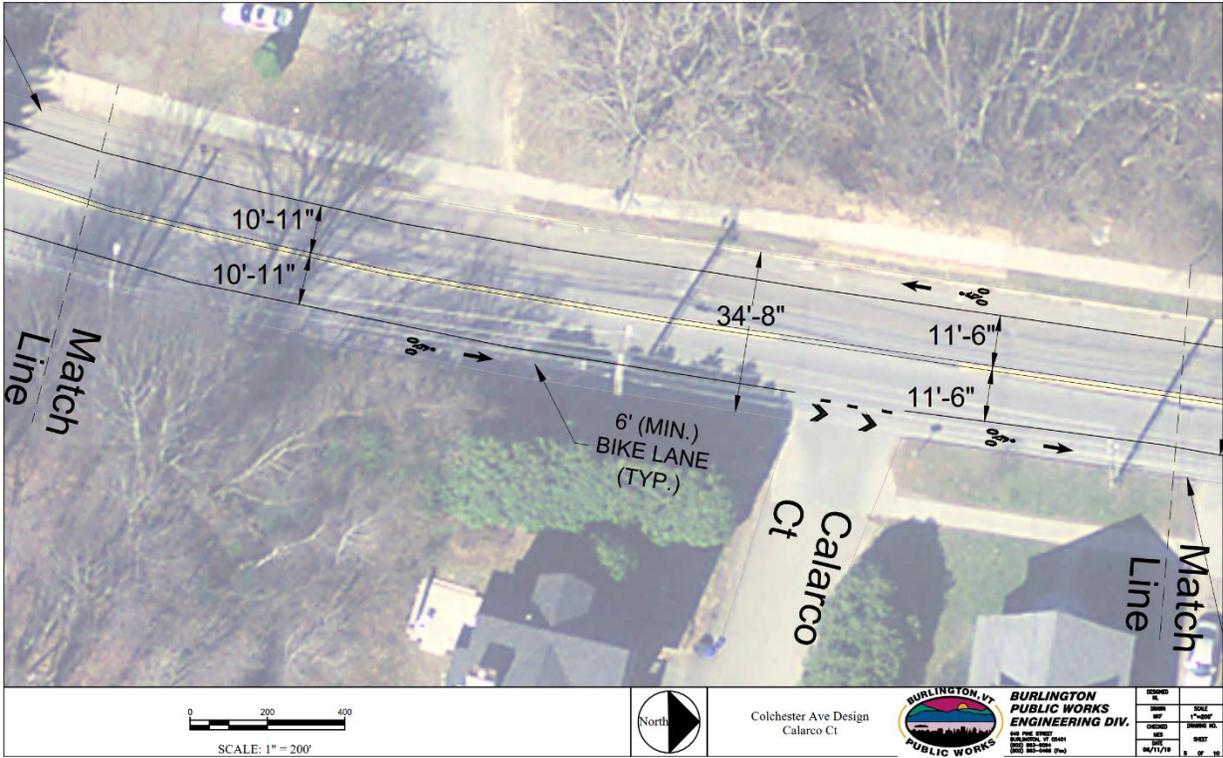
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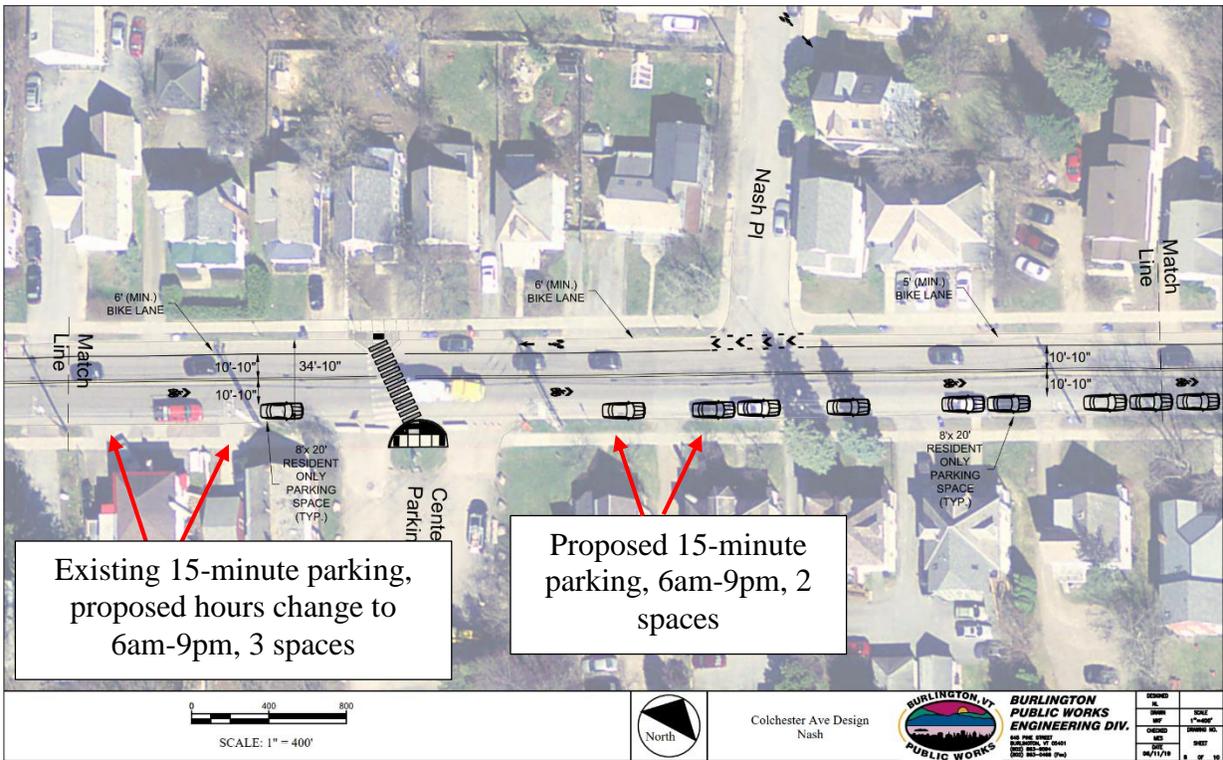
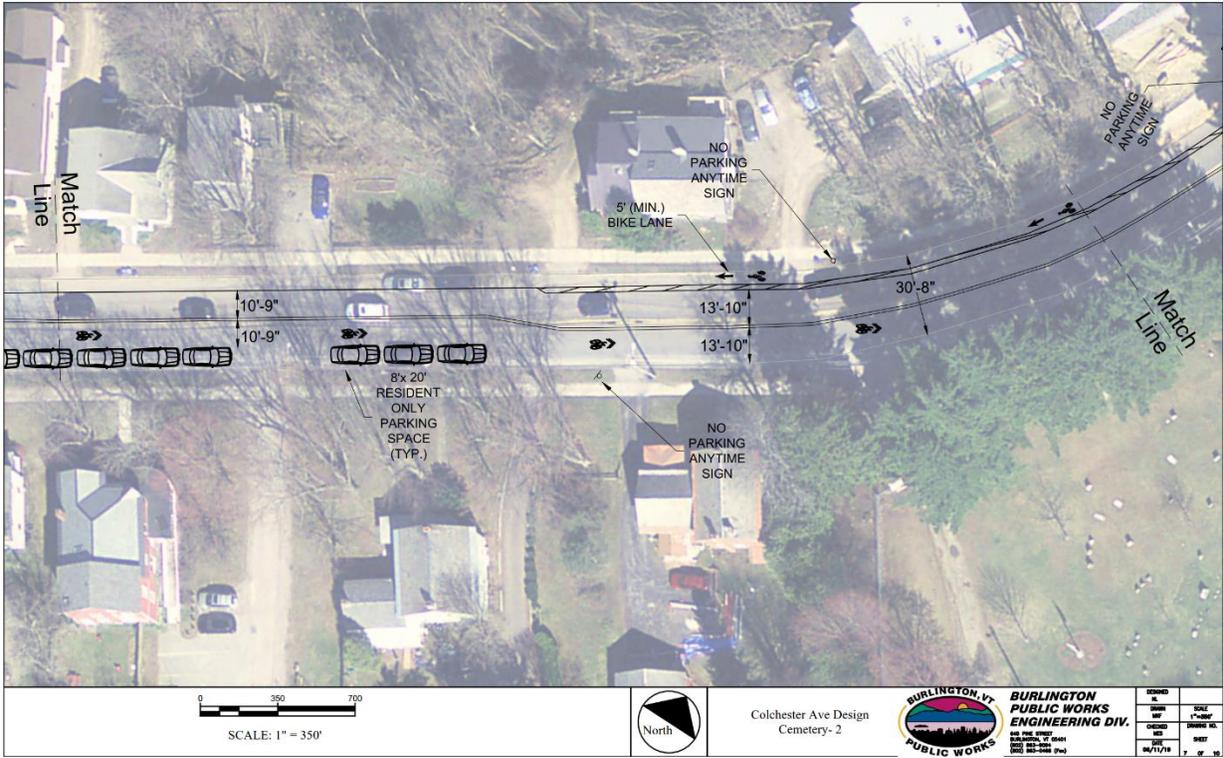
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2. Public Feedback Log
3. Mailing Sent to Colchester Ave Residents 4/9/2019
4. Mailing Sent to Colchester Ave/Barrett St/Chase St Residents 5/20/2019

