CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
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www.burlingtonvt.gov/dpw

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: September 10, 2020
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **September 16, 2020**
Time: 6:30 – 9:00 p.m.

Due to current social distancing measures, this meeting will be held entirely virtually.

To view the meeting:
1. CCTV YouTube Channel (*streamed live*) or on Burlington Telecom Channel 317 (*not aired live*).
https://www.youtube.com/channel/UCJkWMLSqRNKLoyUZQiNoAcQ
2. Join via Zoom: https://us02web.zoom.us/j/83495330508
3. Call in for audio only: Phone number: 301-715-8592 Webinar ID: 834 9533 0508

To participate in public comment:
1. You must either join the meeting via the Zoom link above (strongly encouraged) or by calling via the call-in information above.
2. If signed in via Zoom, please use the "Raise Your Hand" feature. This will alert DPW staff that you wish to speak and will automatically add you to the queue. When it's your turn to speak, your name will be called and you will be unmuted.
3. If you are calling in, please press *9 which will alert DPW staff that you wish to speak. When it's your turn to speak, your phone # will be called out and you will be unmuted.
4. If you encounter any difficulties when attempting to speak during public forum, please email DPWCommunications@burlingtonvt.gov.

A G E N DA

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 No Parking Zone at the Locust Terrace Crosswalk
- B ADA Space Adjacent to 65 Main St
- C Appendix C Ordinance Updates for 194 St. Paul St. Parking
- D Franklin Square Ordinance Revisions

5 15 Min Winooski Ave Traffic Regulatory Changes
- A Presentation, N. Losch
- B Commissioner Discussion
- C Public Comment
- D Action Requested –Vote

6 30 Min North Ave & Cambrian Way Discussion
- A Oral Communication, N. Baldwin
- B Commissioner Discussion
- C Public Comment
- D Action Requested –None

7 20 Min Appeal – 31 N Prospect St – Failed Electrical Inspection
- A Communication, W. Ward, T. Hennessey
- B Communication, K. Ram
- C Commissioner Discussion
- D Public Comment
- E Action Requested –Vote

8 20 Min Traffic Calming Program Revisions
- A Communication, N. Losch
- B Commissioner Discussion
- C Public Comment
- D Action Requested –None

9 5 Min Approval of Draft Minutes of 7-15-2020

10 10 Min Director's Report

11 10 Min Commissioner Communications

12 **Adjournment & Next Meeting Date – October 21, 2020**

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
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www.burlingtonvt.gov/DPW

Memo

Date: September 9, 2020

To: Public Works Commission PCP

From: Phillip Peterson, Associate Public Works Engineer

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

Subject: No Parking Zone Locust Terrace Crosswalk

Recommendations to the DPW Commission:
7 No-parking area.
No person shall park any vehicle at any time in the following locations:

- On the south side of Locust Street for twenty (20) feet east and fifty (50) feet west of the crosswalk at Locust Terrace.

Purpose & Need:
The purpose of the recommended traffic regulation amendment is to be in compliance with the Vermont Agency of Transportation (VTrans) guidelines. The parking prohibition adjacent to crosswalks is based on the VTrans "Guidelines for Pedestrian Crossing Treatments." This need will improve sight lines between pedestrians and motorists, increasing safety for those using the crosswalk.

Project Checklist:

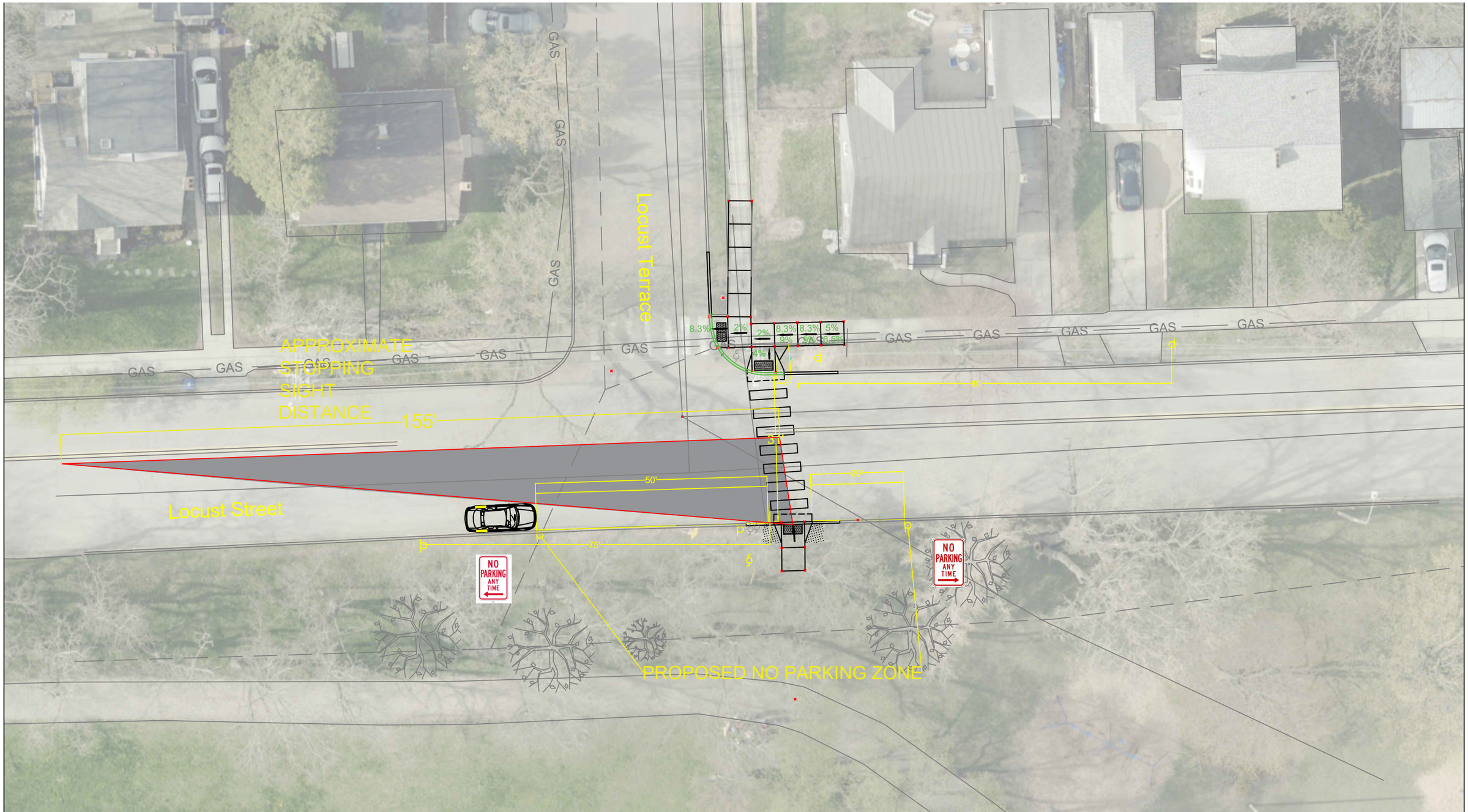
	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Vermont Agency of Transportation "Guidelines for Pedestrian Crossing Treatments"
Aligns with City plans?		X		PlanBTV Walk Bike
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:
During the 2020 construction season, a crosswalk was installed across Locust Street at the Locust Terrace intersection. This change in traffic control resulted in a need to establish a no-parking zone on the south side of Locust Street for twenty (20) feet east and fifty (50) feet west of the new crosswalk at Locust Terrace. DPW Staff conducted a site visit and found the crosswalk requires a standard 20-foot parking prohibition on the east side; in order to maintain the proper stopping sight distance a 50-foot parking prohibition on the west side of the crosswalk has been deemed appropriate (see Attachment-1).

Public Engagement:
In preparation for the 9/16/20 DPW Commission Meeting, Staff placed flyers at each property along the block adjacent to the new crosswalk at Locust Street and Locust Terrace. Staff received five (5) emails in regards to this matter, all of the emails support the proposed no-parking zones adjacent to the new crosswalk on Locust Street and Locust Terrace.

Attachments:

1. Site map.
2. Public Correspondence.



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SCALE: 1" = 20'

LOCUST TERRACE PROPOSED CROSSWALK WITH STOPPING SIGHT DISTANCE

BURLINGTON, VT PUBLIC WORKS

BURLINGTON PUBLIC WORKS ENGINEERING DIV.

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

DESIGNED PMP	
DRAWN PMP	SCALE 1"=20'
CHECKED SM	DRAWING NO.
DATE 9/5/2020	SHEET 1 OF 1

Attachment 2

Public input correspondence emails

Fri 9/4/2020
Dear Phillip
Thank you for asking residents about parking, and thank you for putting in the crosswalk at the corner of Locust St and Locust Terrace. Though the crosswalk is an improvement, it is still dangerous because cars parked close to the crosswalk obscure the visibility of children standing on the side. Children must step out into the road to see around the parked cars to check for oncoming traffic, and though drivers may notice the crosswalk, they can NOT see children (who are shorter than cars) waiting to cross. I believe this is why, so frequently, cars do not stop to allow pedestrians to cross in the crosswalk. They don't see them in time.

Yes, please increase the "No Parking" zone around the crosswalk. 50' in BOTH directions would increase visibility and thus safety for both drivers and pedestrians. I see on the illustration that there is "no parking" only 20' on the east side of the crosswalk. Drivers coming down Locust St cannot see pedestrians waiting to cross from the park side of the road, and 50' would allow sufficient visibility to slow down.

Sincerely,
Ruby Perry

Thu 9/3/2020
Hi Peter,

My name is Megan Holt and I am a resident at 177 Locust Terr. I am completely on board with the "No-Parking" Zone adjacent to the new crosswalk at Locust Terrace.

Best,

-Megan

Sat 8/29/2020

Phillip,

In answer to the DPW leaflet received in our mailbox yesterday: yes, I am emphatically in favor of the 50 ft no parking zone shown in your diagram (west of the Locust Terrace crosswalk). I wonder if the eastside no parking zone should be bigger than 20 feet since kids still have to be able to see the westbound cars when they cross. Any no-parking change needs to be accompanied by a vigorous enforcement for long enough to get the message across. Is there a received wisdom in your field about how long it takes for people to start respecting the new parking norms?

I also want to comment on the work that was done this summer further up the street (refiguring crosswalks at Charlotte and Caroline Streets). I regret that no real traffic calming features (ex: speed bumps) were included in the new design. My perception is that cars now go faster on Locust Street than they did prior to the work. Suggestions/requests: more signs indicating the 25 mph speed limit (+ enforcement of that limit), possible additional traffic calming (bumps, not just paint and narrowing).

Thanks for getting the work done this summer. Now let's work together to make Locust Street safer for pedestrians, bikers and car drivers.

Andrew Simon

54 Locust Street

Sat 8/29/2020

Hi Phillip,

I live at 52 Locust Street. We are so excited about the new cross walk. Thank you to you and the other city employees who made that happen.

We strongly support the No Parking zone and would be happy for it to be the proposed size on the flyer or perhaps even bigger. maybe even 100 feet towards Pine Street and 30 feet towards Shelburne Road?

Thanks for all you do and your consideration.

Leighton Johnson

Fri 8/28/2020

Thank you very much!

I had written originally that 20 feet on the southern side of the street was not enough space to keep pedestrians safe, due to visibility issues on that hill coming up from Pine Street. Thank you very much for looking into this and proposing a 50' no parking zone to increase the sightline appropriately for the safety of all us, but especially the children.

Thank you again for all of the hard work you do for the city and residents.

Sincerely,

Emily Skoler

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
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www.burlingtonvt.gov/DPW

Memo

Date: September 9, 2020

To: Public Works Commission PCP

From: Phillip Peterson, Associate Public Works Engineer

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

Subject: Proposed Accessible (ADA) Parking Space adjacent to 65 Main Street

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Staff recommends that the Commission adopt:
7A Accessible spaces designated.
No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof:

- On the east side of South Champlain Street in the fourth parking space south of Main Street.

Purpose & Need:
The purpose is to provide accessible parking on street as recommended by the Public Rights-of-Way Accessibility Guidelines (PROWAG). The need for accessible parking in this location will be close to several businesses which would benefit the disabled community in this area.

Project Checklist:

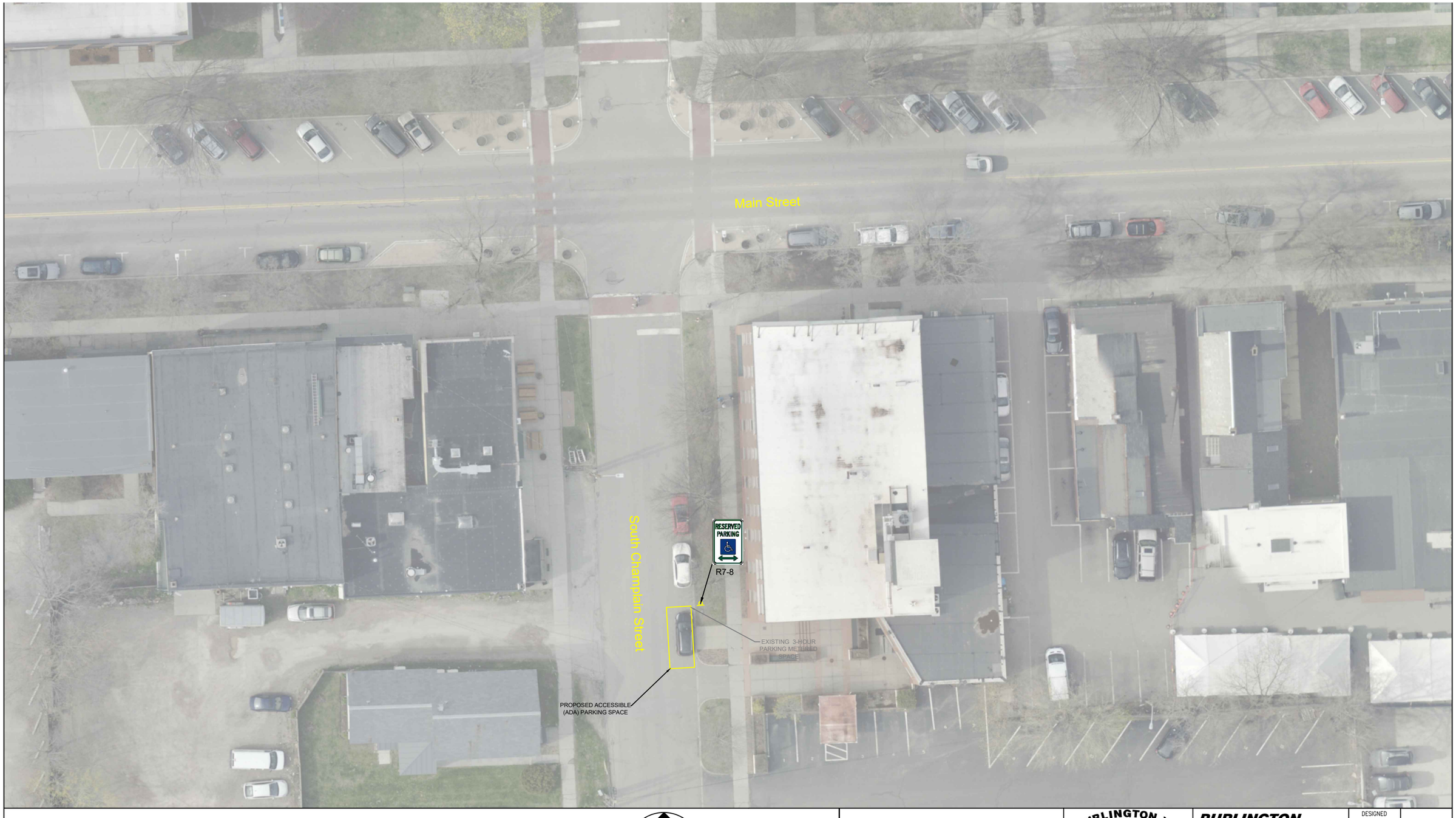
	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		PROWAG
Aligns with City plans?	X			
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:
Staff received a request in July 2020 from a local business at 65 Main Street, to install an on-street accessible parking space close to their business (see Attachemnt-1). The owner states the space is necessary to give their disabled clients reasonable access to their office. Additionally other residents and businesses in the area may need to utilize the ADA space; it is important to note, this proposed ADA space will be the only ADA space on this segment of South Champlain Street.

