September 18, 2019

TO: Public Works Commission

FROM: Nicole Losch, PTP, Senior Planner

CC: Elizabeth Gohringer, Associate Planner
    Kim Furtado, Planning Intern

RE: Ethan Allen Parkway No Parking – Amended Recommendation

________________________________________________________

Recommendations (Updated 9/18/19)

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 either side of Ethan Allen Parkway from North Avenue to Farrington Avenue.
North Ave to Farrington Pkwy
Currently 29' +/-
No curb
Marked shoulders
Proposed 29' +/-
No curb
2' marked shoulder southbound
Northbound bike lane

Farrington Pkwy to James Ave
Currently 31' curbed
Unmarked parking on west
Traffic calmed with "rumble strip" speed bumps & 3' center medians
Proposed No changes to parking
Upgrade traffic calming to current standards

James Ave to end of E.A.Pkwy
Currently 30' curbed
Unmarked parking
Proposed No changes
Proposed amendment of the ordinance language in PWC Sept. 18, 2019 agenda item 6
“Designation of City Managed Northern Waterfront Lot & Traffic Regulations.”

Staff recommends the DPW Commission adopt:

(a) Metered lot locations:
• The city-owned lot more commonly understood to be the Northern Waterfront Lot located north of Penny Lane.

(19) Parking rates.

(b) The rate of charge for parking in metered city lots shall be as follows:
Northern Waterfront Lot: One dollar ($1.00) per hour with a maximum daily rate of eight dollars ($8.00) from May 1 through October 31 and forty cents ($0.40) per hour from November 1 through April 30, with the exception of spaces designated as Marina Parking. From October 16 to May 14, Marina employees shall have exclusive rights to park in any of the 4 parking spaces designated for use of the Marina, and located in the Northern Waterfront Lot, at no additional charge to the Marina. From May 15 to October 15, Marina guests shall have exclusive rights to park in any of the 23 parking spaces designated for use of the Marina, and located in the western section of the Northern Waterfront Lot (the "Marina Parking Spaces"), at no additional charge to the Marina. The general public shall be prohibited from parking in the Marina Parking Spaces from May 15 to October 15. In addition, 19 of the remaining 45 spaces in the Northern Waterfront Lot shall be reserved for exclusive use by the Marina on weekends and City Holidays during the period from May 15 to October 15. A weekend period shall be deemed to commence at 6:00 pm on each Friday and terminate at 8:00 am on each following Monday morning. A holiday shall be deemed to commence at 6:00 pm the day before the holiday, and terminate at 8:00 am on the day following the holiday. In the event a holiday falls adjacent to a weekend the periods shall run sequentially as one period. The Burlington Harbor Marina will pay the City for the use of the Marina Weekend Spaces. The rate for the Marina Weekend Spaces shall be established by calculation of the number of weekend days and holidays applicable annually multiplied by the Burlington Department of Public Works Daily Parking rate as established for the applicable year multiplied by nineteen (19). The Daily Parking Rate shall not exceed the rate charges at the Perkins Pier Lot. Burlington Harbor Marina may elect to reduce its number of weekend/holiday spaces upon delivery of thirty (30) days’ written notice to the City.
Two proposed agenda items for a future PWC Meeting:

1) Regarding proposed exclusive parking for Burlington Harbor Marina patrons:
   “DPW contract on designating parking spaces for exclusive Burlington Harbor Marina
   patron use at city waterfront lots”

2) Discussion about when the PWC should be involved before MOUs are drafted and
   signed for exclusive use or sale of city-owned parking lot property.

My reason for these proposals:

We should separate the two parts of this discussion. We should absolutely vote on the
parking lot hourly rates in the interest of getting the parking kiosks up and running at
the new parking lot.

But remediation of the problem with how the private parking arrangement for the
Burlington Harbor Marina patrons came about should be a separate discussion.

Through the ordinance language we have for this agenda item, the
PWC is being asked to privatize some 60% of the new Northern
Waterfront Lot between May 15 and Oct. 15 for the next 40 years. The
public should have adequate notice and meaningful opportunity to
ask questions and make comments that would be helpful to the
Commission when making their decisions about privatization of public
resources. I believe this has not happened here and I would like to
have us do better in the future.