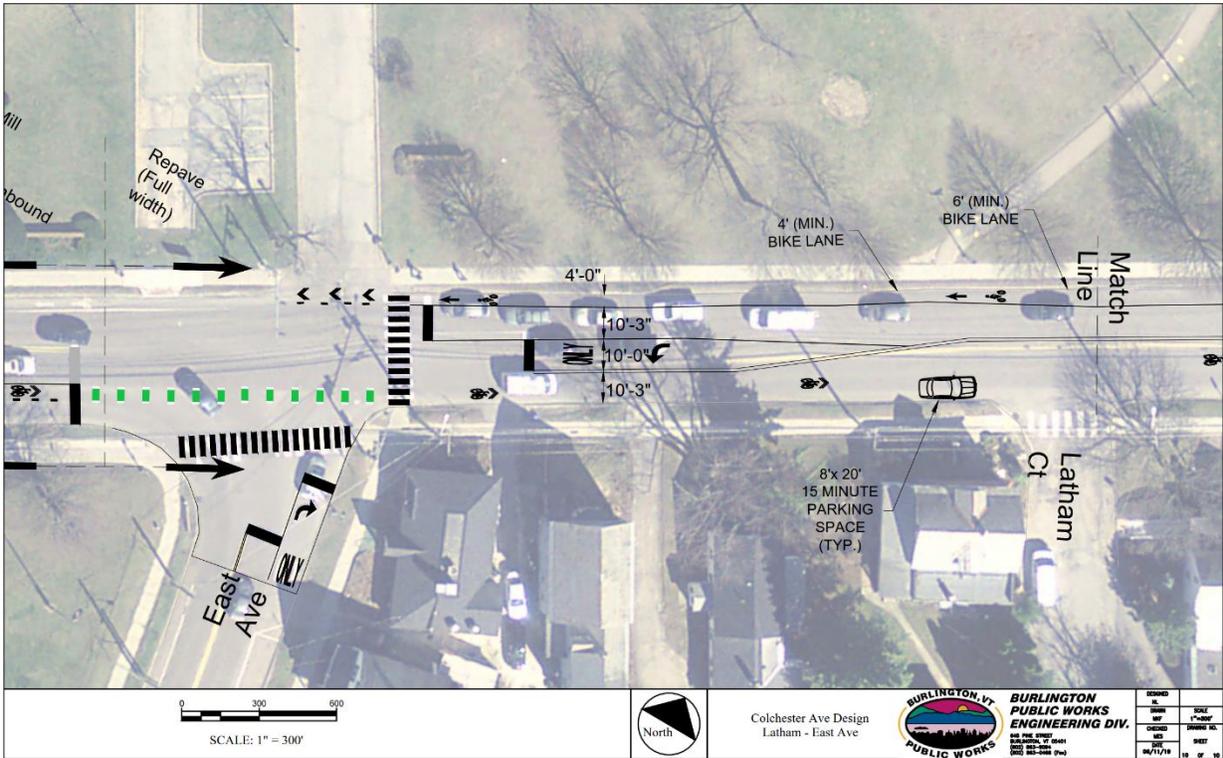
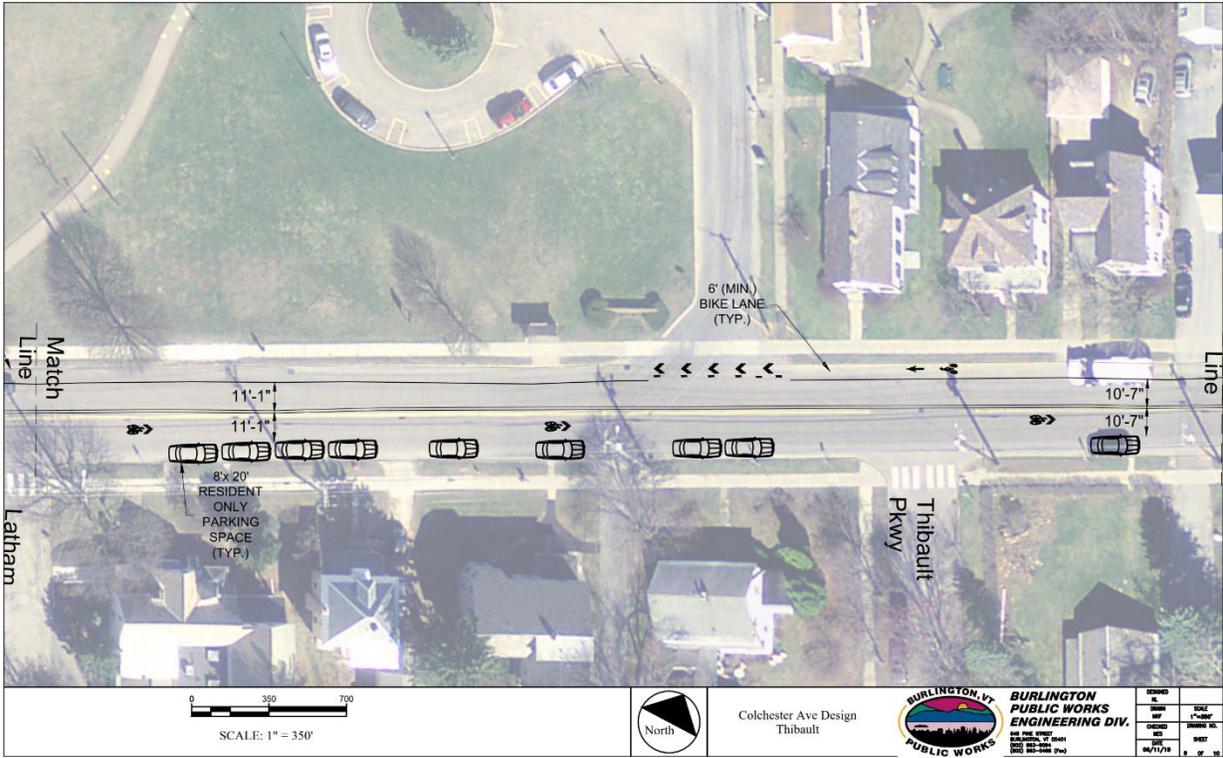
Attachment 1: Design Plans for Project Area