Public Engagement:
In preparation for the 09/16/20 DPW Commission Meeting, Staff distributed flyers to the homes and businesses on South Champlain Street and Main Street adjacent to 65 Main Street. Staff received two (2) responses (see Attachment-2) from local residents; one via email and the other via telephone. Both responses support the proposed placement of the ADA space.

Attachments:

1. Site map.
2. Public correspondence.



0 30' 60'

SCALE: 1" = 30'

North

PROPOSED ADA PARKING
ADJACENT TO
65 MAIN STREET

BURLINGTON, VT PUBLIC WORKS

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

DESIGNED PMP	
DRAWN PMP	SCALE 1"=30'
CHECKED SM	DRAWING NO.
DATE 9/9/2020	SHEET 1 OF 1

Attachment 2

Public input correspondence emails

Tue 7/28/2020
Hi Jeff,

I'd like to request an on street parking space, be changed to an ADA accessible spot. I spoke to DPW customer service and then sent me a neighborhood traffic request form.

Since this is a commercial office building, I wasn't really sure how to fill it out. There are 5 companies in the building, 2 of which are moving in 30-60 days. One of the companies' clients are elderly, and they have asked us to assist in finding a nearby spot.

If you look at this photo, the ADA access to the building is the ramp that is located between the 2 parking spaces. There aren't any spots nearby, though.

Can you let me know how I can request this? I'm happy to speak to you or meet you on site as well.

Thanks in advance

Meg McGovern
Senior Associate, Broker
Designations: ABR
Certifications: PSA
Donahue & Associates

Public input correspondence Phone Calls

Tue 8/25/2020
Associate Engineer Phillip Peterson received a phone call from Delilah Hall, a resident of South Champlain Street; Ms. Hall supports the proposed ADA space.

City of Burlington
Department of Public Works
Division of Parking and Traffic
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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Jeffrey A. Padgett, MBA
ASSISTANT DIRECTOR for PARKING & TRAFFIC

Date: September 16, 2020

To: Public Works Commission

From: Jeffrey A. Padgett, MBA
Assistant Director for Parking and Traffic

C.C. Chapin Spencer, Director of Public Works

Subject: Parking Lot Ordinance Update
194 St. Paul Street Lot Rate Update

The attached proposed update to City Ordinance, Appendix C, Chapters 18 and 19 provides clarification and updates to:

- terminology related to City Owned vs. City Managed Lots
- lot designations based on said clarification

These adjustments are not substantive but provide a streamlined legal structure that will better support future, potential public/private parking relationships.

Building off of those updates, specifically at the 194 St Paul Street lot (beneath Eagles Landing), this update also formally incorporates:

- hourly and monthly rates that were approved by City Council and agreed to with Champlain College.
- language that provides clear enforcement authority to the City.

These updates have been developed in direct coordination with the City attorney to ensure continuity of language and structure in Ordinance.

Please let me know if you have any questions.

Attachment:
1) Proposed Ordinance Language Update

CITY OF BURLINGTON

In the Year Two Thousand Twenty

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—
Section 18, Parking Facility Designations
Section 19. Parking Rates—
Clarification of lot terminology and designations;
Addition of 194 St. Paul Street lot rates

Sponsor(s): Department of Public Works
Action: _____
Date: _____
Attestation of Adoption:

_____
Phillip Peterson
Associate Engineer, Technical Services

Published: _____
Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, Section 18. Parking Facility Designations, subs-sections (a)-(b) and Section 19. Parking Rates, sub-sections (a)-(c), of the Code of Ordinances of the City of Burlington are hereby amended as follows:

Section 18. Parking Facility Designations.

(a) ~~Metered~~ City-owned lot locations:

(1)—(6) As written.

(7) ~~Reserved.~~ The city-owned lot on the west side of Elmwood Avenue near the intersection of Grant Street, known as the Elmwood Avenue Lot.

~~(8)—(10) Reserved.~~

(8) The city-owned lot located on Main Street that is adjacent to the metered lot on the northeast corner of Main and Winooski.

(9) The city-owned lot at the intersection of College Street and Lake Street on the northwest corner, known as the Pease Grain lot.

(10) Reserved.

(b) ~~Leased~~ City-managed lot locations:

~~(1) The city-owned lot on the west side of Elmwood Avenue near the intersection of Grant Street, known as the Elmwood Avenue Lot.~~

~~(2) The city-owned lot located on Main Street that is adjacent to the metered lot on the northeast corner of Main and Winooski.~~

~~(3) The city-owned lot at the intersection of College Street and Lake Street on the northwest corner, known as the Pease Grain lot.~~

~~(4)~~ (1) The city-~~leased and~~ managed lot located on St. Paul Street between King Street and Maple Street, known as 194 St. Paul Street lot.

~~(5)~~ (2) The city-~~leased and~~ managed lot located on Pearl Street between Hungerford Terrace and North Union Street, known as 247 Pearl Street.

(c)—(d) As written.

Section 19. Parking Rates.

(a) On-street ~~P~~parking meter spaces may be occupied for periods indicated by depositing the following sums:

(1)—(6) As written.

(b) The rate of charge for parking in ~~metered~~ city-owned lots shall be as follows:

~~**Location Rate per Hour**~~

(1) Main Street and South Winooski Avenue, known as Jail Lot: One dollar and fifty cents ($1.50) per hour; monthly permit rate is fifty-five dollars ($55).

(2) College Street, east of the Fletcher Library, known as the College Street Lot. ~~College Street (Library)~~: One dollar ($1.00) per hour for designated one-hour-maximum meters ~~One-hour meters 1.00~~; forty cents ($0.40) per hour for designated ten-hour-maximum meters. ~~Ten-hour meters 0.40~~

(3) Pearl Street and Pine Street, known as the Pearl Street Lot: One dollar ($1.00) per hour for designated three-hour-maximum meters ~~One-hour meters 1.00~~; forty cents ($0.40) per hour for designated ten-hour-maximum meters. ~~Three-hour meters 1.00 Ten-hour meters 0.40~~

(4)—(5) As written.

(6) ~~Reserved.~~ Elmwood Avenue and Grant Street, known as the Elmwood Avenue Lot: Monthly permit rate is fifty-five dollars ($55.00) per month.

(7) ~~Reserved.~~ Main Street adjacent to the metered parking lot located on the northeast corner Main and Winooski: Monthly permit rate is sixty dollars ($60.00) per month.

(8)—(16) As written.

(c) The rate of charge for parking in ~~leased~~ city-managed lots shall be as ~~follows, and those vehicles without a vehicle tag displayed in the proper position will be removed by wrecker at the owners expense:~~ listed in sections (1) below. Vehicles parking at the hourly rate and not properly registered with the parking facility, or vehicles parking at a monthly-rate and not displaying a tag in the proper position, will be ticketed as set forth in Burlington Code of Ordinances Sections 20-66(a),(c) and 20-104 or removed by wrecker at the owner's expense as set forth in Burlington Code of Ordinances Sections 20-75, 20-77 and 20-79.

~~**Location Rates**~~

(1) ~~Elmwood Avenue and Grant Street:~~

~~Per month $55.00~~

St. Paul Street between King Street and Maple Street, known as 194 St. Paul Street lot: One dollar and fifty cents ($1.50) per hour; monthly permit rate is eighty dollars ($80.00) per month.

~~(2) Main Street adjacent to the metered parking lot located on the N.E. corner Main and Winooski:~~

~~Per month $60.00~~

(d)—(f) As written.

** Material stricken out deleted.
*** Material underlined added.

JP & TPD: BCO Appx. C. § 18 (a)-(b); § 19 (a)-(c)
9/16/2020

September 10, 2020

TO: Public Works Commission

FROM: Nicole Losch, Senior Planner
Madeline Suender, Associate Engineer

RE: South Winooski Avenue Parking & Circulation Changes

Recommendations

Staff recommends that the Commission adopt amended regulations to allow for the implementation of the Winooski Avenue Transportation Study short-term recommendations in the downtown area:

Appendix C §5 One-way streets designated

The following streets are hereby designated as one-way streets, and all traffic and travel thereon, except pedestrians, shall pass in the directions indicated and not otherwise:

(1) – (29) As written.

(30) South Winooski Avenue, southerly from ~~Maple~~ King Street to St. Paul Street, with the exception of bicycles traveling northbound in the designated contra-flow lane.

(31) – (42) As written.

Appendix C §7 No-parking areas

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

(1) - (148) As written.

(149) On the east side of South Winooski Avenue between ~~King~~ Main Street and Howard Street

(150) - (151) As written.

(152) ~~On the east side of South Winooski Avenue between King Street and Howard Street.~~ Reserved.

(153) – (559) As written.

Purpose & Need

Updated regulations will allow roadway space on South Winooski Avenue to be reallocated to address the need for safe, inviting, and convenient travel for people of all ages and abilities using any mode of transportation. These changes will also will remove redundancies.

Introduction

In March 2020, City Council directed the Department of Public Works to implement transportation improvements along South Winooski Avenue in 2020. This work was recommended in the Winooski Avenue Corridor Study after nearly 18 months of stakeholder interviews, public meetings, technical analysis and input from a project advisory committee comprised of members of the community.

South Winooski Avenue is the primary north-south corridor through the heart of downtown Burlington. It lacks consistent and intuitive transportation choices and navigation and experiences a high rate of crashes, particularly crashes involving people walking and biking. The proposed regulatory changes will complement a larger project on South Winooski Avenue between Pearl Street and Main Street. In addition to changes south of Main Street, the South Winooski Avenue roadway will be reallocated to include continuous bike lanes in both directions and will reduce the number of travel lanes. These changes will enable consistent and intuitive transportation choices for people biking and safer transportation choices for people walking, biking, or driving.

Public Engagement

This project falls under INVOLVE on the Spectrum of Engagement. The tools of engagement for this project included:

- ✓ Mailings to residents and owners of adjacent parcels
- ✓ Lawn signs posted in project area
- ✓ Notified area Councilors and Commission Chair / Vice Chair
- ✓ Front Porch Forum announcement
- ✓ Emailed the mailing list from the Winooski Avenue Transportation Study and notified the Burlington Walk Bike Council (BWBC)

To determine the appropriate level of engagement and engagement tools, we considered:

1. Who is positively impacted?
   During the Winooski Avenue Transportation Study, the need for dedicated and continuous bicycle lanes was clear. Since a primary goal of this project is to improve biking on Winooski Ave, we have notified people who followed the Winooski Avenue Transportation Study and the BWBC. In addition, anyone receiving traditional mailed / signed notices may be positively impacted by this project.

2. Who may be negatively impacted and for how long?

People who traditionally park on the east side of South Winooski Avenue may be impacted by the removal of this parking. This would be a permanent change. RESIDENT ONLY parking may be pursued between King St and Maple St in response to concerns about spillover onto this block of unrestricted parking.

3. What are the main concerns, issues, and interests of the community?
   The community's vision for the Winooski Avenue Corridor includes:
   - Traveling along and across Winooski Avenue will be safe, inviting, and convenient for people of all ages and abilities using any mode of transportation.
   - Walking and bicycling will be viable and enjoyable ways to travel this corridor. Improvements will encourage active travel and alternatives to personal vehicle use.
   - Businesses along and near Winooski Avenue will flourish with an activated streetscape and convenient access.
   - The mobility and parking needs will be balanced for property owners, residents, businesses and the greater transportation system.
   - The street can adapt to changes to the transportation system and land use

4. Will any individuals, institutions, or groups be disproportionally impacted?
   People driving may perceive more negative impacts associated with this project south of Main Street, where parking will be reduced and circulation will be impacted. People walking and biking may perceive more positive impacts due to ease of travel.

5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
   This project is a direct recommendation of the 2020 Winooski Avenue Transportation Study. In accordance with DPW's Public Engagement Plan, additional public input is needed since this project would remove more than 3 parking spaces.

6. Are there any linguistic or cultural barriers to engaging with impacted residents?
   There are no known linguistic or cultural barriers in the affected blocks of South Winooski Avenue.