This item on the original July 17 PWC agenda was a Consent Agenda item titled
“Designate the New Marina Lot as a City Managed Lot.”
No discussion was anticipated but I had asked that it be moved to the Deliberative
agenda.

The item on this evening’s agenda is titled “Designation of City Managed Northern
Waterfront Lot & Traffic Regulations “

I’m not sure these titles adequately inform the public of magnitude of the grant of
public parking resources at the waterfront to the privately-owned, Burlington Harbor
Marina.
(B) The Board of Public Works Commissioners shall have general control, management, and supervision of all municipal parking lots and garages. The Board shall have power to make regulations with respect to the use of all such municipal parking lots and garages, including reasonable terms, conditions, and charges, and shall also have the power to regulate the parking, operation, and speed of vehicles and pedestrian and vehicular traffic on the public highways of the City, including such ways, streets, alleys, lanes, or other places as may be open to the public, to erect, maintain, and operate equipment and systems for the regulation of parking of vehicles, to govern and control the erection of guideposts, street signs, and street safety devices on the highways, and to prescribe regulations and penalties for violation of the same in respect to all of the matters and to remove and impound as a public nuisance, at the expense of the owner, any vehicle found parking on a public highway or in a municipal parking lot or garage in violation of any City ordinance or any regulation hereunder, and to prescribe the terms and conditions upon which the owner may redeem such vehicle from the pound, which regulations, when published in the manner provided in section 49 for the publication of ordinances, shall have the force and effect of ordinances of the City, and violations of which shall have the force and effect of ordinances of the City, and violations of which shall be subject to the penalties provided in section 50 of this charter. All ordinances of the City, and all regulations of the Board of Parking Commissioners, in effect prior to July 1, 1959, shall remain in full force and effect notwithstanding that the subject matter thereof shall be within the jurisdiction of the Board of Public Works Commissioners, unless and until such Board shall, by regulation duly adopted and published, alter, amend, or repeal the same.

(C) The Board shall also from time to time recommend to the City Council the acquisition or construction of municipal parking lots or garages, and the City Council shall not authorize such acquisition or construction without such recommendation, nor shall the City Council dispose of or lease to others for operation any municipal parking lot or garage without the recommendation of the Board.
MEMORANDUM

TO: Miro Weinberger, Mayor
    Burlington City Council

FROM: Tiki Archambeau, Chair of the Public Works Commission

DATE: September 18, 2019

RE: Public Works Commission Annual Report for FY2019

Fiscal Year 2019 in Review

Fiscal Year 2019 saw the Department of Public Works in the midst of a pivotal year, implementing core plans through reinvesting in infrastructure and creating safer streets and sidewalks. The Public Works Commission continued its oversight of this renewed era of activity and provided meaningful opportunities for public dialogue.

This was the second full year of implementation of two key plans, set to reshape livability and infrastructure in Burlington:

- Sustainable Infrastructure Plan -- a once in a generation reinvestment in aging infrastructure.
- PlanBTV Walk Bike -- the first plan of its kind in Burlington to create a safer, balanced right of way for all modes of transportation.

Additionally, the Commission and Department partnered to focus in on two other critical areas: Parking and Water Resources. In addition to all of this, the monthly Commission meetings continued to serve as an oversight opportunity for the Department to interface with Commission members and the community on critical program management.