Attachment 2: Public Feedback Log

Date	Email/Letter
4/4/2019	<p>I am a bike commuter who rides from my home in Winooski to my workplace in Burlington and often use Colchester Ave. I am not able to attend the upcoming meeting regarding the bike facilities on Colchester Ave. I would like to express my support for removing the on street parking on Colchester Ave and adding a dedicated bike lane with green paint. It would also be helpful if the bike lane continued at the top of the hill and past the UVM/Hospital Campus as this is a challenging area to bike on.</p> <p>Thank you,</p>
4/12/2019	<p>I support removing parking on Colchester Ave to allow a continuous bike lane.</p> <p>I'd also like to see motor vehicles (especially buses) forced to stay in their travel lane. City and hospital buses regularly drive way out of their travel lane (into opposing traffic) rather than slow down to speed limit (or lower). If street is too narrow, slow down or come to a complete stop until it is safe to proceed. This is unsafe aggressive driving by company employees, tasked with transporting the public.</p>
4/13/2019	<p>To Whom It May Concern:</p> <p>A few questions on the possible removal of parking on Colchester Avenue.</p> <ol style="list-style-type: none"> 1. Are you considering removing parking on one or both sides of Colchester Ave.? 2. Are you planning on letting these displaced car owners park their cars on East Ave? Fletcher Place? Nash Place? 3. How many people are expected to park in this already limited area? A hundred? Two hundred? More than three hundred? <p>Thank you.</p>
4/15/2019	<p>As a resident of Colchester Avenue, I am writing in support of eliminating off-street parking to accommodate a safe bike lane.</p> <p>Over the years, our street has become clogged with cars parked along the avenue. From my observation, it appears to be mostly people who do not park in their driveways or parking lots. For instance, there is a car that parks in front of our house for days on end.</p> <p>Colchester Avenue is a busy thoroughfare, and it should be used for moving buses, cars, bicycles and people safely. It should not be a parking lot for residents who choose not to use their driveways or parking lots.</p>
4/23/2019	<p>Colchester is an important corridor for cyclists. Thank you DPW for all you do.</p>
4/28/2019	<p>I am writing to support improved bike lane changes for Colchester Ave. I ask you to please use this opportunity to run a pilot study on Colchester Ave by temporarily removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.</p>
4/28/2019	<p>Add bike lanes on both sides of the street.</p>
4/28/2019	<p>I have lived on _____ for 25 years. I support a pilot program to make Colchester Ave. safer for cyclists, pedestrians and vehicles</p>
4/29/2019	<p>protected bike lanes and roundabouts as a way of making our public roads accessible and safer for all modes of transportation, both human powered as well as machine powered.</p> <p>The suggestion to have a pilot program for one year makes very good sense. It not only provides valuable data, it affords the public a chance to see how well this plan can work for everyone and will hopefully dispel erroneous assumptions about protected bike lanes and how they may impede traffic flow, etc.</p>
4/29/2019	<p>The road is unsafe for all users!!! We support running a pilot study that would temporarily remove all parking on Colchester Ave between East Ave and Barrett St in order to allow for wider vehicle lanes and for dedicated bicycle lanes on both sides of the street.</p>
4/29/2019	<p>I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street. We urge the Commission to approve this pilot at their next meeting, to be implemented this</p>
4/29/2019	<p>I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.</p>
4/29/2019	<p>I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.</p>
4/20/2019	<p>I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.</p>
4/30/2019	<p>I support running a pilot study that would remove parking on Colchester Ave in order to allow for wider automobile lanes and for bicycle lanes on both sides of</p>
4/20/2019	<p>As a student I am reaching out to let you know that I support the pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street.</p>
5/1/2019	<p>Colchester Ave. is one of the most important, well traveled corridors in the City of Burlington as well as a commonly-used connector between Burlington and the Northern and Eastern suburbs. It is also unfortunately one of the most dangerous and unpredictable roads in Burlington.</p> <p>I believe it is imperative that we make Colchester Ave safe and accessible for all who move along it</p> <p>As Colchester Ave will be repaved this summer, we have an exciting opportunity to create change. I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.</p> <p>These changes will create immediate improvements for the many people in cars, trucks, buses, emergency vehicles, and bicycles that utilize Colchester Ave. To alleviate potential parking issues, temporary parking passes can be issued to Colchester Ave residents who do not have enough off street parking which would allow them to park on side streets off of Colchester Ave. Additional accommodations can be made for local businesses Kathy's Flowers and Kampus Kitchen as needed.</p> <p>I believe that these changes will allow us to move closer to reaching the goal of having fully protected bike lanes and stormwater runoff mitigation features on both sides of the street.</p> <p>According to the Intergovernmental Panel on Climate Change, we have 11.5 years to drastically reduce carbon emissions to avoid the most extreme climate scenarios. Transportation is the biggest greenhouse gas emitter in the US, and accounts for more than half of Vermont's emissions. Delaying climate action has serious, tangible, real impacts. Please do not delay this important opportunity to reduce emissions and move our transportation sector to one that allows for folks to travel around our City, and in and out of it, by whatever form of transport they choose.</p>
5/1/2019	<p>I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street. I urge the Commission to approve this pilot at their next meeting, to be implemented this summer. - I'm a firm believer of "if you build it they will come!" Thanks for spending time on this project and I look forward to future projects!</p>
5/1/2019	<p>I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.</p>
5/1/2019	<p>lanes on both sides of that corridor and, finally, allow these modifications to persist for at least an entire year as part of your intended pilot project for this section of roadway; and</p> <p>2. Remove automobile parking on both sides of Flynn Avenue extending from Shelburne St. all the way to Pine St., thereafter install bike lanes on both sides of that corridor and, finally, render these modifications permanent.</p>

5/1/2019	Colchester Ave was first identified as a "complete street" corridor in the 2011 Master Transportation Plan. I hope to see progress on plans that the City has invested considerable time & effort in creating, and hope that DPW can take advantage of the current project on Colchester Ave to move forward with any
5/1/2019	I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.
5/1/2019	I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.
5/1/2019	I am emailing to advocate for a running a pilot study that is proposed to begin this summer that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street.
5/1/2019	As Colchester Ave will be repaved this summer, we have an exciting opportunity to create change. I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.
5/1/2019	I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.
5/1/2019	I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.
5/1/2019	Just wanted to let you all know that I VERY strongly support adding bike lanes to Colchester Ave during paving this summer. We need to make our whole cite easier to bike and walk and to reduce our dependence on fossil fuels. We have little time left to deal with climate change and every bit helps. I urge you to support bike lanes on Colchester Ave and everywhere else in the city!
5/1/2019	I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.
5/1/2019	I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.
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5/1/2019	I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street.
5/2/2019	Balancing perceived needs for on-street parking with a clear imperative for safer bike infrastructure is an outdated habit of city planners. The "compromise" proposed by DPW (eastbound bike lane only) is a reflection of this approach.
5/2/2019	We encourage you to make Flynn Avenue and Colchester Avenue safer for bicycles, pedestrians and motorists by recommending bike lanes in both directions.
5/2/2019	run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides
5/2/2019	I am writing to ask that the City create safe bike routes on streets that are wide enough to accommodate all transit modes and for this reason I do not support removing parking from streets like Colchester and No. Winooski. We create safe truck routes to move trucks off of neighborhood streets and I believe we should create safe bike routes on streets that do not compete with bus and parking lanes.
5/2/2019	In my opinion, I think a shuttle from Winooski Center or near Dominos -> Williston Rd (across Patchen) and back would be very helpful for folks (or a short bus line). To my knowledge, there is no bus that shuttles between this strip. ALSO I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.
5/22/2019	A friend forwarded me the attached letter that went out to Colchester Avenue residents. I noted that it included the following language: "We need to hear from residents, business owners, and property owners who may be impacted by the proposed lane reconfiguration and by an on-street parking prohibition." I and several others at the recent PWC meeting (including a commissioner) had requested that you consider using more neutral language in your letters. This language -- particularly the phrase "impacted by the proposed lane reconfiguration" -- is needlessly negative. It is unfortunate that the letter was not changed to use more positive language. In future letters, please consider using language more along the lines of: "We want to hear feedback from all residents, business owners and property owners about this project -- including both those who live on the corridor and those who simply travel along it -- whether you are opposed, supportive, concerned, curious, or anything else." Language that asks for all opinions -- rather than asking
5/22/2019	Thank you for the explanation of the proposed parking elimination to accommodate bicycle lanes. I am a resident on _____ and I regularly commute to work in Winooski. I fully support option 1. I do ride my bike to work and would welcome a dedicated bicycle lane especially on the steepest part of the Colchester Ave hill. Additionally, many of the homes who will lose the on-street parking have driveways.
5/21/2019	I am unable to attend any meetings on the proposal to eliminate street parking on Colchester Avenue to provide a bike lane, but wanted to voice my support for this important infrastructure upgrade. I live on _____, one of the side streets off of Colchester Avenue. It is difficult to ride our bikes to Winooski and back and feel safe currently. There are parked cars in the way and because it is such a busy corridor, cars go faster than they should up and down Colchester Avenue. I have never noticed more than 10 cars parked along either side of Colchester between Winooski and East Avenue, so I do not believe this will be too much of a burden for the owners of the cars. I always see lots of empty parking spaces in the rental housing along Colchester Avenue, also. We fully support the Bicyclers must be safe. It's amazing that we haven't realized this before, after we invented sidewalks for pedestrians and took them for granted. Many Colchester Avenue residents are not using their driveways, preferring to park on the street. Since everyone figured out alternate parking during the paving days, we know that this can be done.
5/20/2019	Whenever houses are converted to apartments, doesn't zoning require parking on site? When we built a tiny house in back of our home, we were required to add a parking space for this occupant - we were forced to use some of the yard for parking. Aren't present apartment owners required to do the same?
5/20/2019	Be sure to note that the parking being removed is used by ALL residents on Colchester Ave. not just those living directly in front. Accommodations for the lost
5/19/2019	Thank you again for listening to our feedback at the City Council meeting this week. We are the property owners who spoke at the meeting - perhaps the only people in the room to dissent moving forward with two-way bike lanes on the Colchester Ave hill. As mentioned, this is a significant conundrum for us as well. We are parents of 3 children very active on bikes and have dedicated our lifestyle (and _____'s career) to being mindful of our carbon footprint. That said, removing parking all together from Colchester Ave will significantly impact access to our property and potentially property values. Hopefully additional ideas are being explored. For example: - parking ban during certain times of day (high bike commuting times) - special parking permit for property owners/contractors needing to get to those specific properties impacted (not regularly needing to park on the road, just during times of property maintenance) - consider bike lane on only 1 side - financial support for property owners to create proper parking for tenants