Attachments & References

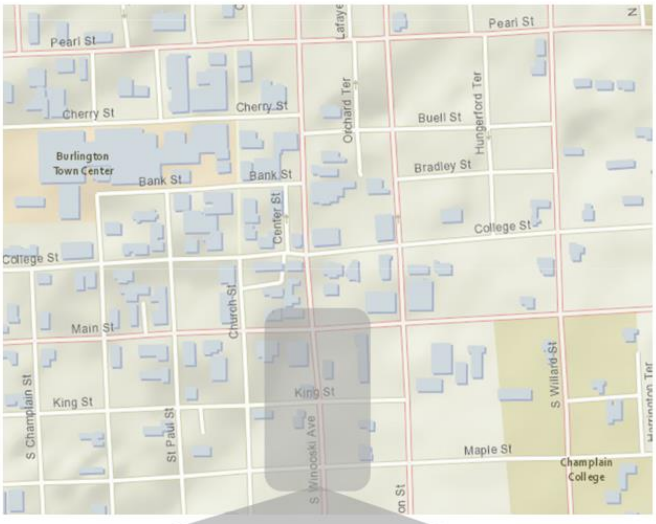
1. Public feedback
2. Map of recommended regulatory changes
3. Corridor concept plans available online: https://www.burlingtonvt.gov/dpw/WinAveImprovements

Winooski Ave Public Feedback

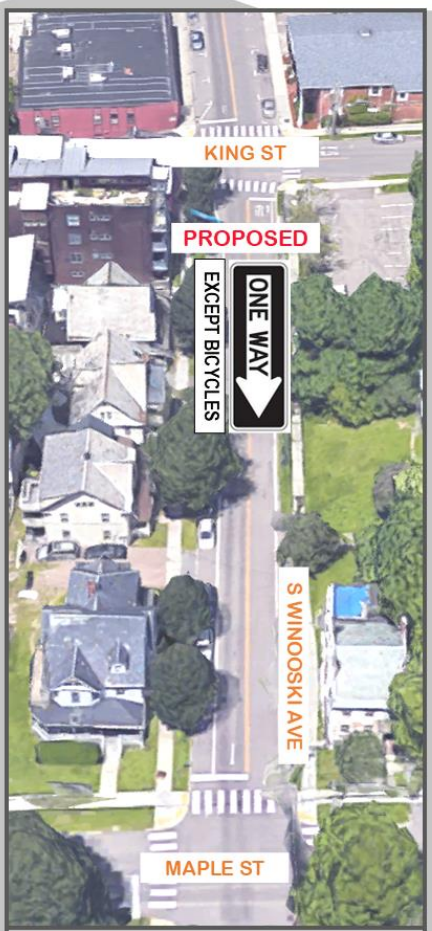
Hi DPW, Really glad to see this proposal hopefully come to fruition. As a regular bicyclist on South Winooski with its beautiful north/south lanes, I will be very happy seeing those extended north. Even better - all the way to Pearl, at least for now.

I'm wondering how you will address the lost parking spaces on South Winooski. I live on King St between South Winooski and South Union. Non-residents/ people who work downtown park on King St making it nearly impossible for the people who actually live here to park by our homes. The removal of these metered spaces will exacerbate this problem. Please let me know the steps you are taking to ensure bicyclists are safe, and folks who live here can park by our homes.

Project Area



Proposed NO PARKING on the east side of South Winooski Avenue between Main Street and King Street



Proposed southbound ONE WAY EXCEPT BICYCLES on South Winooski Avenue south of King Street

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

To: Public Works Commission
From: William Ward/Director of Permitting and Inspections
Date: September 10, 2020
Property Address: 31 N Prospect – 3 Unit property
Appellant: Kesha Ram
Date of Appeal: August 28, 2020
Subject of Appeal: Electrical Inspection 8-27-20

Code Section subject to appeal

2017 National Electrical Code Section 210.52. (C) (1)
(C) Countertops and Work Surfaces. In kitchens, pantries, breakfast rooms, dining rooms, and similar areas of dwelling units, receptacle outlets for countertop and work surfaces shall be installed in accordance with 210.52 (C) (1) through (C) (5).
(1) Wall Countertop and Work Surface. A receptacle outlet shall be installed at each wall countertop and work surface that is 300 mm (12 in.) or wider. Receptacle outlets shall be installed so that no point along the wall line is more than 600 mm (24 in.) measured horizontally from a receptacle outlet in that space.

Page 84 and 85 of the 2017 National Electrical Code book are included for full reference of section 210.52 (C) (1) through (C) (5).

Timeline of Activity

May 26, 2020 Permit application received for a kitchen remodel with Electric Permit described as "Respective to State of VT VSA 26, Chapter 15, the National Electrical Code NFPA 70, the current Dept. of Fire Safety Electrical Safety Rules, & the Burlington Code of Ordinances and complying with all State and Local COVID-19 requirements: Install new wiring and/or rework existing wiring to serve a kitchen remodel. All work to be done on the second floor, addition of receptacles above kitchen counter, replacement of kitchen light fixture, move electrical panel in necessary."

June 4, 2020 – Permit approved as described in application.

June 8, 2020 – A rough-in Inspection was completed at the property by Inspector Hennessey.

August 27, 2020 - Electrical Inspector Tim Hennessey inspected the project and noted that one area of the countertop was 12 inches or greater in length and a second area along a separate section of the countertop that appeared to be 12 inches in length and each are required a receptacle to be installed. Inspector Hennessey notified project electrician Tom Grocki that the project would not pass a final inspection with the missing outlets. Mr. Grocki told Inspector Hennessey that the countertop was not supposed to be that wide next to the sink but the sink location had been adjusted to the side, creating a wider area.

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

August 30, 2020 – Director Ward received an e-mail from the property owner appealing the inspector's decision that there were additional receptacles required.

September 7, 2020 – Inspector Hennessey confirmed with Director Ward that he agreed that one of the two areas on the countertop was accurately measured to be less than 12 inches and did not require a receptacle. This leaves one section of countertop that is in question in this appeal. That area of countertop is greater than 12 inches.

Summary: The property owner concedes that the area of countertop surface is slightly more than 12 inches wide but objects to the requirement. The National Electrical Code is clear that the receptacle shall be required in such an area.

Requested action from the Public Works Commission

Uphold the staff decision that the Electrical Code was interpreted correctly and the receptacle is required.

supplied by both of the small-appliance branch circuits. The wall receptacle outlets in the kitchen and dining room are permitted to be supplied by one or both of the circuits as shown in the two diagrams.

Exception No. 1: In addition to the required receptacles specified by 210.52, switched receptacles supplied from a general-purpose branch circuit as defined in 210.70(A)(1), Exception No. 1, shall be permitted.

Switched receptacles supplied from general-purpose 15-ampere branch circuits may be located in kitchens, pantries, breakfast rooms, and similar areas. See 210.70(A) and Exhibit 210.27 for details.

Exception No. 2: In addition to the required receptacles specified by 210.52, a receptacle outlet to serve a specific appliance shall be permitted to be supplied from an individual branch circuit rated 15 amperes or greater.

This exception allows a choice for refrigeration equipment receptacle outlets located in a kitchen or similar area. An individual 15-ampere or larger branch circuit may serve this equipment, or it may be included in the 20-ampere small-appliance branch circuit. Refrigeration equipment is exempt from the GFCI requirements of 210.8 where the receptacle outlet is greater than 6 feet from the edge of any sink and where it is located so that it cannot be used to serve countertop surfaces as shown in Exhibit 210.27.

(2) No Other Outlets. The two or more small-appliance branch circuits specified in 210.52(B)(1) shall have no other outlets.

Exception No. 1: A receptacle installed solely for the electrical supply to and support of an electric clock in any of the rooms specified in 210.52(B)(1).

Exception No. 2: Receptacles installed to provide power for supplemental equipment and lighting on gas-fired ranges, ovens, or counter-mounted cooking units.

Because of the comparatively small load associated with ignition controls and other electronics, gas-fired appliances are permitted to be supplied by a receptacle connected to one of the small-appliance branch circuits. See Exhibit 210.27 for an illustration.

(3) Kitchen Receptacle Requirements. Receptacles installed in a kitchen to serve countertop surfaces shall be supplied by not fewer than two small-appliance branch circuits, either or both of which shall also be permitted to supply receptacle outlets in the same kitchen and in other rooms specified in 210.52(B)(1). Additional small-appliance branch circuits shall be permitted to supply receptacle outlets in the kitchen and other rooms specified in 210.52(B)(1). No small-appliance branch circuit shall serve more than one kitchen.

In most dwellings, the countertop receptacle outlets supply more of the portable cooking appliances than the wall receptacles in the kitchen and dining areas, hence the requirement for the counter areas to be supplied by no fewer than two small-appliance branch circuits. The *NEC* does not specify that both circuits be installed to serve the receptacle outlet(s) at each separate counter area in a kitchen, but rather that the total counter area of a kitchen must be supplied by no fewer than two circuits, and the arrangement of these circuits is determined by the designer or installer. For example, a single receptacle outlet on a kitchen island is not required to be supplied by both of the small-appliance circuits serving the counter area.

The concept of evenly proportioning the load as specified in 210.11(B) (for loads calculated on the basis of volt-amperes per square foot) can be used as a best practice in distributing the number of receptacle outlets to be supplied by each of the small-appliance branch circuits. If additional small-appliance branch circuits are installed, they are subject to all the requirements that apply to the minimum two required circuits.

The two circuits that supply the countertop receptacle outlets may also supply receptacle outlets in the pantry, dining room, and breakfast room, as well as an electric clock receptacle and electric loads associated with gas-fired appliances. However, these circuits are to supply no other outlets/loads such as outdoor lighting or an outdoor receptacle.

See also

210.8(A)(6) for the GFCI requirements that apply to receptacles serving kitchen counters

(C) Countertops and Work Surfaces. In kitchens, pantries, breakfast rooms, dining rooms, and similar areas of dwelling units, receptacle outlets for countertop and work surfaces shall be installed in accordance with 210.52(C)(1) through (C)(5).

(1) Wall Countertop and Work Surface. A receptacle outlet shall be installed at each wall countertop and work surface that is 300 mm (12 in.) or wider. Receptacle outlets shall be installed so that no point along the wall line is more than 600 mm (24 in.) measured horizontally from a receptacle outlet in that space.

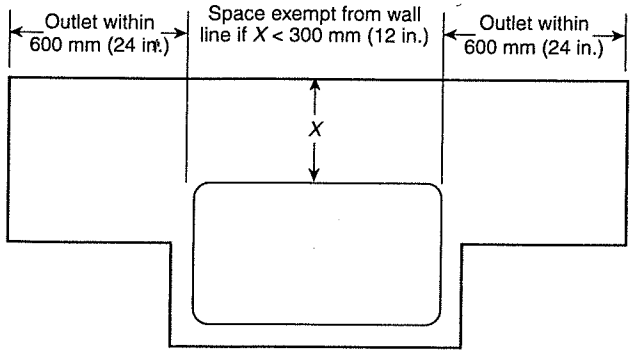
Exception: Receptacle outlets shall not be required on a wall directly behind a range, counter-mounted cooking unit, or sink in the installation described in Figure 210.52(C)(1).

This exception and Figure 210.52(C)(1) define the wall space behind a sink, range, or counter-mounted cooking unit that is not required to be provided with a receptacle outlet. Figure 210.52(C)(1) shows the wall space behind the sink or range that is exempt from the wall line measurement. Where the space behind a sink, range, or counter-mounted cooking unit is 12 inches or more (or 18 inches for corner-mounted configurations), the space must be included in measuring the wall counter space. Receptacle outlets are not prohibited from being installed in this space.

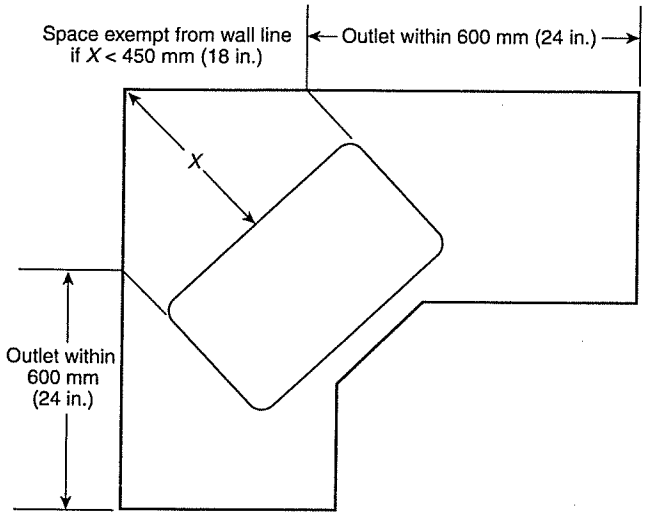
(2) Island Countertop Spaces. At least one receptacle shall be installed at each island countertop space with a long dimension of 600 mm (24 in.) or greater and a short dimension of 300 mm (12 in.) or greater.

(3) Peninsular Countertop Spaces. At least one receptacle outlet shall be installed at each peninsular countertop long dimension space with a long dimension of 600 mm (24 in.) or greater and a short dimension of 300 mm (12 in.) or greater. A peninsular countertop is measured from the connected perpendicular wall.

(4) Separate Spaces. Countertop spaces separated by rangetops, refrigerators, or sinks shall be considered as separate



Range, counter-mounted cooking unit extending from face of counter



Range, counter-mounted cooking unit mounted in corner

FIGURE 210.52(C)(1) *Determination of Area Behind a Range, Counter-Mounted Cooking Unit, or Sink.*

countertop spaces in applying the requirements of 210.52(C)(1). If a range, counter-mounted cooking unit, or sink is installed in an island or peninsular countertop and the depth of the countertop behind the range, counter-mounted cooking unit, or sink is less than 300 mm (12 in.), the range, counter-mounted cooking unit, or sink shall be considered to divide the countertop space into two separate countertop spaces. Each separate countertop space shall comply with the applicable requirements in 210.52(C).

The general receptacle outlet requirement for qualifying island and peninsula countertop spaces in 210.52(C)(2) and (C)(3) calls for one receptacle outlet regardless of the size of the countertop space. However, if the island or peninsula countertop is separated into two spaces, such as by a cooktop or a sink, and each space meets the minimum dimension criteria in 210.52(C)(2) and (C)(3), a minimum of one receptacle outlet is required for each countertop space.

(5) Receptacle Outlet Location. Receptacle outlets shall be located on or above, but not more than 500 mm (20 in.) above, the countertop or work surface. Receptacle outlet assemblies listed for use in countertops or work surfaces shall be permitted to be installed in countertops or work surfaces. Receptacle outlets rendered not readily accessible by appliances fastened in place, appliance garages, sinks, or rangetops as covered in 210.52(C)(1), Exception, or appliances occupying dedicated space shall not be considered as these required outlets.