Building a More Resilient City

Through the Sustainable Infrastructure Plan -- with Commission and community support -- DPW has had an even more visible presence reshaping city infrastructure and responding to a changing climate. Sidewalk production has nearly tripled past average, repaving has nearly doubled and for the first time, the city is proactively replacing or renewing water mains. Like most northern climates, Burlington has seen advanced deterioration of roads during another winter. At five Commission meetings in FY 2019, the members of the Commission heard from the Department on construction season planning, including on the addition of streets to its paving list in response to a harsh winter. The Commission hearings are especially important to the community during a heightened era of investment in offering transparency and engagement.
When it comes to PlanBTV Walk/Bike, Pearl Street, Flynn Avenue and Colchester Avenue saw safety upgrades and refocusing in FY 2019. In FY 2018, the Commission voted in favor of a Pearl St. lane realignment to create better traffic flow and safer street crossings, necessitating modest parking removal. They followed up in FY 2019 by voting to approve DPW management of off-street parking to account for this parking removal. Additionally, to support a safe, accommodating and continuous bike-lane on Pearl from the waterfront through out of town, they approved regulation changes to prevent right turns on red at Pearl and Battery. Later in the Fiscal Year, the Commission heard from the Department and dozens of community members on proposed plans to enhance bike-lane connectivity on Flynn Ave and Colchester Ave. At three consecutive Commission meetings, plans and community feedback were collected. The end result of this was a a transparent and engaging process to PlanBTV Walk/Bike implementation along high volume transportation corridors.

During spring & summer 2018, wastewater infrastructure in Burlington failed during critical times, though without the impact posed to Lake Champlain before infrastructure investments nearly 30 years. The Department’s Water Resources offered an early assessment of these challenges in the middle of the crisis. Later in the year, the Commission heard the Department’s plan for stabilizing and modernizing this infrastructure and lent its support to the Proposed Wastewater and Stormwater Bond. Following this, the Commission also examined the upcoming Water Resources organizational assessment to help provide direction to Burlington’s critical natural resources program.

Data-Driven Parking Policy Implementation

To continue meeting the parking needs of Burlington, significant alterations were made to ordinance. With Commission leadership, DPW was tasked with creating and implementing a standardized and data-driven approach to Narrow Streets parking policy. After reviewing the Department’s approach in November, the Commission voted for seasonal restrictions on parking on the narrowest streets in Burlington. As part of its regular oversight, the Commission reviewed how implementation went during its April meeting and continued its support in supporting safer winter parking policies.

The Commission also focused much of its time in reviewing updates to the Residential Parking Program - stewarding Departmental implementation of the 2015 Residential Parking Plan and hearing from residents on these changes. With a review of Departmental work in October, a vote for the first significant changes to RPP in years in November (bringing modest fees and permit caps to avoid oversubscription of any street and clarifying acceptable proof of residency, among other changes) and another vote to clarify ordinance for corner lots in March, the Commission has continued adapting to the livability needs in many of Burlington’s neighborhoods.

Community Dialogue, Innovation and Shaping Policy

While regulatory authority is one of the significant functions of the Commission, the body also provides a critical space for oversight and community feedback. During a harsh winter and after an intense January snowstorm, the Commission allowed the Department an opportunity to present its Snow and Ice Control Plan.

Creating a safer city - especially for pedestrians and our most vulnerable - continues to be an important shared responsibility between the Commission and Department. The Commission heard an update to the city’s ADA Transition Plan; Burlington’s first ever crosswalk guidelines; and responded to community interest by hosting a briefing on traffic roundabout policy.

The first ever city-sponsored “Street Seats” program was also introduced to the Commission -- as a key innovation to activate the street network, create additional public space and give businesses an opportunity to expand their seating. The Commission lent its support to some modest, temporary
parking removal to facilitate this new pilot and give the Department an opportunity to collect more qualitative and quantitative data.

Looking Ahead

Key Areas for the DPW Commission next year include:

1. A Departmental review of the summer 2019 construction season to gather successes, challenges & lessons learned to minimize public impacts from these important investments and to streamline project implementation,
2. Updating the snow-fighting plan to further accommodate Burlington’s evolving use of public roadways, including the clearing of bike lanes especially on key corridors.
3. Review the painting contract to expedite early season implementation to accommodate pedestrian and multi-use needs within roadways.
4. Supporting efforts of the Department to be responsive for public service requests and capital projects that have broad public support

We fully acknowledge that the Department of Public Works has undertaken a historic level of reinvestment. With that said, the public is starting to feel the effects of general "construction fatigue" at the time of this writing. Transformative reinvestment requires full resources to execute this level of work consistently.

I look forward to presenting our report at an upcoming City Council meeting with Director Chapin Spencer. Please do not hesitate to contact us with any questions.