5/15/2019	<p>Thank you for the work you are doing to advance safer biking and walking on Colchester Avenue and throughout Burlington. Your leadership at tonight's meeting was inspiring.</p> <p>I'm writing to share with you the concept for near-term bike and pedestrian safety improvements to the Colchester-Barrett-Riverside intersection that I mentioned at tonight's commission meeting. The attached document has three pages, as follows:</p> <ul style="list-style-type: none"> • Page 1 is the conceptual design for the intersection as developed by the consultant team • Page 2 is that same design, with additional suggested improvements overlaid on it • Page 3 shows the same improvements as page 2, with annotations to explain each proposed change <p>One very important note: the improvements in this concept plan would not result in any reduction in vehicle lanes. They also do not require that the paved area be expanded (to the contrary, this plan actually results in a reduction in asphalt). What the plan does is make better use of existing asphalt, using spot changes to curbing and striping to delineate dedicated space for bikes and create safer crossings for pedestrians.</p> <p>I encourage you to work with staff to explore how these improvements could be completed this year or next. Along with the proposed bike lanes on Colchester</p>
5/10/2019	<p>My name is _____, I live on _____, and biking is my primary mode of transportation. I believe it is imperative that we as a community support forms of transportation, like biking, that do not increase carbon emissions in order to avoid the dangerous and costly implications of climate change. Unfortunately, as with many cyclists I have had often felt unsafe on roads without bike lanes.</p> <p>I frequently commute to my work in Winooski using Colchester Ave. and the hill on Colchester Ave. is treacherous! As Colchester Ave will be repaved this summer, we have an exciting opportunity to create change. I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street.</p>
5/8/2019	<p>My name is _____, I live on _____ and I support the bike lanes on Colchester Ave between East Ave and Barrett St! I am a resident of Burlington who does not have a car and would appreciate more opportunities to safely bike around the city!</p> <p>Thank you for your consideration.</p>
5/7/2019	<p>Colchester Avenue is an important bikeway connecting the North End and New North End of Burlington with East Avenue, via Mansfield Avenue. East Avenue is an important bikeway for North End cyclists that need to reach Spear Street and Dorset Street, the starting point for the most-traveled North-South bikeway between Shelburne and Burlington.</p> <p>Colchester Avenue from East Avenue to the Winooski Bridge is an important bikeway for cyclists trying to reach Patchen Road, a relatively safe route to Kirby Road, the Airport, and Eastbound to Williston Road (Earl's Cyclery, Home Depot, Walmart, Natural Provisions, to name a few unique retail outlets around Burlington).</p> <p>With increased risk of distracted driver-bike rider/pedestrian interactions, bike laneways have become essential for public safety.</p>
5/7/2019	<p>Colchester Ave. is one of the most important, well traveled corridors in the City of Burlington as well as a commonly-used connector between Burlington and the Northern and Eastern suburbs. It is also unfortunately one of the most dangerous and unpredictable roads in Burlington.</p> <p>I believe it is imperative that we make Colchester Ave safe and accessible for all who move along it. I personally drive frequently on Colchester Ave and have seen many close encounters between bikes and traffic. I am not as frequent a bike user as I should be, however, dangerous encounters like these do not encourage bike travel and speaking for myself, I would use my bike much more frequently with protected bike lanes.</p> <p>As Colchester Ave will be repaved this summer, we have an exciting opportunity to create change. I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street. These changes will create immediate improvements for the many people in cars, trucks, buses, emergency vehicles, and bicycles that utilize Colchester Ave. To alleviate potential parking issues, temporary parking passes can be issued to Colchester Ave residents who do not have enough off street parking which would allow them to park on side streets off of Colchester Ave. Additional accommodations can be made for local businesses Kathy's Flowers and Kampus Kitchen as needed.</p> <p>I believe that these changes will allow us to move closer to reaching the goal of having fully protected bike lanes and stormwater runoff mitigation features on both sides of the street.</p> <p>According to the Intergovernmental Panel on Climate Change, we have 11.5 years to drastically reduce carbon emissions to avoid the most extreme climate scenarios. Transportation is the biggest greenhouse gas emitter in the US, and accounts for more than half of Vermont's emissions. Delaying climate action has</p>
5/7/2019	<p>My name is _____, I live on _____ in Burlington and frequently commute via bike along Colchester Ave. I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street. I urge the Commission to approve this pilot at their next meeting, to be implemented this summer.</p>
5/6/2019	<p>My name is _____ and I live on _____. I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave. and Barrett St. in order to allow for wider automobile lanes and for dedicated bike lanes on both sides of the street. Given the critical importance of this corridor, and the very high level of community support, I urge you to implement this pilot this summer.</p> <p>Currently, the existing uphill bike lane is crowded by parked cars on the right and moving cars passing too closely on the left. Then the bike lane ends at the crest of the hill, and street parking resumes a short distance from there, at which point, a bike must merge with the cars in the general traffic lane. One can imagine that someone on a bike would be going slow at that point from just having climbed the hill, and there is not enough of a "runway" to gain a safe merging speed before the point where street parking resumes. Furthermore, drivers cresting the hill have short-range visibility until they reach the crest and come around the bend, at which time they are potentially in unsafe proximity to the slow moving bike that has not had enough of a chance to spin up to a safe speed. At the very least, the bike lane and 'no parking' zone need to be extended.</p> <p>Downhill travel is also difficult on a bike, in part, due to drivers passing even when it is unsafe (i.e., at the bend in the road by the cemetery). While I live on _____, the primary entrance to my dwelling is on _____. When making a right turn onto _____, as I do every day, people on bikes have to worry that the car behind them is not following too closely, as the biker must slow down for the right turn while a hand signal is not practicable because of the need to keep both hands on the handlebar and on the brakes.</p> <p>With regards to making this right turn on a routine basis, I oppose the proposed curb extension on the corner of Chase Street, as there is already a plan to have a crosswalk with a flashing yellow beacon there, and that would be enough to ensure safe crossing. From a pedestrian standpoint, visibility is good in both directions, so a curb extension, or "bump-out," would offer little or no additional value to the planned flashing yellow beacon.</p> <p>Living on _____, I see a considerable volume of people riding bikes in both directions, including many that make the right turn onto Chase Street. A</p>
5/5/2019	<p>My name is _____ and I live in the New North End. I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street. We urge the Commission to approve this</p>
5/4/2019	<p>My name is _____ and I live on North Winooski Ave. I bike daily throughout the year and have now for seven years here in BT. I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for bicycle lanes on both sides of the street. We urge the Commission to approve this pilot at their next meeting, to be implemented this summer.</p> <p>Preferably the demonstration would include protected bike lanes, i.e., cycle track. Regardless the demonstration is important as part our move away from car-centric communities. There will be an increment of safety provided to cyclists with a painted bike lane, but I recommend wide bike lanes and minimal increase in vehicle travel lanes as that would encourage higher speeds and less safety for all modes.</p> <p>Note that marked bike lanes on busy streets enable a small minority of the population to bike safely while cycle track serves all regardless of age and ability though even cycle track needs to be matched with safe, primarily roundabout, intersections. Note Colchester/East Ave intersection controlled by obsolete signal technology is one of the "Dirty 17" intersections identified in the walk bike plan process as averaging one injury a year. As you are aware, this intersection is suggested for a roundabout in the walk bike plan and with almost unlimited public owned space available, a roundabout installation would be easy and take little</p>
5/3/2019	<p>My name is _____ and I live at _____ in Burlington. I fully support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street. I join others to urge the Commission to approve this pilot at their next meeting, to be implemented this summer 2019.</p>
5/6/2019	<p>My name is _____ and my husband _____ we live on _____. We support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for bicycle lanes on both sides of the street. We urge the Commission to</p>