Informational Note: See 406.5(E) and 406.5(G) for requirements for installation of receptacles in countertops and 406.5(F) and 406.5(G)for requirements for installation of receptacles in work surfaces.

Exception to (5): To comply with the following conditions (1) and (2), receptacle outlets shall be permitted to be mounted not more than 300 mm (12 in.) below the countertop or work surface. Receptacles mounted below a countertop or work surface in accordance with this exception shall not be located where the countertop or work surface extends more than 150 mm (6 in.) beyond its support base.

(1) Construction for the physically impaired

(2) On island and peninsular countertops or work surface where the surface is flat across its entire surface (no backsplashes, dividers, etc.) and there are no means to mount a receptacle within 500 mm (20 in.) above the countertop or work surface, such as an overhead cabinet

Dwelling unit receptacles that serve countertop spaces in kitchens, dining areas, and similar rooms, as illustrated in Exhibit 210.28, are required to be installed as follows:

1. In each wall space wider than 12 inches and spaced so that no point along the wall line is more than 24 inches from a receptacle
2. At each countertop island and peninsular countertop with a short dimension of at least 12 inches and a long dimension of at least 24 inches (The measurement of a peninsular-type countertop is from the edge of the counter to the connected perpendicular wall.)
3. Accessible for use and not blocked by appliances occupying dedicated space or fastened in place
4. Fed from two or more of the required 20-ampere small-appliance branch circuits and GFCI protected according to 210.8(A)(6)
5. Not more than 20 inches above the countertop (According to 406.5, receptacles cannot be installed in a face-up position, unless specifically listed countertop or work surface applications. Receptacles installed in a face-up position in a countertop could collect crumbs, liquids, and other debris, resulting in a potential fire or shock hazard.)

The standard practice is installing a cabinet 18 inches above the countertop. The 20 inches allows for this requirement to be met by installing multioutlet assemblies on the bottom of the upper cabinets.

(D) Bathrooms. At least one receptacle outlet shall be installed in bathrooms within 900 mm (3 ft) of the outside edge of each basin. The receptacle outlet shall be located on a wall or partition that is adjacent to the basin or basin countertop, located on the countertop, or installed on the side or face of the basin cabinet. In no case shall the receptacle be located more than 300 mm (12 in.)

Valerie Ducharme

Subject: FW: Appeal re: 31 N Prospect Electrical Inspection 8-27-20

From: William Ward <wward@burlingtonvt.gov>
Sent: Thursday, September 03, 2020 8:17 AM
To: Tim Hennessey <thennessey@burlingtonvt.gov>; Brad Biggie <bbiggie@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; Valerie Ducharme <vducharme@burlingtonvt.gov>; Timothy Devlin <tdevlin@burlingtonvt.gov>
Subject: Fwd: Appeal re: 31 N Prospect Electrical Inspection 8-27-20

This is the email I received regarding the appeal that I referenced in the other email I sent you.

Bill

Sent from my iPhone

Begin forwarded message:

> **From:** Kesha Ram <kesha.ram@gmail.com>
> **Date:** August 30, 2020 at 11:14:21 AM EDT
> **To:** William Ward <wward@burlingtonvt.gov>
> **Subject: Appeal re: 31 N Prospect Electrical Inspection 8-27-20**
>
> [redacted] External Message
>
> Department of Public Works Commission
> 645 Pine Street
> Burlington, VT 05401
>
> August 28, 2020
>
> DPW Commission:
>
> I am writing to appeal the decision of Electrical Inspector Tim Hennessey to fail the inspection and subsequently not close the electrical permit opened for a kitchen remodel project at 31 North Prospect Street. The failures, to my knowledge, were not installing outlets above a small counter next to the kitchen sink and above a butcher block surface next to the stovetop. This violated the code in terms of requiring outlets above surfaces wider than 12 inches for new construction.

First, I would wholly contest the directive to place an outlet next to the stovetop because that counter surface is not 12 inches wide, and I would be happy to provide a picture with measuring tape to demonstrate as such. It is a small surface next to an electric range, and I feel it would be unsafe to encourage plugging anything in on such a small strip of butcher block.

Second, I would generally contest the directive to place an outlet next to the kitchen sink, though I concede that the overall surface is slightly more than 12 inches wide. We fashioned shelving and left the proper amount of space for a dish rack to encourage safe use and make dish drying and storage convenient. Again, I am happy to provide pictures. My electrician, Tom Grocki of Thomas Electric, included the following statement: "In my professional opinion, to install an outlet next to your sink is counterproductive and would encourage tenants to plug things in there that could end up in the sink."

Should the outlet next the kitchen sink ultimately still be required, I would ask for an extended timeframe for the installation, as it would require running wire from a room occupied by a tenant behind the kitchen wall. As running that wire would require opening up the wall, it would be a hardship and an expense to move the tenant for several days and pay for the installation and wall repair. This would also place the tenant in a precarious situation, as they may not want to stay in a hotel or other accommodations for safety reasons.

Thank you for your attention to this matter,

Kesha Ram

(802) 881-4433

September 10, 2020

TO: Public Works Commission

FROM: Nicole Losch, Senior Planner

RE: Updated Traffic Calming Manual

Recommendations

This item is Informational only.

Purpose & Need

The purpose of the Traffic Calming program is to support connected, safe, affordable, and efficient transportation choices. The Traffic Calming program needs to quickly respond to issues of speeding, crashes, or truck traffic on neighborhood streets.

Introduction

Burlington's Traffic Calming and Neighborhood Enhancement Program was established in the late 1990's and has not been updated since the early 2000's. Requests are neighborhood-initiated and require 1/3 of the neighborhood to support the request for traffic calming. Projects advance in the order they are received and take many years to complete. An assessment was completed in 2019 that identified ways to prioritize traffic calming projects on streets with demonstrable safety issues.

With support from Stantec, the Traffic Calming program has been updated and is now available for review. Key features of the updated program include:

- Removed the requirement for a neighborhood petition, making the program more equitable and accessible to all residents
- Thresholds for speeding, crashes, and truck volumes will determine when traffic calming should be pursued
- Traffic calming designs will target design speeds established in planBTV Walk Bike and the Burlington Transportation Plan

- Traffic calming design review will be streamlined by removing the neighborhood poll that allowed residents to opt in or out of traffic calming improvements. This will make the program more equitable for all streets that need to prioritize traffic safety improvements

These changes should streamline the process to deliver improvements and address traffic safety issues.

Considerations and Public Engagement

The following streets have active traffic calming requests (listed in the order they were received and not including projects actively in design):
Scarff Avenue
Mansfield Avenue
Foster Street / Ferguson Avenue / Lyman Avenue / Morse Place
Cayuga Court
East Avenue
Bright Street
Pine Street
Austin Drive / South Cove Road / Dunder Road
Gosse Court

These streets received preliminary analysis to determine if they meet the new thresholds of speeding, crash history, and truck traffic to warrant continuation in the traffic calming program. When the analysis has been cross-checked by DPW engineering or data collection is complete, the person who initiated each traffic calming request will be notified of their status under the new program.

This project falls under INFORM on the Spectrum of Engagement. While adopting new standards and policies only requires it be posted online once final, additional tools of engagement have been applied since this is an updated program with neighborhood significance. The tools of engagement for this project includes:

- ✓ Notifications to City Councilors
- ✓ Front Porch Forum announcement
- ✓ Individual notices pending for any street on which a traffic calming petition has already been received
- ✓ Informational guide posted on the DPW website
- ✓ NPA attendance as requested

Attachments

Final draft Traffic Calming Manual

DRAFT

TRAFFIC CALMING MANUAL

BURLINGTON, VERMONT

SEPTEMBER 2020

Stantec

ACKNOWLEDGEMENTS

Thanks to the following of their involvement in reformatting this manual, adding the necessary elements to clarify the City's programs for Traffic Calming and Neighborhood Enhancement.

Burlington City Staff

Nicole Losch
Elizabeth Gohringer
Laura Wheelock
Susan Molzon
Chapin Spencer
Norm Baldwin

Stantec Consultant Team

Greg Goyette
Mike Rutkowski
Timothy Tresohlavy
Erica Ortman
Jaquasha Colon
Dan Hemme
Dylan McKnight

"We want to create safer streets for everyone, and make walking and biking a viabe and enjoyable way to get around town." - PlanBTV

Burlington Public Works Department
645 Pine St Suite A
Burlington, VT 05401
(802) 863-9094

CONTENTS

TRAFFIC CALMING HISTORY IN BURLINGTON

We work for you, residents and visitors of Burlington.

We are your Department of Public Works (DPW) and we provide drinking water, collect and treat wastewater, construct and maintain sidewalks, roads, and other infrastructure. We manage traffic and parking systems, maintain compliance with fire and life safety codes, pick up your recycling, and many more services. Traffic calming is merely one element of our commitment to you.

Transportation

Our Technical Services Division provides engineering and planning services relating to transportation, traffic signals, and long-range multimodal planning. We care about sidewalks, bicycle lanes, streetscape improvements, and quality of life just as much as you. We plan for the long-term, such as our PlanBTV Walk-Bike Master Plan, as well as our short-term, including our many demonstration projects to temporarily re-imagine public spaces.

This traffic calming manual builds upon and replaces prior guiding manuals, including the Neighborhood Traffic Management guide (2005), as well as the Traffic Calming section of the Burlington Transportation Plan - Street Design Guidelines. Moving forward, this manual will serve as the prevailing resource for Traffic Calming requests.

Commitment to Complete Streets

Our City is committed to providing connected, safe, affordable, efficient, and convenient transportation choices. These are our foundational principles for making every Burlington street "complete."

We believe that our streets are public spaces, and serve more functions than simply moving cars. This is why we've maintained a Neighborhood Enhancement Program since 1996, to establish policies and process to balance mobility needs.

Figure 1. Recent transportation planning documents for the City of Burlington (Source: City of Burlington, VT)

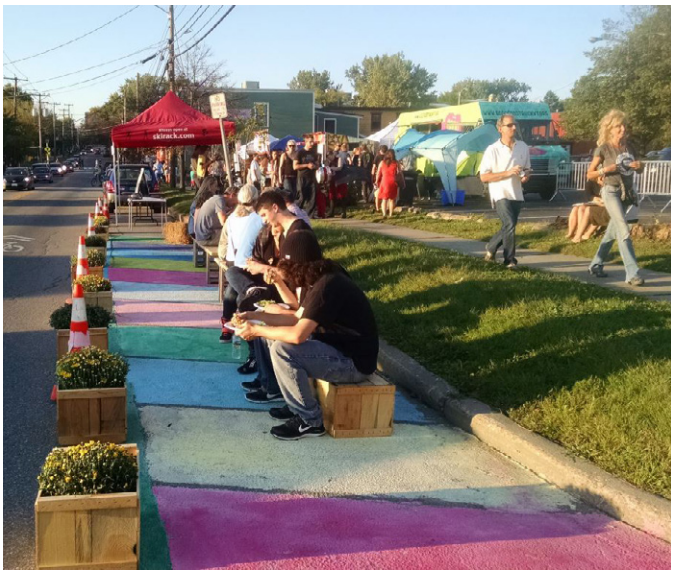


Figure 2. Tactical urbanism project in Burlington, VT (Source: Tactical Urbanist's Guide to Materials and Design)

01 INTRODUCTION

This Traffic Calming Manual represents an important step for the City of Burlington in its mission to provide safe, Complete Streets within the community. Building upon previous efforts to identify traffic calming measures suitable for construction, this manual provides the City of Burlington with:

1. Guidance regarding the appropriate use, design, and signing and/or pavement markings of traffic calming measures;
2. Procedures by which residents may request and the City may investigate and pursue traffic calming measures on its residential and collector streets.

This Guide focuses on traffic calming measures for existing streets. The goals of this program are:

- **Protect** existing residential neighborhoods through traffic and speed management
- **Promote** safe, comfortable, multimodal transportation
- **Provide** acceptable leves of access, while minimizing unnecessary traffic or excessive speeds.

WHAT IS TRAFFIC CALMING? WHY IS IT IMPORTANT?

The Federal Highways Administration (FHWA) describes traffic calming as follows:

> *The primary purpose of traffic calming is to support the **livability** and **vitality** of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by **reducing vehicle speeds** or **volumes** on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use **self-enforcing** physical or psycho-perception means to produce desired effects.*[1]

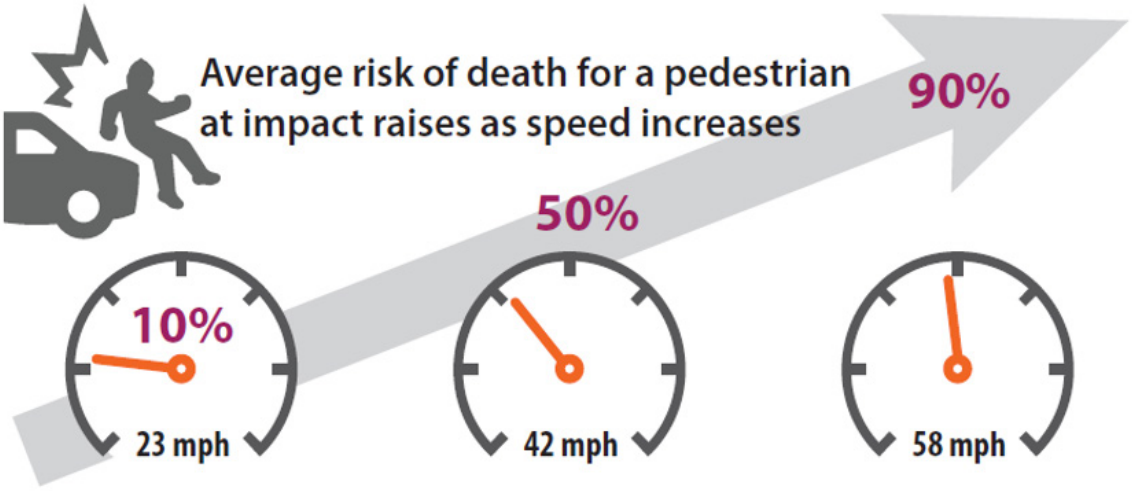


Figure 3. Pedestrian fatalities dramatically increase as vehicle speed increases

[1] *Traffic Calming ePrimer, Module 2. Federal Highways Administration (FHWA), Office of Safety. https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module2.cfm#mod21 Accessed March 2020.*

The essential elements of traffic calming remain the same: (1) reduction of automobile speeds and/or volume, (2) through the use of physical measures, (3) to improve quality of life in residential and commercial areas, and (4) increase the safety of pedestrians and bicyclists.

