

COMMISSION MEETING SIGN IN SHEET

Date: 9-18-19

NAME - (PRINTED)	ITEM #	EMAIL ADDRESS	PHONE #	WARD
Miranda Brown	Public Comment		864 3329	5
Sharon Bushow	Col. Ave Parking		658-3604	1
Jesse Fitzgerald	locust st crosswalk		863-6411	5
Heather Fitzgerald	"		863-6411	5
Tara Van Dierckey	locust crosswalk		735-7271	5
Campy Long			802-734-3003	1
Zybra Pung	locust		919-357-4009	5
James Kerrigan	N Winslow		603-667-0295	5
Zack Shepard	George		802-345-6500	
Adrene Shepard	George		802-272-7521	
Michael Long				1
Barbara White				
Mu SIM	John Ave			
Ann Husick	locust			

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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.

James Ave to end of E.A.Pkwy

Currently 30' curbed
Unmarked parking

Proposed No changes



Route 127 path

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 Avenue



C.P. Smith Elementary School



Farrington Parkway

Sandy Ln

Lopes Ave



North Ave to Farrington Pkwy

Currently 29' +/-
No curb
Marked shoulders

Proposed 29' +/-
No curb
2' marked shoulder
southbound
Northbound bike lane



1	B	E
1	<p>Date</p> <p>Message</p>	
2	<p>9/16/2019</p> <p>Thanks for listening, and for your good work!</p>	<p>I wasn't able to attend the Sept. 12 meeting regarding Ethan Allen Parkway, but I'd like to voice my support for a northbound bike lane from North Ave to James Ave.</p> <p>Given all the young school children riding bikes to/from CP Smith, please consider whether a protected bike lane (similar to others in the downtown area) is feasible.</p> <p>I also encourage the City to stripe the road to create narrow travel lanes (e.g., 9 feet) as another simple means to calm traffic.</p> <p>PS - The Ethan Allen Parkway sidewalk is very much in need of repair/reconstruction. I presume it is on your list for maintenance. If so, please consider elevating its priority given that it is a key access to CP Smith Elementary School. If it's not on your list, please remedy that. It is becoming a safety issue for pedestrians who use it, and likely a barrier for anyone with mobility issues (e.g., wheel chair, walker, etc.).</p>
3	<p>9/14/2019</p> <p>I just wanted to give you my perspective of the meeting held by DPW to discuss their Calming Plan for Ethan Allen Parkway. I recognize this isn't a key agenda item you will be discussing at the monthly Public Works Commission Meeting when compared to the huge safety concern the commission will be reviewing caused by the pedestrian crosswalk bump outs at the Maple/St Paul Street Intersection. This key city wide issue was the subject of a well researched investigative report by CH3's Celine McArthur on the design shortcomings at this intersection. Her report documented the safety issue and damage to multiple vehicles from a poor intersection design. The motorists do not have a comfortable turning radius to negotiate the turn within their traffic lane at normal driving conditions.</p> <p>.....Meeting Summary.....</p> <p>Even though the meeting to review DPW's Plan for Ethan Allen Parkway was scheduled during the evening commute/dinner hour and was poorly warned, around 25 neighborhood residents attended. DPW gave an overview of their options they will present to you, including doing nothing now, and work with neighbors over the winter to have a more inclusive plan.</p> <p>This is my take of the summary of discussions:</p> <ul style="list-style-type: none"> *Nicole Losch from DPW explained the alternatives and then asked attendees for comments and questions which she and Chapin responded too. *major concern of most in attendance was the flawed process being used to implement a change to a highly used street. It was apparent that DPW didn't feel the need to even hold a public meeting prior to bringing it before the commission for approval. They did so, in this case, only at the request of Councilor Dieng. DPW also felt that they only had to notify residents who live on Ethan Allen Parkway, rather than residents in the neighborhood which have to use Ethan Allen Parkway every day. This was a key issue. The time of the meeting was also discussed. Having it at 5 o'clock limits attendance as it is during evening drive/dinner hour. The other implication was that although there was a vote, and the alternative "do nothing now, but wait and get more info won" (10 to 7), most felt DPW and the Commission would ignore the vote. *one person supporting installation of the Northbound bike lane cited safety and the fact of a recent accident near 96 Ethan Allen Parkway involving a child on a bike and a car. Details were not known, but this area is well known to have many children of various ages from the nearby apartment complex playing in the lawn adjacent to the street, and part green space diagonally across the street, and in some cases in the street itself without supervision. *In addition to the process, I expressed concern that if they installed a Northbound bike lane, it would drive the Southbound traffic lane closer to the sidewalk. Combining that with the fact there is only a very narrow green belt, this creates a potential safety issue, especially in the winter. I feel installation of curbing must be done before any bike lane is even considered *Dave Hartnett felt more review was needed and a bike/pedestrian way be explored for this section of Ethan Allen Parkway rather than a dedicated bike lane *one attendee indicated because of the street width, and narrow green belt, Burlington regulation already prohibits on street parking for Ethan Allen Parkway. He also supported the proposed bike lane. *little discussion or concerns were expressed about plans from Farrington to James Avenue. *a group of attendees, mostly who biked, supported installation of the bike lane this season. They also wanted a Southbound lane considered. Nicole implied this could be considered at a later date. *under general, several people including Councilor Dieng suggested installation of radar speed reminders to help motorists keep within the speed limits. Another said police enforcement is a better alternative to humps. They also asked why police aren't enforcing laws applying to bicycles (like stop signs and signals). <p>Please enter this email as part of the Commissioner's minutes of your meeting.</p>	<p>I write to express my support for the proposed bike lane on Ethan Allen Parkway. I believe the proposal will increase safety for all and make getting from North Ave to the Route 127 path easier for bicyclists, thus encouraging use of this underutilized path.</p> <p>As a NNE resident living close to the North Ave—Ethan Allen intersection, I hope this proposal goes through since I bike on Ethan Allen Parkway occasionally and would do so more often with the northbound bike lane in place.</p> <p>Thank you for the opportunity to comment.</p>
4	<p>9/17/2019</p> <p>Thank you for the opportunity to comment.</p>	<p>I write today to express support for the 5-foot Northbound bike lane on Ethan Allen Parkway from Farrington to North Avenue. I understand from our public neighborhood meeting that there was a split among attendees about any bike lane on Ethan Allen and the safety of its users. I recognize that it is difficult to please everyone, as the road is used differently by different people. What was clear from the meeting is that there is growing support for alternative transportation in the neighborhood and that this support is increasing. It makes sense to allow a bike lane now and capitalize on this trend and the repaving opportunity.</p>
5	<p>9/18/2019</p> <p>There was much interest in creating new traffic calming speed bumps along the portion of road that abuts the C. P. Smith school. Thank you for your service.</p>	

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 8:00am 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.

BURLINGTON CITY CHARTER, ARTICLE 19. POWERS OF CITY COUNCIL

48 Enumerated.

(58)

(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 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.



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Tiki Archambeau
CHAIR - PUBLIC WORKS COMMISSION

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 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.