	<p>Colchester Ave. is one of the most important, well-traveled corridors in the City of Burlington as well as a commonly-used connector between Burlington and the Northern and Eastern suburbs. It is also, unfortunately, one of the most dangerous and unpredictable roads in Burlington.</p> <p>I believe it is imperative that we make Colchester Ave safe and accessible for all who move along it.</p> <p>As Colchester Ave will be repaved this summer, we have an exciting opportunity to create change. I ask you to please use this opportunity to run a pilot study on Colchester Ave by removing parking between East Ave and Barrett St, widening the automobile lane, and adding in bike lanes on both sides of the street. These changes will create immediate improvements for the many people in cars, trucks, buses, emergency vehicles, and bicycles that utilize Colchester Ave. To alleviate potential parking issues, temporary parking passes can be issued to Colchester Ave residents who do not have enough off-street parking which would allow them to park on side streets off of Colchester Ave. Additional accommodations can be made for local businesses Kathy's Flowers and Kampus Kitchen as needed.</p> <p>I believe that these changes will allow us to move closer to reaching the goal of having fully protected bike lanes and stormwater runoff mitigation features on both sides of the street.</p>
5/3/2019	<p>According to the Intergovernmental Panel on Climate Change, we have 11.5 years to drastically reduce carbon emissions to avoid the most extreme climate.</p>
5/2/2019	<p>Hello, I'm writing to share my support for the bike lane on Colchester Ave., and bike lanes through the city in general. I am a business owner, and a resident in the Old North End. I don't own a car. I am very much in support of all efforts to make the bike lanes more prevalent and protected.</p>
5/2/2019	<p>My name is _____ and I live on _____, right off East Avenue. I support strongly conducting a pilot study that would temporarily remove parking on Colchester Ave in order to allow for bicycles lanes on both sides of the street.</p> <p>When my daughter was younger, the city put in the sidewalk on the south side of Colchester hill. It was wonderful, it made taking her in a stroller down to Winooski to visit friends much, much safer as before the cross walk was at a dangerous curve in the road. We walked down often, rather than taking my car, which allowed us to get outside and to keep one more car off the road.</p> <p>Now that my daughter is seven, I would love to ride our bicycles down to Winooski to the paths along the river. But it is far too dangerous for us to ride our bicycles down the hill, having bicycles lanes would make this possible. Riding on the sidewalks is possible but not as safe for a younger child to navigate the pedestrians.</p> <p>Adding bicycles lanes would make a big difference for us riding our bicycles down to Winooski. With the upcoming paving, we as a city have an opportunity to test out this idea. I say we test it out and see if the bicycles lanes serve the purpose to make cycling safer from Burlington to Winooski.</p> <p>Likewise, I am adding my support to adding bicycles lanes to both sides of Flynn Street, having them only on one side will not be as beneficial for families who</p>
5/2/2019	<p>My name is _____ and I live in Ward 3 and will be moving to Ward 2 shortly. I support running a pilot study that would temporarily remove parking on Colchester Ave between East Ave and Barrett St in order to allow for wider automobile lanes and for dedicated bicycle lanes on both sides of the street. Given the critical importance of this corridor, and the very high level of community support, we urge DPW and PWC to implement this pilot this summer.</p> <p>I bike almost daily for commuting to school and work and would appreciate having dedicated bike lanes in that high traffic and narrow area.</p>
4/29/2019	<p>It has come to our attention that there may be considerations for on street parking removal along Colchester Avenue. As property owners, this is very concerning. While we support the safety of commuters, especially those on bikes, parking is already at a minimum for residents and property management. Our property (_____) is located on the hill between Centennial Field and the Winooski bridge. There is already scant parking (one on grass) for our tenants and we are very involved and dedicated property owners. We frequent the property for maintenance and require on street parking to access our property, as does the contractors with which we work.</p> <p>What is the plan for property owners and local residents if on street parking is removed?</p>
5/28/2019	<p>Hi Ms Losch/ Ms Gohringer: My name is _____ and I am the Owner/Landlord of the rental property (duplex) located at _____ (north side of the street).</p> <p>I am writing to express my concern regarding proposed changes to available parking along this popular street; changes that were outlined in the May 20, City of Burlington letter to affected property owners.</p> <p>As you are probably aware, parking along Colchester Avenue is already at a premium and the elimination of on-street parking will likely create significant problems for many of the residents/tenants who live along this route. In addition, the elimination of on-street parking will likely have a substantial negative impact on property values along this street since driveways and other options for on-site parking are generally limited in size by the proximity of adjacent property and/or terrain restrictions. In my case, the duplex has only two available, on-site, parking spaces despite the fact that there may be as many as 3+/- individual adults per unit (i.e. college students and/or young professionals) for a total of 5 to 6 adult occupants, each of which might need a car to go to work or school.</p> <p>If on-street parking is eliminated then the pool of potential rental candidates will be severely restricted (i.e. to 1 to 2 adults per unit) due to the lack of parking options. This WILL result in a significant decrease in rental income that can be generated by my property; and most likely other nearby properties.</p> <p>As a result of the perceived negative impact (on current property value and/or rental income), I would like to go on record as being extremely opposed to this change except, or unless, the City can and will provide alternate, cost free/convenient parking for those residents/tenants that currently live along this route (or that may want to live there in the future).</p> <p>That said, if City Planning and Zoning can/would work with me to allow additional parking (widening the curb cut to allow addtl 2 +/- spots) in the front of my property (currently a front yard), then I might be able to mitigate the impact on the value of my property and maintain the current level of rental income as well as property value. Perhaps you could let me know if this approach might be workable and/or if the City would be willing to share in the cost of making this type</p>
5/29/2019	<p>I'm _____, a Burlington resident living in the New North end. I'm likely not able to make the meeting tonight, but I wanted to share my thoughts with you prior to this meeting.</p> <p>I'm an avid bike commuter and support building more safe and accessible bike lanes throughout the city of Burlington. I'm confident that if we build more safe and accessible bike lanes that more people will utilize them to get to and from work, as well as use them as a new mode of transportation. I'm aware that by adding bike lanes there will likely be a decrease in on-street parking. This is a challenge that impacts everyone, but I believe that if we have a strong bike infrastructure less cars will be on the road resulting in less parking spaces needed.</p> <p>We are at a time when we as a community, city, state, country and world MUST act to minimize our carbon footprint. Single-occupancy cars are a major impact on both parking and carbon emissions. I see bike and walk infrastructure as a solution that many people will embrace moving forward. I also only see this solution if its paired up with enhanced bus transportation/car-pooling/mass transit. I see one of the biggest groups impacted by less car infrastructure is families living in and around the poverty line. These families need transportation solutions, and bike lanes are not the solution (getting children to and from multiple childcare programs while getting to and from work is very hard to achieve via walking and biking for most families), but stronger mass transportation is. I</p>
5/29/2019	<p>We can't make it tonight as we are out of town. Getting bicycles lanes on both sides of Colchester Avenue is very important to us. I sent an email earlier but wanted to make sure our opinion was added to option 1 so we can have designated bike lanes on both sides of Colchester Avenue.</p>
5/29/2019	<p>My name is _____ and I currently live on _____. I recieved the letter regarding bike lanes on the Ave and would like to let you know that I support</p>
5/29/2019	<p>I apologize I couldn't make the meeting tonight, but it is the second meeting on this topic in a row where I had work meetings on the same night. Had I been there, I would have strongly supported Opt1 (full parking removal and dedicated bike lanes in both directions) in the straw pole. Sounds like Opt2 (full north side parking removal with continuous north side bike lane and shared lane on the downhill) carried the day with the straw pole. If this option ends up being the basis for your recommendation, I ask that you consider recommending painting the dedicated bike lanes green and using a supersharrow where the lanes are shared. Folks in cars will be able to see and immediately intuit that people on bikes in the green bike lanes will need to merge into the continuous, green supershadows in the full lanes. Everyone knows where to be and where they (and everyone else) are headed next. Leaves no questions.</p> <p>I would also reiterate the comment about the bump out at Chase St and the difficulty of braking to the speed necessary to make the turn in a shared lane on a hill (without the ability to signal effectively because you're braking on a hill). The geometry is very tough as it is.</p>