Traffic calming is important because it increases the quality of living in urban and suburban settings by making movement safer and more efficient for all street users. Reducing vehicle speed is especially critical for pedestrians and vulnerable users of all streets, as the risk of death at impact increases with speed.

Figure 4. Traffic calming can help make Burlington's streets safer.

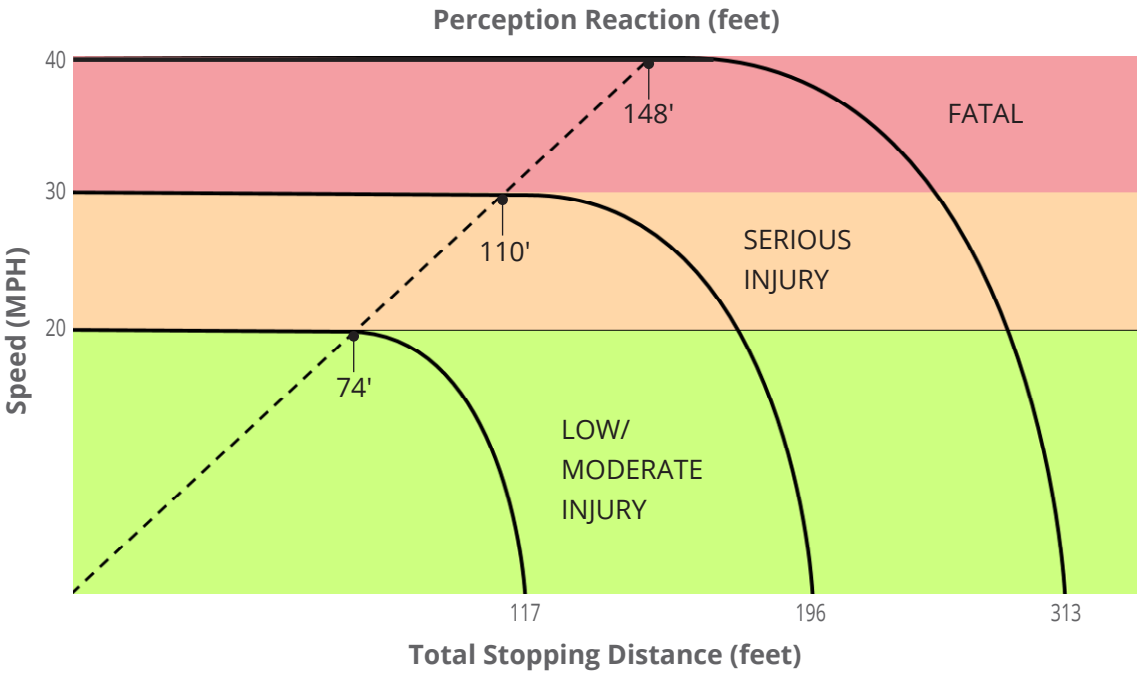


Figure 5. Stopping distance and reaction time increase with speed. (Source: National Complete Streets Coalition)

Peripheral Vision at 10 to 15 MPH

Peripheral Vision at 40+ MPH

Figure 6. Diagrams (above and below) illustrating how driver vision narrows and widens at high and low speeds respectively. Studies show that driver behavior, including speed, is predicated on their peripheral vision, which decreases greatly at higher speeds.

WHAT IS *NOT* TRAFFIC CALMING?

It's important to clarify potential treatments that will not be considered as traffic calming measures. Four common requests from residents include: **stop sign installation requests, speed radar equipment installation, driver safety education, or speed limit enforcement efforts** by local police. While stop signs and other traffic control signs are means by which traffic operations may be managed, they are not traffic calming devices because they are not **self-enforcing**. As regulatory traffic control devices, traffic control signs obligate the motorist to alter their driving behavior and reduce speed, but *require enforcement* by authorities in order to be effective rather than the operator's voluntary modification of their behavior. Vehicle safety education is an essential requirement for obtaining a state drivers' license, but is not in itself a traffic calming measure because it is not a physical treatment that is self-enforcing. For these reasons, requests of this nature will not be considered under the City's Traffic Calming Program.

What is "Self-Enforcing?"

Physical treatments (countermeasures) that are engineered to alter a motorists speed or direction of travel.

HOW IS TRAFFIC CALMING DIFFERENT FROM NEIGHBORHOOD ENHANCEMENT?

- **Traffic Calming:** Physical, self-enforcing measures that will mitigate an issue that exceeds specific quantitative warrants for speed, crashes, and heavy traffic/truck traffic are considered traffic calming. Traffic calming measures will be evaluated in accordance with Chapter 2 of this manual.
- **Neigborhood Enhancements:** Issues or desired improvements at locations which do not meet the specific quantitative warrants for speed or crashes (e.g., maintenance, street trees, sidewalks, lighting, education, enforcement). The following are examples of neighborhood-led requests through other established programs within the City of Burlington:
  - "Welcome to the Neighborhood" signs, planters, or other beautification (apply for Encumbance Permit through DPW)
  - New tree requests through Burlington, Parks, Recreation and Waterfront
  - Street light improvements through Burlington Electric Department
  - Intersection murals (apply for an Encumbrance Permit through DPW)

The Traffic Calming Program addresses specific *roadway deficiencies as demonstrated by data* through proven countermeasures, and are guided by accepted engineering standards established by research administered and endorsed by Federal and State agencies.

↑ Figure 7. DPW employees installing traffic calming measures

↑ Figure 8. An artistic neighborhood enhancement installation in Burlington that serves to beautify the area and may calm traffic

A NOTE ON INTERSECTION MURALS

Intersection murals have the potential to compromise safety of motorists, pedestrians, and bicyclists by interfering with, detracting from, or obscuring official traffic control devices, especially nearby crosswalks. Intersection murals will only be considered after careful review of their location, impact to nearby official traffic control devices, and the safety of the public. For more information, refer to the Manual on Uniform Traffic Control Devices, Frequently Asked Questions - Part 3 - Markings.

02 TRAFFIC CALMING EVALUATION PROCESS

This manual is intended to assist DPW and the citizens of Burlington. It will be used by Department of Public Works (DPW) staff to evaluate whether requests for traffic calming will follow the Traffic Calming Program. The objective is to provide clear, transparent guidance to the public, and simplify the overall process from initiation to implementation.

The traffic calming program is designed for streets with posted speeds less than or equal to 30 mph, and is not necessarily appropriate for multilane corridors.

The goals of this program are:

- *Protect existing residential neighborhoods through traffic and speed management*
- *Promote safe, comfortable, multimodal transportation*
- *Provide acceptable leves of access, while minimizing unnecessary traffic or excessive speeds*

HOW TO USE THIS MANUAL

Refer to the Traffic Calming Evaluation Flowchart on the following page.

Upon receipt of a formal **Report of Problem** (public request via SeeClickFix or contacting DPW directly), the first decisionpoint is whether the problem relates to: speed, crashes, traffic volume, or heavy truck traffic.

The next step is a formal **Traffic Calming Assessment** by conducting a field review, collecting traffic data, or analyzing existing data. The type of traffic data collected will be dictated by the nature of the problem (speed, traffic, crash records). **Speed** data may involve the collection and analysis of vehicles over a 48-hour period to determine the 85th percentile differential measurement, operating under typical traffic conditions while schools are in session. **Crash** data may involve research on the current VTrans annual Crash Rates calculations, as well as crash records from VTrans Annual State Crash Database, or Crash Public Query Tool. **Volume/Heavy Truck** data may involve conducting a 24- or 48-hour vehicle classification count, specifically for vehicles with three or more axles. The Department of Public Works will collect and analyze these data to determine if specific threshold criteria warrants are exceeded.

Basics of Traffic Calming Process:

- *Requests are initiated by contacting DPW or using SeeClickFix*
- *If warrants are met (See Criteria Warrants, p.7), DPW will develop traffic calming concepts that address the problems identified by the data*
- *A neighborhood meeting will be scheduled to provide feedback on concepts. If needed, a second meeting will be scheduled to share updated plans. DPW will follow the Public Engagement Plan for neighborhood outreach.*
- *If warrants are not met, the traffic calming request will be closed and new requests for that location will not be considered for 5 years unless traffic or development has substantially changed. Neighborhood enhancements can be considered.*
- *DPW will post the results of warrant analysis onto www.burlingtonvt.gov/dpw*

TRAFFIC CALMING EVALUATION FLOWCHART

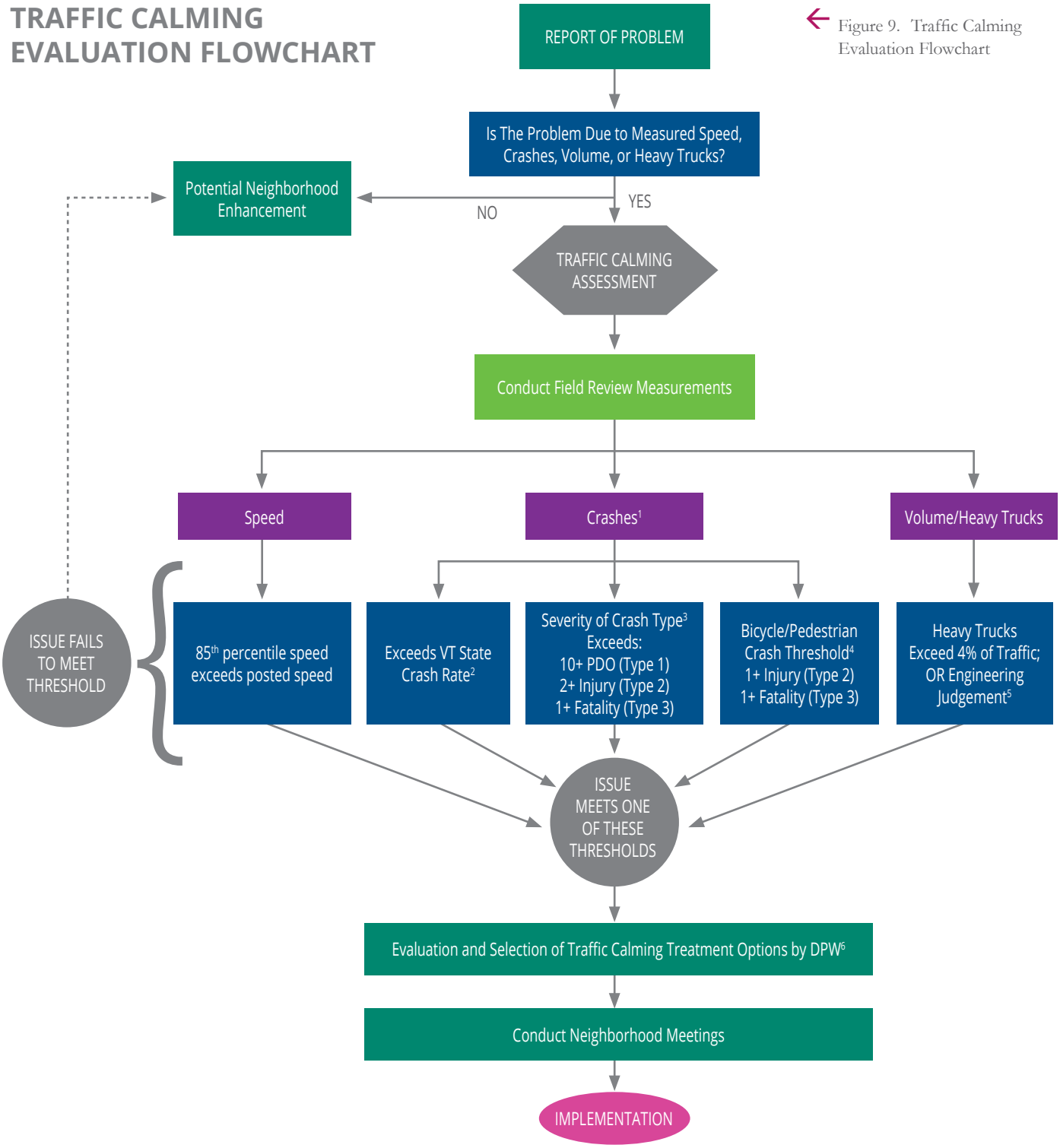


Figure 9. Traffic Calming Evaluation Flowchart

Assumptions:

[1] The City of Burlington may adopt a Vision Zero policy. When the policy is adopted, severity of crash thresholds will be re-evaluated to align with the policy.

[2]Use Annual Crash Rate; Source: https://vtrans.vermont.gov/docs/highway-research

[3]Use Annual State Crash Database; Source: https://vtrans.vermont.gov/crash-manual

Property Damage Only (Type 1) – No injuries or deaths involved

Injury (Type 2) – A person(s) is injured, but no one is killed

Fatality (Type 3) – If any person is killed in the crash

[4]Bike/Ped crashes based on one year occurrence; Source: http://apps.vtrans.vermont.gov/CrashPublicQueryTool/

[5]Truck volume percentage based on 24-hr volume classification count, Heavy Trucks represent 3+ axles

[6]See page 11 for Treatment Options

[7]Engineering judgment applies to assumptions 2-6 above.

Figure 10. Crashes in Burlington, VT from March 15, 2019 to April 14, 2020 (Source: VTrans Public Crash Data Query Tool)

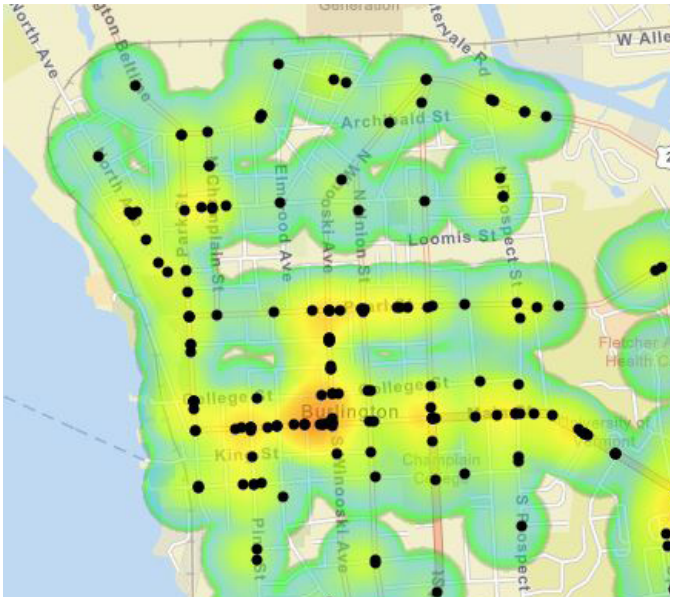


Figure 11. Pedestrian priority and safety is paramount, especially on neighborhood streets.