5/30/2019	<p>We recently received a letter concerning parking on Colchester Avenue in Burlington. I would like to go on record to state that I am against this proposal. I own the building that houses [redacted]. Home Owners on both sides of Colchester Avenue, who pay the City of Burlington hefty property taxes, need a place to park both for themselves and their guests. College students are now parking on the north and south side of Colchester Avenue taking away resident parking spaces in front of the homes on Colchester Avenue. If you go down Colchester Avenue any day from 9-4pm almost every space is taken and there is no place for residents to park in front of their homes. Proposal #1 takes away all parking. I am against this for</p>
6/7/2019	<p>Since my last email, I have engaged in many more conversations with people in support of and opposed to Colchester Ave. car removal. I believe that it is government's responsibility to take the time to involve those with the least voice who will be impacted the most, unless the Complete Streets studies that were done years ago surveyed tenants at the time about the impact of removing parking.</p> <p>There has been a hearty discussion about parking removal on the bikable burlington facebook page and some ideas emerged for managing the impact on our most vulnerable residents (tenants):</p> <ol style="list-style-type: none"> 1. Notice to renters before they sign a lease that there is no street parking 2. Any spaces available would be designated on a 1 space per unit basis for renters who are seniors, parents, people with disabilities 3. City forms agreements with property owners of large lots to make off-street parking available - City (e.g. all of us tax-payers) covers cost of



City of Burlington
Department of Public Works

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

April 9, 2019

Dear Colchester Ave Residents, Business Owners, and Property Owners:

Colchester Avenue is a popular corridor frequented by residents, students, emergency vehicles, UVM and Green Mountain Transit buses, and commuters to and from Winooski. Since Colchester Avenue is a busy corridor year-round, it is important that the street has an adequate travel lane width for all those who use it.

Travel lanes on Colchester Ave between East Ave and Greenmount Cemetery are currently about 9 ft wide, well below our standard of 11 ft on corridors of this type. Public Works has heard from residents whose cars have been damaged while parking on this stretch of Colchester Ave. We believe the narrow travel lanes are contributing to these incidents.

Public Works has identified this section of Colchester Ave to be a constrained roadway and we are gathering data to understand the safety implications of this condition. Colchester Avenue is a priority corridor for Burlington because:

- It is a main emergency services route
- It is a main route for City and University buses
- Residents' parked cars have been damaged along the route

Public Works values all road users and works hard to create an equitable, balanced transportation network. We also strive to include a wide range of voices and perspectives in all our decisions, especially from residents, business owners, and property owners that are directly impacted by local infrastructure changes.

We would like to hear from you. There are a number of ways to share your feedback:

- **Please join us at a Neighborhood Meeting on April 23rd at 6pm in the UVM Medical Center's McClure Lobby Conference Room to discuss and identify options to solve this problem. Free parking will be available in the McClure Garage, across from the McClure entrance.**
- This project will be first introduced at the April 16th Public Works Commission meeting. There will be a brief public comment period at the beginning of the meeting. Based on the feedback we receive and data gathered, DPW staff will return to the May 15th Public Works Commission meeting to make a recommendation and seek a decision. The public will also have a chance to speak at that time. Public Works Commission meetings begin

at 6:30pm and are held at the Department of Public Works, 645 Pine St. Agendas are posted here in advance of the meetings: www.burlingtonvt.gov/DPW/Commission/Agendas. Public feedback received by noon on May 8th will be shared with the Commission in advance of the May 15th Commission meeting. Feedback received after that time will be made available to Commissioners at the meeting.

- **Direct feedback can be shared anytime with dpwplanning@burlingtonvt.gov or 863-9094 x3.**

We look forward to hearing from you.

Sincerely,

The Public Works Planning Team: Nicole Losch, Elizabeth Gohringer, and Kate Longfield
dpwplanning@burlingtonvt.gov
863-9094 x3



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Department of Public Works

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May 20, 2019

Dear Colchester Ave Neighborhood Residents, Business Owners, and Property Owners:

Colchester Avenue is a popular corridor frequented by residents, students, emergency vehicles, UVM and Green Mountain Transit buses, and commuters to and from Winooski. Due to substandard travel lane widths, we started working with the Colchester Ave neighborhood in March 2019 to discuss options to improve this section of the road. Throughout that process, we've heard consistent interest in continuous bike lanes in each direction along Colchester Avenue. Continuous bike lanes are also recommended in the 2011 Colchester Ave Corridor Study and the 2017 planBTV WalkBike Master Plan.

Public Works values all road users and works hard to create an equitable, balanced transportation network. We also strive to include a wide range of voices and perspectives in all our decisions, especially from residents, business owners, and property owners that are directly impacted by local infrastructure changes.

Given the initial public interest in improved bicycling facilities along a broader section of Colchester Ave, we are expanding the scope of our evaluation. **We need to hear from residents, business owners, and property owners who may be impacted by the proposed lane reconfiguration and by an on-street parking prohibition. Additionally, we would like to facilitate a conversation about opportunities for shared off-street parking.**

At this time, we are considering several options to address the substandard lane widths and address the community's interest in continuous bike lanes on Colchester Avenue that can be installed this summer with new pavement markings (see second page for maps of these options):

1. Remove all on-street parking between Barrett Street and East Avenue and provide painted bike lanes in both directions.
The existing street width cannot accommodate protected lanes and the greenbelt area is too narrow to relocate parking between the sidewalk and bike lane. On-street parking would need to be removed to accommodate bike lanes in both directions this summer.
2. Remove parking along the north side of Colchester Avenue between Barrett Street and East Avenue and provide bike lanes in both directions on the steep section of Colchester Avenue.
Parking would remain on the south side of Colchester Avenue between East Avenue and Greenmount Cemetery for residents, their visitors, and patrons of Kampus Kitchen and Kathy's Flowers. In this section, eastbound bicyclists would share the road with drivers.
3. Remove parking along the north side of Colchester Avenue between Greenmount Cemetery and East Avenue and provide a westbound bike lane.
A bike lane could be accommodated adjacent to parking on the hill and continue through the East Avenue intersection. Eastbound bicyclists would share the road with drivers.

Other safety improvements being evaluated for the corridor at this time include a mid-block crosswalk across Colchester Ave at Chase St as well as bikeway intersection markings at the Colchester Ave / Barrett St / Riverside Ave intersection.

Staff are collecting data to understand the parking demands on Colchester Avenue and adjacent side streets to help inform these options. At this point in the process, we have spoken with just a portion of the neighborhood. We would like to hear from you. There are a number of ways to share your feedback:

- Please join us at a **Neighborhood Meeting on May 29th** at 6:30pm in the UVM Medical Center's McClure Lobby Conference Room. Free parking will be available in the McClure Garage, across from the McClure entrance (map attached). For anyone unable to attend, feedback received by noon on the 29th can be shared with the neighborhood at the meeting.
- Based on the feedback we receive, we plan to attend the **June 19th Public Works Commission meeting** to make a recommendation and seek a decision. The public will also have a chance to speak at that time. Public Works Commission meetings begin at 6:30pm and are held at the Department of Public Works, 645 Pine St. Agendas are posted here in advance of the meetings: www.burlingtonvt.gov/DPW/Commission/Agendas. Public feedback received by noon on June 12th will be shared with the Commission in advance of the June 19th Commission meeting. Feedback received after that time will be made available to Commissioners at the meeting.
- **Direct feedback can be shared anytime** with dpwplanning@burlingtonvt.gov or 863-9094 x3.