THRESHOLD CRITERIA WARRANTS

With the appropriate data collected, the next decision point is whether the reported problem meets or exceeds the established Criteria Warrants, which are minimum criteria for correction of a deficiency. These are listed in the column to the right.

An assessment that satisfies these warrants proceeds to the next decision point, consideration of methods and treatment options, presented in the next section. Cost-effective treatments will largely depend on the characteristics of the roadway, as not all traffic calming treatments will be effective on different streets. Further discussion of street typologies follows.

An assessment that *does not* satisfy these warrants will not advance for traffic calming treatments. New requests for traffic calming will not be advanced for 5 years unless there is a substantial change in traffic or development nearby. DPW will provide results of all assessments at www.burlingtonvt.gov/dpw.

Criteria Warrants

- **Speed Warrant:** The reported 85th percentile speed differential measurement is greater than the posted speed.
- **Safety Warrant:** Documented crash history along the roadway:
  - » Exceeds the annual Vermont State Crash Rate for streets of similar roadway conditions (number of lanes, posted speed, and/or functional classification)
  - » In the last 5-years exceed:
    - 10 or more Type 1 crashes (property damage only) or,
    - Two (2) Type 2 crashes (injury) or,
    - One (1) Type 3 crashes (fatality)
  - » In the last year exceed:
    - One (1) Type 2 crashes (injury) involving pedestrian or bicycle or,
    - One (1) Type 3 crashes (fatality) involving pedestrian or bicycle
- **Heavy Trucks:** The reported 24-hour traffic volume classification count must:
  - » Exceed 4% for heavy truck (three or more axles), or
  - » Engineering judgment considering surrounding land use context

BURLINGTON STREET TYPES AND STREET NETWORK

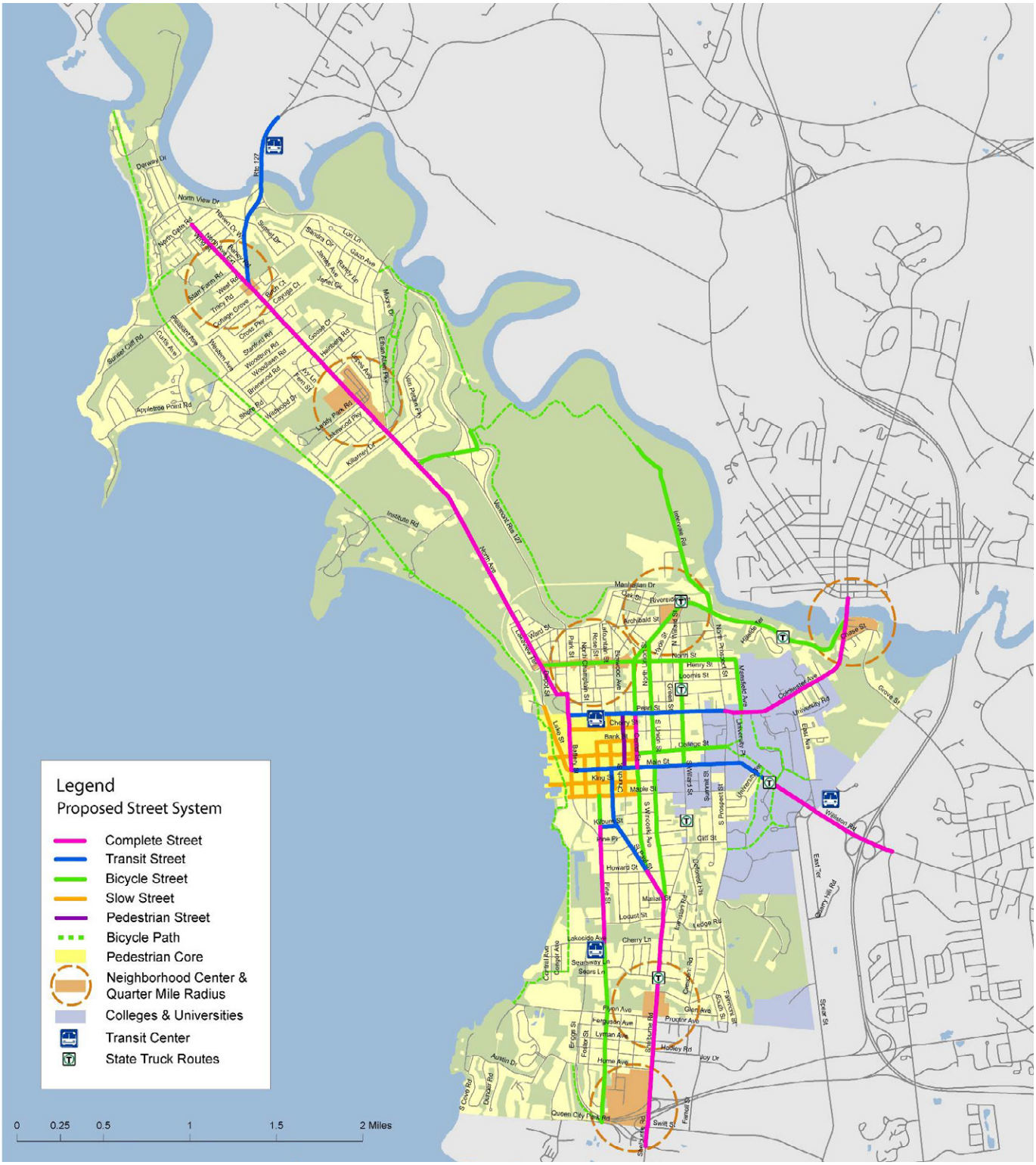


Figure 12. Burlington Street Types and Street Network, 2011 City of Burlington Transportation Plan

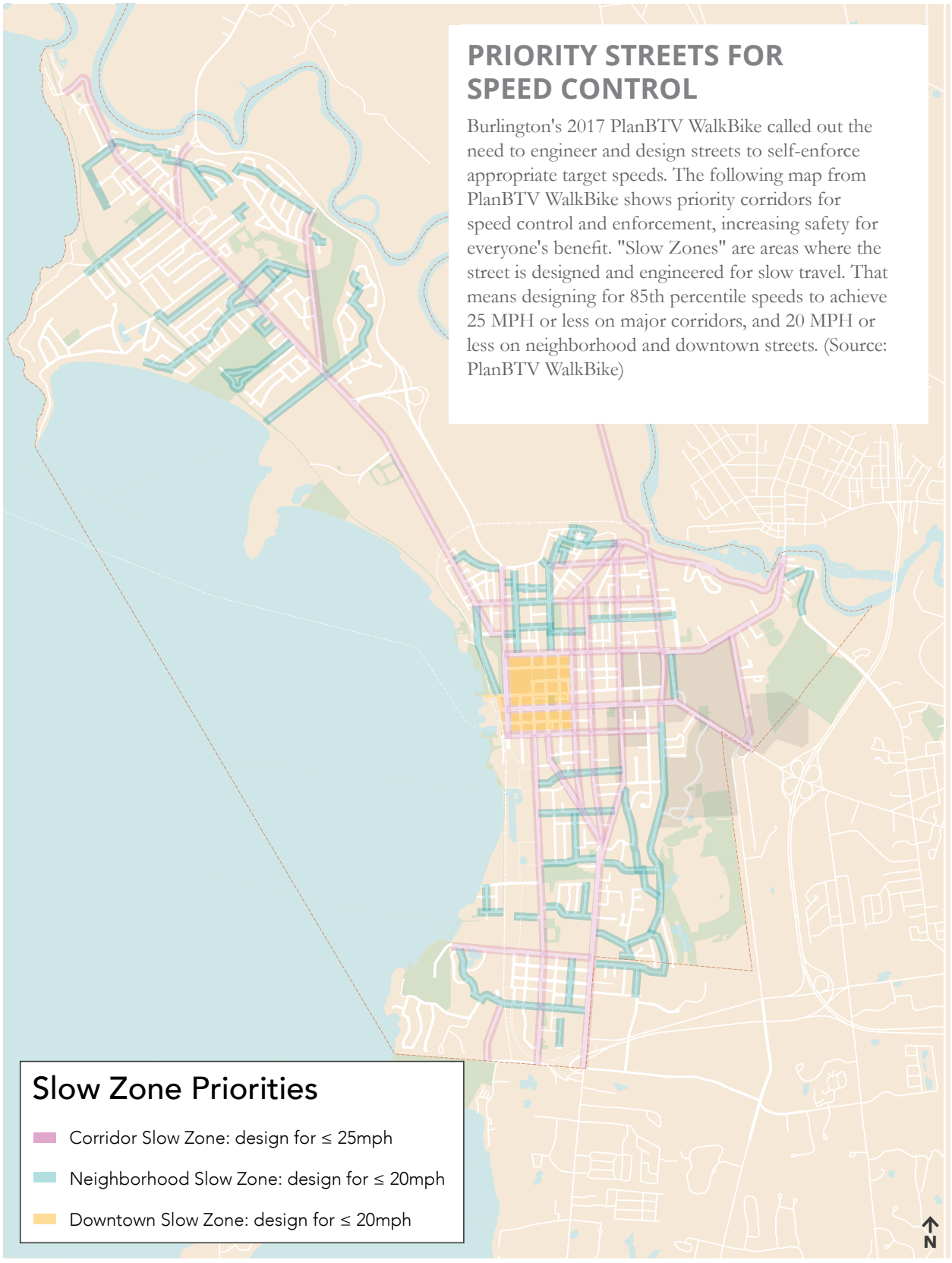


Figure 13. Priority Streets for Speed Control (Source: PlanBTV WalkBike)

STREET TYPOLOGIES

This section describes the five street typologies included in the **City of Burlington Transportation Plan**, Adopted March 2011 and **PlanBTV WalkBike** adopted in 2017.

Neighborhood Street

This category makes up the majority of Burlington's streets. They vary widely in their character and volumes, but predominately are located in residential contexts. It is critical to provide a high quality pedestrian experience and accomplish traffic calming through design on these streets.

Includes: Isham Street, Cedar Street

Figure 14. Isham Street - Neighborhood Street

Slow Street (Slow Zones)

Slow Streets (or Slow Zones) are located within the pedestrian-oriented downtown core of Burlington, and are intended to promote safety and slow travel speeds. PlanBTV described "Slow Zones" as areas where the street is designed and engineered to self-enforce slow travel. That means designing for 85th percentile speeds to achieve 25 MPH or less on major corridors, and 20 MPH or less on neighborhood and downtown streets. PlanBTV includes three Slow Zone Prioroities: Corridor, Neighborhood and Downtown. In these areas, all modes of transportation are in high demand, but pedestrian convenience and safety is prioritized. Slow Streets are designed accommodate the highest density of use and the greatest concentration of pedestrians.

Includes: College Street, Pine Street (from Maple to Pearl)

Traffic Calming Elements of the Slow Street

- High-Visibility Crosswalks
- Medians and Pedestrian Refuge Islands with countdown signals at intersections
- Curbs: Extensions at intersections and high-visibility crosswalks, wider radii for buses
- Vehicle Lanes: Typical width 10 to 11 feet, maximum width 12 feet

Figure 15. College Street - Slow Street

Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes.

- Smart Growth America

Figure 16. Flynn Avenue - Bicycle Street

Bicycle Street

Bicycle Streets, like Transit Streets, have the purposes of giving one mode of transportation priority over other modes. The 2017 PlanBTV WalkBike provided an updated network of Bicycle Streets from those provided in the 2011 Transportation Plan. The Bicycle Street functions to give bicycles priority treatment through improved signage and physical improvements to promote convenience and safety. Along with Slow Streets, Complete Streets, and shared-use paths, Bicycle Streets form a citywide network that will promote greater usage of bicycles as a mode of transportation.

Includes: North Street, Union Street, College Street, Intervale Road

Traffic Calming Elements of the Bicycle Street

- Crosswalks
- On-Street Parking: Parallel or Angled
- Bicycle Lanes: Preferable width 5 to 6 feet, minimum width 4 feet outside of gutter
- Vehicle Lanes: Typical width 10 to 11 feet, minimum width 10 feet

Figure 17. Pearl Street - Transit Street

Transit Street

Transit Streets, like Complete Streets, facilitate travel to and through Burlington's core and are main thoroughfares for the city. Transit Streets, however, differ from Complete Streets in that their purpose is to give transit a "leg up" on other modes of transportation by promoting efficient transit movement on these designated streets. Transit Streets transition from Complete Streets where bicycles are diverted to a parallel Bicycle Street or other path. These streets can promote significant economic development, especially within ¼-mile of a transit stop. Higher volumes of pedestrian traffic may be expected on Transit Streets.

Includes: Main Street, St. Paul Street (from Main to Howard), Pearl Street

Traffic Calming Elements of the Transit Street

- Corner Turning Radius: Minimum 60 foot radius
- Vehicle Lanes: Typical width 10 to 11 feet, maximum width 12 feet

Figure 18. Park Street (Source: Google Street View)

Complete Streets

Complete Streets are the main thoroughfares providing access into and through Burlington. These roadways typically have more travel lanes, wider rights-of-way, and higher traffic volumes and speeds. The goal of the Complete Street is to accommodate all modes as effectively as possible within the right-of-way.

Includes: North Avenue, Colchester Avenue

Traffic Calming Elements of the Complete Street

- High-Visibility Crosswalks
- Medians & Pedestrian Refuge Islands
- Curb extensions and wider radii for buses
- On-Street Parking (if possible)
- Buffered/Conventional Bike Lane: Preferable width 5 to 6 feet, minimum width 4 feet outside of gutter
- Vehicle Lanes: Typical width 10 to 11 feet, maximum width 12 feet

03 TRAFFIC CALMING METHODS & TREATMENTS

Once DPW staff have determined that installation of traffic calming measures is warranted, the next step that they will take will be to evaluate the various traffic calming methods and treatments appropriate for the street typology. This section describes which traffic calming methods/treatments are appropriate for the various street typologies, and includes cut sheets for each method/treatment to assist DPW staff in deciding which methods/treatments to install.

Not all traffic calming treatments are appropriate for all street typologies, and engineering judgment should be incorporated into the consideration of potential context-sensitive design.

+	Most desirable
!	Engineering judgment
-	Not recommended

TRAFFIC CALMING MEASURES AND CONTEXTUAL GUIDANCE

Street Typology	Neighborhood & Slow Street [1,3]		Bicycle Street [1]		Transit Street [1]			Complete Street [1]		
Low-Impact Physical Design	2-lane	3-lane	2-lane	3-lane	2-lane	3-lane	4-lane	2-lane	3-lane	4-lane
Rumble Strips	-	-	-	-	!	!	+	!	+	+
Reallocation of Pavement Space	-	-	+	+	+	+	!	+	+	-
Curb Extension	+	+	+	+	!	!	!	+	+	+
Choker	+	!	+	!	!	!	-	+	!	-
Chicane	+	!	+	!	!	!	-	!	!	-
Speed Hump	+	+	!	!	-	-	-	!	-	-
High-Impact Physical Design										
Raised Crosswalk	+	+	!	!	-	-	-	!	-	-
Raised Intersection	+	+	!	!	-	-	-	!	-	-
Median Refuge Island (intersection treatment)	+	!	+	!	+	!	!	+	!	!
Median Island (midblock treatment)	+	+	+	+	!	!	!	+	+	!
Neighborhood Traffic Circle	+	-	+	-	+	-	-	!	-	-
Road Closure	+	+	+	+	!	-	-	!	-	-
Other Traffic Calming										
Parking Conversion[2] (or modification of parking space)	!	!	!	!	!	!	+	!	!	+

1 Street Typology represents the priority mode for the specific street. This does not suggest that other modes are not in use.
2 Parking Conversion is context dependent, but may refer to widening of on-street parking to restrict the travel lane or conversion of angled- to parallel-parking.
3 See PlanBTVWalkBike Corridor, Neighborhood and Downtown Slow Zones.

↑Figure 19. Table of Traffic Calming Measures and Contextual Guidance

RUMBLE STRIPS

LOW-IMPACT PHYSICAL DESIGN

Description

Rumble strips are patterned sections of rough pavement or topical applications of raised material, perpendicular to the direction of travel, that cause vibration and noise when driven over by the operator of a motor vehicle. This noise and vibration is intended to direct the motorist's attention back to the roadway. FHWA-approved treatments include white- and black-painted stripes. Avoid conflicts with driveways. Typical spacing is 50 - 100 feet apart.

Typical Conditions

Speed: Generally appropriate for roadways with higher posted speed limits, such as transitions from freeways to lower class roadways.

Traffic & Volume: Generally appropriate for any traffic volumes and do not impair truck access, transit, or primary emergency response routes, not appropriate on bicycle routes.

Cost

Ranges between $0.10 to $0.60 per linear foot dependent on:

- Project length
- Availability and selection of materials
- Roadway surface

BASIC ***Speed Reduction Potential*** *-1 to -2 MPH*

Advantages and Disadvantages

Advantages

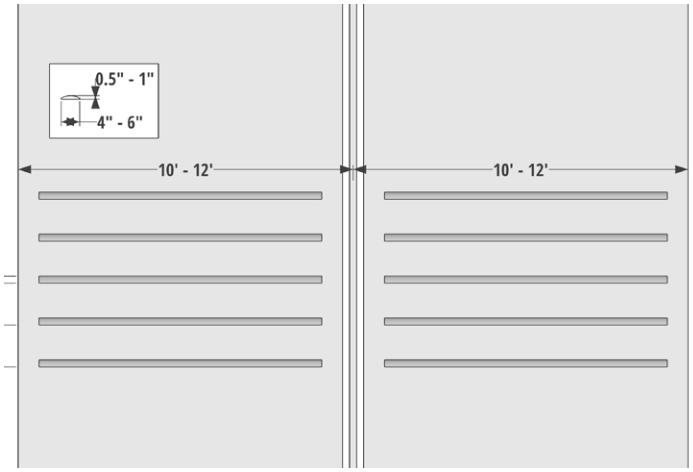
- FHWA studies show 34% reduction in crashes on urban and suburban roads
- Relatively low cost
- Relatively quick installation

Disadvantages

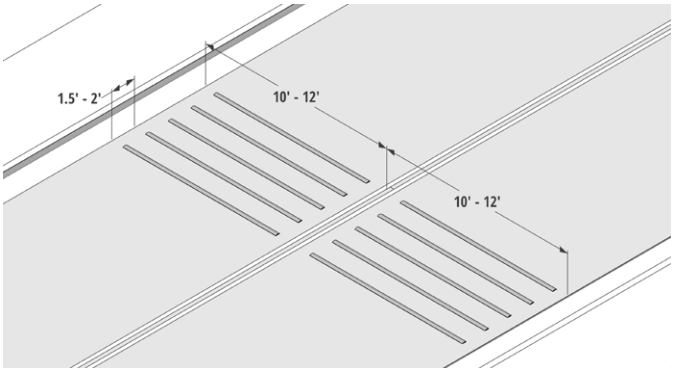
- Not effective on roadways with lower posted speeds
- High noise levels generated by traffic

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example - Source: National Complete Streets Coalition

REALLOCATION OF PAVEMENT SPACE

LOW-IMPACT PHYSICAL DESIGN

Description

Reallocation of pavement space can include removing and/or reconfiguring existing travel lanes or replacing lanes with other facilities such as bicycle lanes, on-street parking or transit uses for example.

Typical Conditions

Speed: Generally appropriate for roadways with lanes in excess of 12 feet wide.

Traffic & Volume: Generally appropriate for all types of urban roadways and have been applied to roadways with daily maximum volumes from 15,000 - 25,000.

Cost

Can be designed internally and implemented with scheduled resurfacing making costs minimal.

BASIC

Speed Reduction Potential

-1 to -2 MPH

Advantages & Disadvantages

Advantages

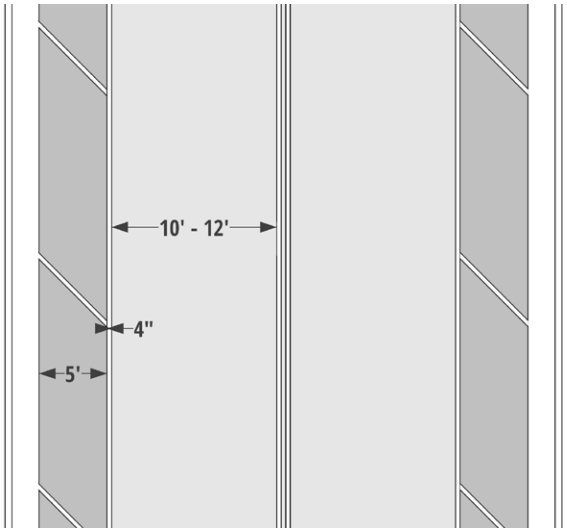
- Lane removal can reduce higher speeds achieved through passing
- Can reduce crashes by 19-47%
- Retains sufficient flow despite lane removal

Disadvantages

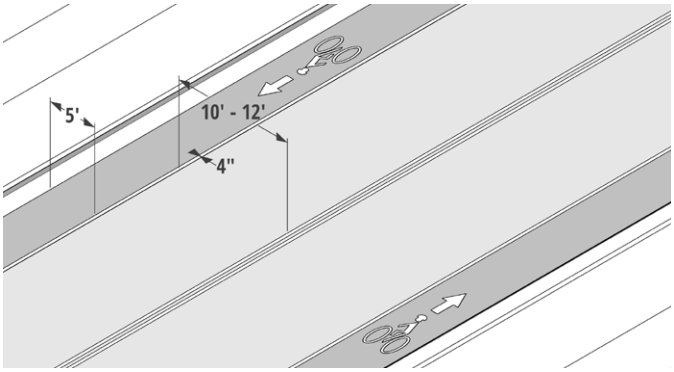
- No significant disadvantages

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail (Roadway striping as lane diet)



Oblique Angle Detail (Conventional bike lanes as lane diet)

Built Example (Buffered bike lanes as a road/lane diet)

CURB EXTENSIONS

LOW-IMPACT PHYSICAL DESIGN

Description

A curb extension (or bulb out) is a horizontal extension of the sidewalk into the street at an intersection effectively narrowing the roadway.

Typical Conditions

Speed: Generally appropriate for all common urban speed limits, provided adequate distance is provided between travel lane and curb.

Traffic & Volume: Generally appropriate for roadways with low to moderate traffic volumes, and are appropriate for all vehicle types, including primary emergency vehicles and transit.

Cost

Ranges between $10,000 and $25,000, dependent upon:

- Drainage considerations
- Utilities relocation
- Size of the extension

FAIR *Speed Reduction Potential*

-3 to -4 MPH

Advantages & Disadvantages

Advantages

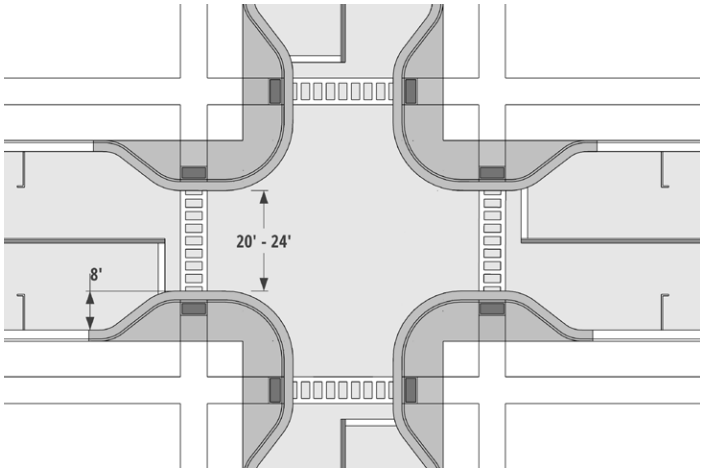
- Slows automobile turning speeds and increases sight triangles for motorists, increasing pedestrian visibility
- Shortens pedestrian crossing distance and improves pedestrian visibility
- Provides protected parking bays
- Creates opportunities for landscaping and amenities at extensions, enhancing beautification

Disadvantages

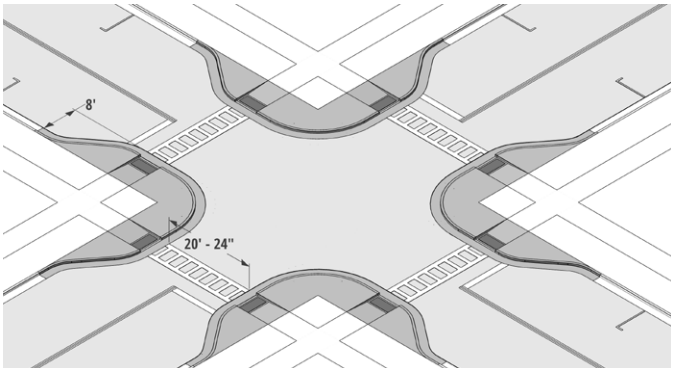
- May require relocation of above- and below-ground utilities, drainage features
- May require some parking removal adjacent to intersections
- Potential for higher costs due to drainage considerations
- Potential to cause vehicle damage to drivers with larger class vehicles who are lost

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

CHOKER

LOW-IMPACT PHYSICAL DESIGN

Description

A choker is the narrowing of a roadway through the use of curb extensions or roadside islands. It can be created by a pair of curb extensions at a midblock location that narrows the street by widening the sidewalk or planting strip at that location. A choker can also be created through the use of roadside islands or through a curb extension with parking on the opposite side.

Typical Conditions

Speed: Generally appropriate for all common urban speed limits, provided adequate distance is provided between travel lane and curb.

Traffic & Volume: Generally appropriate for roadways with low to moderate traffic volumes, and are appropriate for all vehicle types, including primary emergency vehicles and transit.

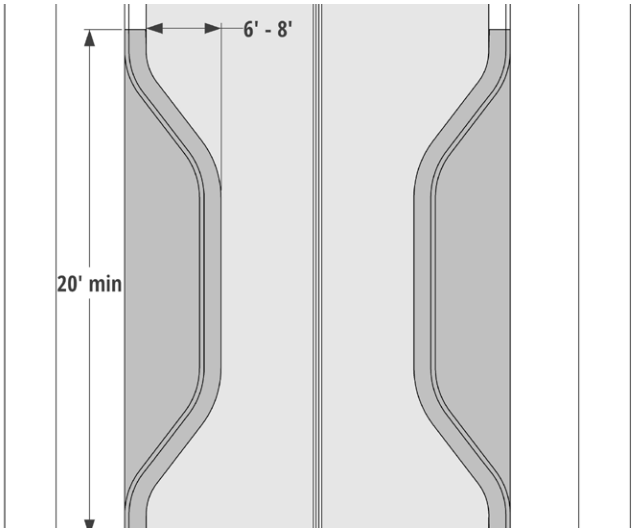
Cost

Between $10,000 and $25,000 per extension, dependent upon:

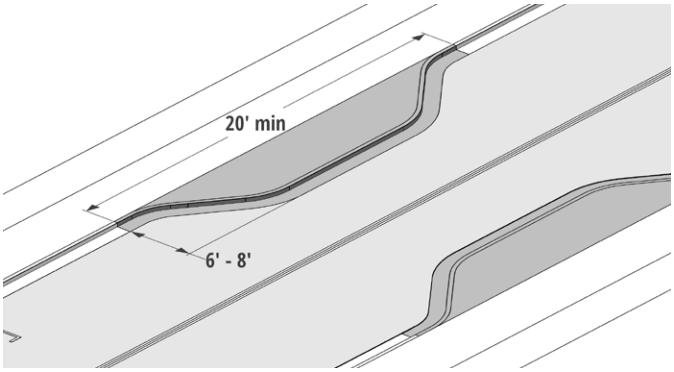
- Drainage considerations
- Utilities relocation
- Size of the extension

FAIR — *Speed Reduction Potential*

-3 to -4 MPH



Plan View Detail



Oblique Angle Detail

Built Example

Advantages and Disadvantages

Advantages

- Opportunities for landscaping and amenities can significantly increase neighborhood and streetscape beautification
- Provides opportunity for a mid-block crosswalk
- Provides protection for on-street parking
- Applicable with or without dedicated bicycle facilities

Disadvantages

- May require relocation of drainage features and utilities
- May require some parking removal
- Potential for higher costs due to drainage considerations

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures

CHICANE

C T B P LOW-IMPACT PHYSICAL DESIGN

Description

A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The chicane curves can be created with a curb extension that alternates from one side of the street to the other. A chicane-like effect can also be achieved by alternating on-street parking from one side of the street to the other.