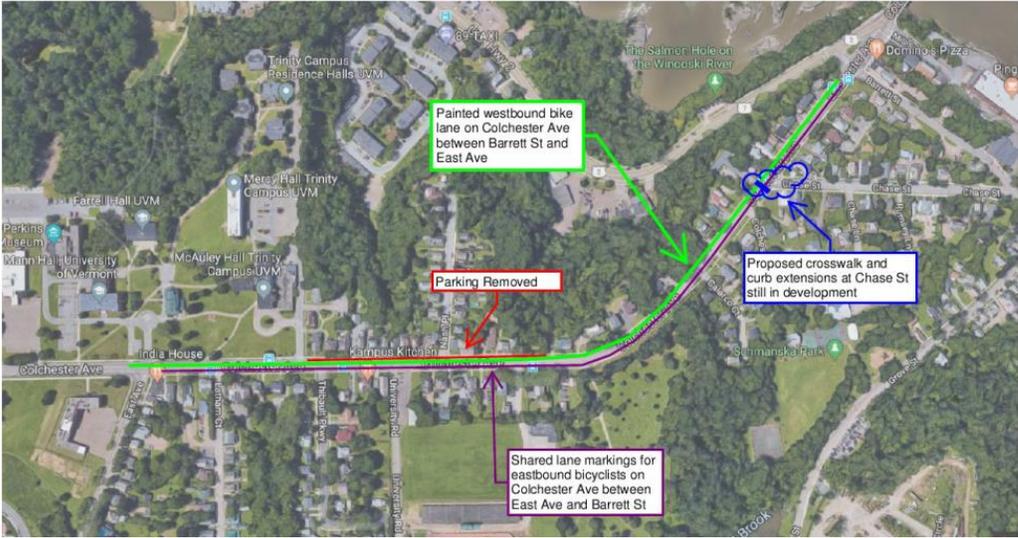
We look forward to hearing from you.

Sincerely,

The Public Works Planning Team: Nicole Losch and Elizabeth Gohringer
dpwplanning@burlingtonvt.gov
863-9094 x3



Option 3





June 13, 2019

TO: Public Works Commission

FROM: Nicole Losch, PTP, Senior Planner

RE: 2019 VTrans Bicycle and Pedestrian Grant Program Candidates

Recommendations

Staff recommends the Commission host a public comment forum to discuss the City's grant candidates for the 2019 VTrans Bicycle and Pedestrian Grant Program.

Introduction

Each year the Vermont Agency of Transportation offers funding through the Bicycle and Pedestrian Program. This year, funding is available in three categories: Scoping, Small Construction, and Design/Construction. The City may apply for one project in each category and projects must have a strong, direct benefit for transportation improvements that will improve bicycling and walking. A local match is required for each project (20% for Scoping and Design/Construction and 50% for Small Construction).

The projects were selected after discussing potential projects with the Department of Parks, Recreation, and Waterfront (DPRW), the Community and Economic Development Office (CED), and with the Mayor's office. This year's projects include:

1. **Scoping for intersection improvements at Main Street / University Heights** as recommended in the *2017 planBTV Walk Bike and the 2017 University of Vermont Active Transportation Plan*.
2. **Small construction of a stairway trail connecting Sherman Street to Depot Street**, including pedestrian amenities along Depot Street, as recommended in the *2009 Waterfront North Access Study*. This will improve access to the northern waterfront from the Old North End and northern downtown.
3. **Design / Construction for a shared use path and trail along Intervale Road**, as recommended in the *2018 Intervale Road Bicycle and Pedestrian Access Feasibility Study*.

While the Public Works Commission is not required to endorse or approve these projects, the Commission has endorsed or adopted many of the City's Master Plans and Studies that guide our work and that have influenced the projects that were considered. In addition, Commission meetings provide an important

opportunity for the community to provide feedback on the City's grant applications prior to submission. We will also be notifying Councilors in the ward and district where these projects are located.

For more information on the State's Bicycle and Pedestrian Grant Program, visit:

<http://vtrans.vermont.gov/highway/local-projects/bike-ped>

Burlington Department of Public Works Commission Meeting
Draft Minutes May 15, 2019
645 Pine Street – Main Conference Room

Commissioners Present: Robert Alberry, Tiki Archambeau, Jim Barr, Chris Gillman Brendan Hogan, Soveig Overby and Peggy O’Neill Vivanco:

Item 1 – Call to Order – Welcome – Chair Comments

Commissioner Archambeau called the Public Works Commission Meeting to order at 6:30 p.m.

Item 2 – Agenda

Unanimous approval

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

Sophie Quest Colchester Ave bike issues, 2 accidents involving bicyclists, made it safer for bicyclists.

Andy Simon – In favor of two bike lanes on Flynn Avenue we need to balance out the needs of motorists and cyclists.

Halina Dooley – UVM has concerns about the intersection of University Heights and Main Street intersection. We noticed a lot of distracted drivers, it is high risk high crash location – alter traffic signals, paint intersection.

Jacki Schultz – Expressed she is happy with sidewalks but need more cleaning of the streets from April through October.

John Bertelsen – Is a cyclist and two arteries uphill are not friendly and downhill not everyone is comfortable with the parking downhill.

Nina – Asked about the impact on residents where will people park on Colchester Avenue if parking is removed. There are a lot of houses here that do not have proper driveways.

Steve Norman lives in the New North End and is a crossing guard at the intersection of Shore Road and North Avenue. He stated there still needs to be further improvement to slow people down. Would like to see new signage that also has the French language on them.

Liam Griffin stated on both Flynn Avenue and Colchester Avenue we need to move people safely through the corridors.

Jason Van Drierche – Supports bike lanes in both directions. He asked how proposals were structured stating they need to make Flynn Ave work in both directions for bikers.

Richard Watts support SGA President, signal to cars approaching intersections. The more bike lanes the better.

Allegra William – Local Motion – Have petitions out for both Flynn Avenue and Colchester Avenue.

Jack Hanson – Burlington City Councilor – Talked about emissions and how Vermont emissions are up and we must deal with the problem. Supports adding protected bike lanes on Colchester Avenue.

Brennan Guerrier of Ward 3 stated that both Flynn Avenue and Colchester Ave are unsafe for bicyclists as there is reckless and fast travel on both streets.

Item 4 – Consent Agenda

A. Proctor Place Parking Prohibition

Commissioner Gillman made a motion to accept consent agenda
Commissioner Barr seconded
All were in Favor.

Item 5 – Flynn Avenue Safer Biking Infrastructure & Parking Adjustments

There is parking on the north side of Flynn Avenue from 300-208, south side from Pine to Oakledge the parking would be removed, and there would be a crosswalk at Foster. The feedback from community are strongly in favor of complete no parking on Flynn Avenue from the coop and are supportive of a crosswalk .

Commissioner O'Neill stated that if we finalize parking on the greenbelt, retain some parking and pave the area that is dirt out of the travel lane, which is adjacent to the sidewalk.

Commissioner Hogan asked that the mailer going out does it give some geographic scope on the parking on Flynn Avenue, (voice got low unable to hear what the rest of statement was.)

Elizabeth Groehlinger of Public Works stated that the residents of Flynn Avenue from Pine and Shelburne Street were mailed fliers and there were two options that we have we should get a lot of feedback from these residents on them.

Commissioner Overby stated that there should be parking on the street to act as a buffer between the lanes.

Commissioner Archambeau asked about bike lanes being installed and was told that both Pine to Briggs is parking prohibited. We are coordinating starting this with the paving project. Looking into side street parking and a possible mid-block crossing.

Jason Van Dreusche stated that there should be a parking count on Flynn Avenue and side streets and when the letter goes out explicitly ask people who favor either option let it be known. Feedback is very important for projects.

Mr. Brookes supports the plan and the crosswalk at Pine and Shelburne.

Commissioner Barr made a motion to accept the plan and language.

Commissioner Guillmett seconded.

Unanimous approval.

Item 6 – Colchester Avenue Safety Improvements and Parking Adjustments

There is support to remove parking on either sides or one side of parking as well as the downhill side from the cemetery to Barrett Street.

Commissioner Overby stated that the road from Winooski to Burlington is a lot of work and maybe they could cut in some parking spaces on the left so there is no parking in the roadway.

Commissioner O'Neill supports the bike lanes and we need to think about how to move people through the area a little safer.

Jason Stuffle stated that Colchester Avenue is a gateway to the city should have and off the road multi use path.

Pat Sealan stated that on Colchester Avenue, there is no sign to welcome people into Burlington from the Winooski side, lanes are not clearly marked. She would like to see Burlington on the list of most bikeable cities.

Brook supports bike lanes in both directions but feels that safety is important and the way Colchester Avenue is right now it is not working right. Colchester Avenue residents can park on the side street and maybe put in a crosswalk on the hill to slow down traffic on the hill.

Dave Crowley is a resident of Nash Place is a bike user. He stated the project has what plan is trying to achieve and he supports a bike lane on the north side going uphill. Neighborhood parking needs to be address, get some community involvement.

Jason Van Drierche stated he biked down Colchester Avenue and it was a miserable experience. The traffic flow work will make it a better for everyone, downhill as cars are passing by. A bike lane will make it work better and should be a priority. There needs to be signage at the bottom of the hill of Colchester Avenue.

Matt Dooley is a property owner on Colchester Avenue and he stated that his tenants need the parking on Colchester Avenue as their driveway is small and does not have enough parking.

Deborah Craft stated that Colchester Avenue factors cars and had never served for cyclist.

Would like to see a crosswalk if possible people can park on Chase Street. Would like to see a crosswalk if possible for traffic calming by the Kampus Kitchen.

Gentleman is a renter on Colchester Avenue and stated that there are a lot of college students on Colchester Avenue and there is not room on the side streets for parking and he needs his vehicle for work as he works in Montpelier and he parks on the street.

A customer came in who owns an older property on the hill and there is a parking area for enters and to park on Chase Street would mean to cross Colchester Avenue to get home.

Commissioner Barr stated the crosswalk at Chase Street is coming and we are working on signage as you enter the city from Winooski.

Commissioner Overby stated that she is looking forward to the proposal.

Commissioner Gillman stated he would like to see a compromise for Chase Street and Barrett Street.

Item 7– Main Street and South Winooski Avenue Surface Lot RFP

We are looking to redevelop the parking lot and are forming a Development Committee. We are also looking at the adjacent properties, would like to redevelop the block. Commissioner O'Neill asked if there was going to be space for EV Charging stations.

Item 8 – Pipe Assessment Public Hearing

Federally subsidized loans for clean water. He did an explanation on the process for this. Greg Johnson presented a power point on the pipe assessment and the progress the Water Division is making on this.

Item 9 – Minutes of 4/16/19

Commissioner Barr stated that on Item 10 to fixed asked.

Commissioner Hogan would like to see Proctor Place parking lined out to show that that was removed from consent agenda.

Commissioner Barr made a motion to accept the minutes with the changes.
Commissioner Alberry seconded.
Unanimous approval

Item 10 – Director’s Report

The reorganization was approved
GMT will have route changed June 17th
Bike and Scooter will go before TEUC ion May 23rd at 7:30 p.m. with the proposed contract.
FY20 budget preset in packet that was sent to City Council
Commissioner Archambeau stated that there were two different budgets one with ISD and one without with the lower budget being with ISD.

Item 11 – Commissioner Communication

Commissioner Barr stated that Parking Management Plan Institutions on hill free to talk to DPW partner and move forward.

Commissioner O’Neill parking plan need to have a process and steps to have issues brought forward to streamline the system for clearer steps.
Director Spencer stated the process is to contact Customer Service and it will be put into See Click Fix which starts the process.

Commissioner Overby stated that Archibald Street has been patched up. Intervale Road needs patching.
Intervale Road added onto paving list
The walkway on the side has deteriorated.
There is a concern about the water that is always on Elmwood Avenue and Peru Street.

Commissioner Hogan stated that GMT second coordination for bus service information is valuable.
This is the 6th year anniversary for Mayor Weinberger announcing the goal for bike/pedestrian changes.

Commissioner Archambeau commented on the new sidewalk on Walnut Street.
Bike lanes are gone, no paint on them and suggested to look for a better paint that lasts through the winter season.

Commissioner O’Neill made a motion to adjourn after Executive Session
Commissioner Barr seconded.
Unanimous approval.

Item 12 – Executive Session – broke into executive session

Item 13 – Adjournment and Next Meeting. Next meeting is June 19, 2019.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: June 12, 2019

WATER RESOURCES UPDATES:

Water quality and rate affordability guide every decision we make in Water Resources. As part of the Council's recent approval of Phase I of the Water Resources re-organization, they reaffirmed their support for undertaking a financial analysis that would review our current rate structure, evaluate potential affordability programs, and review current service charges. We are seeking to bring forward the consultant contract to complete the scope of work to the City Council later this month. The Council requested this work be completed by Spring 2020 in advance of the FY'21 budget approval. Please contact DPW Division Director – Water Resources Megan Moir (mmoir@burlingtonvt.gov) or me for more information.

ELECTRIC BIKE SHARE & PROPOSED ELECTRIC SCOOTER PILOT:

Building on the existing bike share program, the City and partners (South Burlington, Winooski, UVM, Champlain College, CATMA and the CCRPC) are planning an expanded shared mobility program in 2019. We presented our revised proposal to the Council's Transportation Energy & Utilities Committee (TEUC) on May 7 and again on May 23. The Committee reviewed the draft contract on May 23 and voted 2-1 to recommend it to the full City Council. We were able to secure additional commitments from the vendor prior to the June 3 City Council meeting – and the Council subsequently approved the draft agreement. The key tenet of this proposal is to transition from 105 traditional bikes to 200 electric bikes; and to explore a scooter pilot if state conditions change to allow them on the roads. A couple local Burlington bike shops have expressed ongoing concern with the terms of the agreement – mostly around impacts to their bike rental business. We have pledged to continue working with them to try and address their concerns as much as possible. South Burlington, Winooski and CATMA still need to approve the agreement. More info is at: <https://www.burlingtonvt.gov/DPW/Transportation/ETransportation>.

GMT NEWS – NEXT GEN IMPLEMENTATION JUNE 17

By the time the DPW Commission meets, Green Mountain Transit (GMT) will have implemented three large improvements as of June 17:

-) Routes will be updated to be straighter and long to assist with more direct, one-seat rides.
-) An industry-leading App providing real time information will be launched
-) Mobile ticketing will be offered for customers to purchase tickets on their mobile phones

For more information on the Next Gen route and schedule changes, click here: www.ridegmt.com.

The Council will be appointing a Burlington Commissioner at the upcoming Council meeting, but there will likely be another opening the GMT Board of Commissioners for Burlington in the near future – and likely two alternates. If you, or someone you know, are potentially interested in a GMT Commission position, please feel free to contact Lori Olberg (lolberg@burlingtonvt.gov) in the Clerk/Treasurers Office.

FY'20 BUDGETS:

DPW has presented our proposed FY'20 budgets to the City Council on May 16 and May 22. As mentioned last month, we have not provided a detailed presentation to the DPW Commission as the Council is the entity that approves DPW's many budgets, but if new Commissioners or the Commission overall would like to be briefed on our budget, please let me know. The proposed FY'20 budgets will be on BoardDocs later this week for the City Council's consideration.

TRAFFIC REQUESTS:

As of 06/13/19, we have 35 traffic requests in queue. This is up slightly from the 33 requests in queue last month. With the Commission's feedback on the City's crosswalk guidelines last month, we are gearing up to address a number of related outstanding requests.

PERMIT REFORM:

As of July 1, 2019, the Inspection Services team will be part of the new united Permitting and Inspections Department. The Inspection Services team will continue to provide the same level of service, but they will no longer report to Assistant Director – Technical Services Norm Baldwin. The inspectors will remain in the same location until the 645 Pine Street renovations are underway and DPW Customer Service will continue to support the team in the short term. In short, the transition will be phased in over the remainder of the year. We want to thank the public for their patience as we make these major changes. I also want to provide a personal note of appreciation to Norm, Brad, Tim and John for their extra work during this period to minimize the disruption on our customers while we implement this transition.

FY'20 DPW GOALS & OBJECTIVES:

Staff is still working on this item and will plan to bring it to the Commission at its July meeting for feedback. Thank you for your patience as we are running fast during construction season.

2019 CONSTRUCTION SEASON:

Our 2019 construction seasons continues and projects can be viewed on the refreshed Construction Portal: <https://www.burlingtonvt.gov/DPW/Reinvestment>. The Burlington Free Press recently provided an overview of our work this season: <https://www.burlingtonfreepress.com/story/news/2019/06/12/burlington-construction-projects-impact-travel-commuter/1420433001/>

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