Typical Conditions

Speed: Generally appropriate for roads with posted speed limits of up to 35 miles per hour.

Traffic & Volume: Generally appropriate for roads with low traffic volumes and for all vehicle types, including emergency response vehicles and transit routes.

Cost

Range from $5,000 to $10,000 per chicane dependent upon:

- Materials used (temporary or permanent)
- Drainage considerations
- Utilities relocation
- Size/length of the chicane

GOOD ***Speed Reduction Potential***
-6 to -9 MPH

Advantages and Disadvantages

Advantages

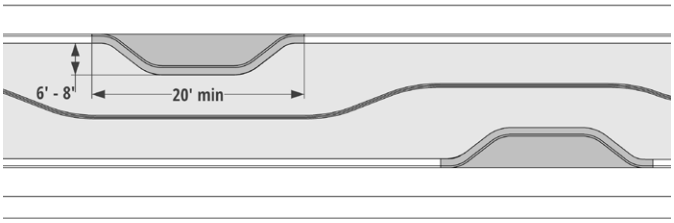
- Appropriate in both urban and suburban settings
- Landscaping the areas of deflection can create green space
- Slows traffic by encouraging motorists to moderate vehicle speed through the horizontal deflection

Disadvantages

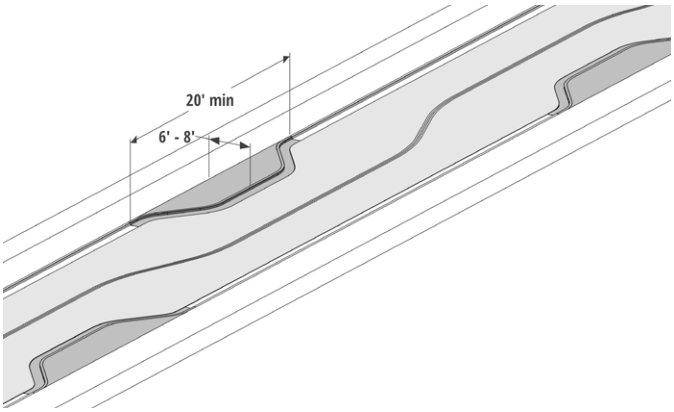
- Bicyclists and motor vehicles share the lane
- Drivers may cut straight paths across center line (striping, without median)

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail


Built Example - Source: Dan Burden, Walkable Communities

SPEED HUMP

LOW-IMPACT PHYSICAL DESIGN

Description

A speed hump is an elongated mound in the roadway surface extending across the travel way at a right angle to the traffic flow. It uses vertical deflection to create motorist discomfort and thereby reduces speed. Burlington DPW offers two sizes of speed humps, 14 feet or 22 feet wide, the larger size being more appropriate for higher volume streets. Typical placement is midblock and spaced 300 - 500 feet apart. Avoid conflicts with driveways.

Typical Conditions

Speed: Generally not appropriate for roadways with a posted speed of 45 miles per hour or above.

Traffic & Volume: Not appropriate for truck access routes, transit routes, or primary emergency response routes; Appropriate for roads with grades below eight percent.

Variation: Speed Cushions can be used as a variation along primary emergency routes or transit routes.

Cost

Between $2,000 - $4,000 dependent on drainage design

GOOD ***Speed Reduction Potential***
-6 to -8 MPH

Advantages and Disadvantages

Advantages

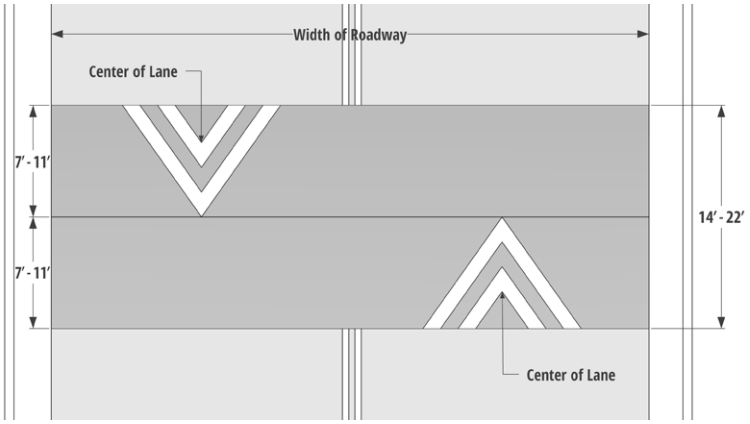
- Bicyclist safety is relatively unaffected
- Typical traffic volume reductions of 20% (series of humps)
- Crash rate reductions of approximately 40% are typical

Disadvantages

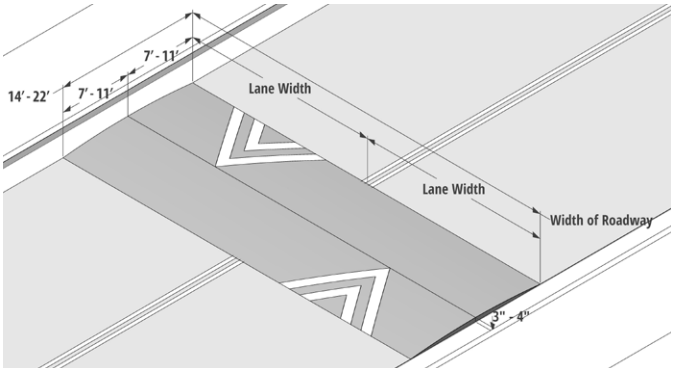
- When applied as a single treatment, little to no traffic volume reduction or diversion should be expected
- Increased noise levels from vehicles impacting the hump
- Not appropriate for primary emergency vehicle routes or streets providing access to a hospital or emergency medical services
- Not appropriate for transit routes or primary access routes for industrial or commercial sites
- Adequate stopping sight distance or warning signs provided
- Snow plow damage to speed hump

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

RAISED CROSSWALK

HIGH-IMPACT PHYSICAL DESIGN

Description

A raised crosswalk is a raised area extending perpendicular to the roadway, accompanied by a pedestrian crosswalk on the raised surface, designed to physically limit the speed at which a vehicle can traverse it. Raised crosswalks may be installed at both midblock and intersections and ranges in height based on the roadway type. Refer to Burlington Crosswalk Guidelines. Crosswalks should not be installed solely for the purpose of traffic calming, they must also meet the warrants for a marked crosswalk or an enhanced crosswalk.

Typical Conditions

Speed: Generally appropriate for roadways with posted speed limits up to 35 miles per hour.

Traffic & Volume: Not appropriate for primary emergency vehicle response routes, or roadways providing access to medical facilities.

Cost

Ranges between $2,500 to $8,000 for asphalt table. Higher costs may be incurred for brickwork, stamped asphalt, concrete ramps, and other pedestrian crossing enhancements.

GOOD ***Speed Reduction Potential***
-6 to -9 MPH

Advantages and Disadvantages

Advantages

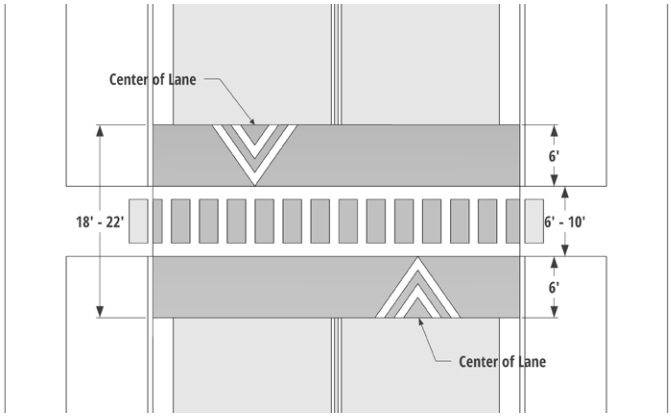
- Increased pedestrian connectivity creates a more walkable community
- Reduces speeds to between 25 to 35mph at the crosswalk
- Bicycle safety relatively unaffected
- When used in a series, traffic volume reductions of up to 20% observed

Disadvantages

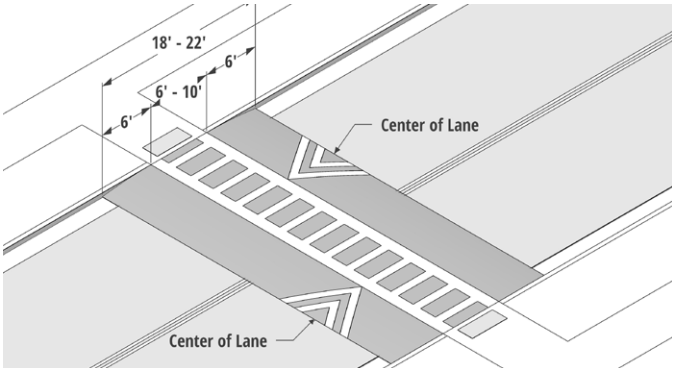
- Should not be located within 50-75 feet of bus stops
- Not appropriate for primary emergency vehicle routes or streets providing access to a hospital or medical services
- Snow plow damage to raised crosswalk
- Potential increase in noise and in traffic on adjacent streets

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- Burlington's Crosswalk Guidelines
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example - Source: Dan Burden, Walkable Communities

RAISED INTERSECTION

HIGH-IMPACT PHYSICAL DESIGN

Description

A raised intersection is a flat, raised area covering an entire intersection, including the crosswalks, with ramps on all approaches. A raised intersection typically rises no more than 3 inches. They often have brick or other decorative materials or textures applied.

Typical Conditions

Speed: Generally appropriate for posted speed limits of up to 30 miles per hour.

Traffic & Volume: Generally appropriate in lower volume conditions and are suitable for transit and emergency response vehicle routes.

Cost

Ranges between $25,000 to $70,000 dependent upon several factors, including road size, drainage conditions, materials, and pedestrian enhancements.

BASIC *Speed Reduction Potential*

-1 to -2 MPH

Advantages and Disadvantages

Advantages

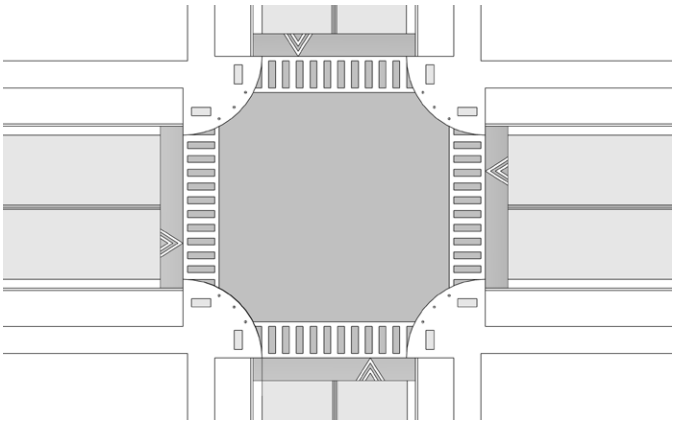
- Versatile in both residential and commercial settings, and can enhance intersection aesthetics
- Large trucks are slowed and/or delayed between two to six seconds crossing the intersection
- Works well with curb extensions and textured crosswalks
- Improves accessibility
- Detectable warnings and/or color contrasts must be incorporated to differentiate the roadway and the sidewalk

Disadvantages

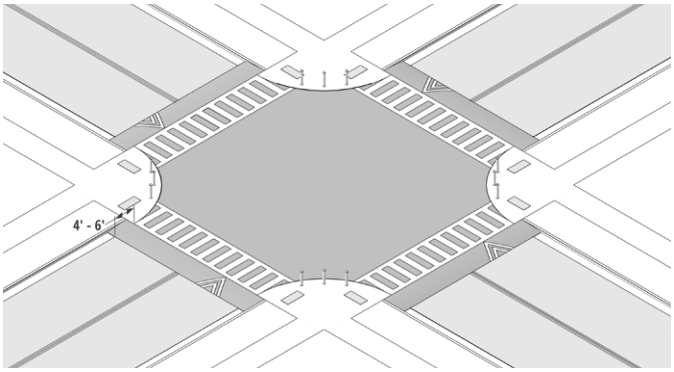
- Reduction in mid-block speeds typically less than 10 percent
- May require bollards to define edge of roadway
- Storm drainage/underground utility modifications are likely necessary
- Potential for higher costs depending upon width of intersecting roads and drainage considerations
- Maintenance of materials used (brick, striping)

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

MEDIAN ISLAND (INTERSECTION)

HIGH-IMPACT PHYSICAL DESIGN

Description

A median island (intersection) is also called a median refuge island and is a median located at an intersection along the centerline that narrows the travel lanes. A median island may be a painted area or a raised curb, with or without landscaping. A central cutout can create a pedestrian refuge. At intersections, a median island may also be called a pedestrian or splitter island.

Typical Conditions

Speed: Generally appropriate for roads with posted speed limits of up to 35 miles per hour.

Traffic & Volume: Appropriate for all traffic volumes and vehicle types.

Cost

Ranges between $10,000 to $15,000 are expected for installation of the median island, dependent upon size, material, landscaping and drainage considerations.

FAIR

Speed Reduction Potential

-3 to -6 MPH

Advantages and Disadvantages

Advantages

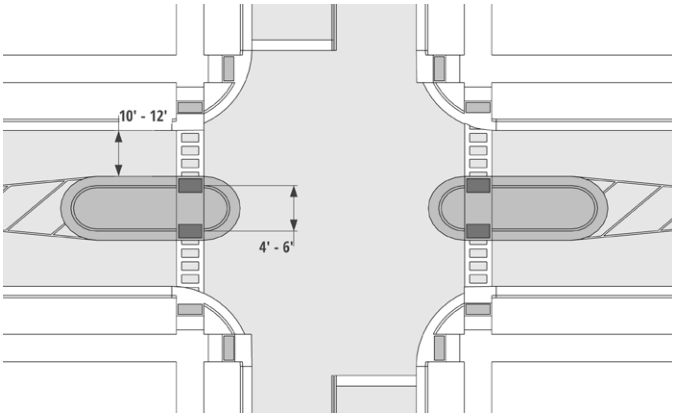
- Reduces pedestrian crossing distance and increases visibility,
- With a variety of materials, medians can greatly enhance neighborhood aesthetics
- Raised curbing increases visibility and nighttime safety
- Reduces vehicle conflict points
- 46 to 56% reduction in pedestrian crashes observed

Disadvantages

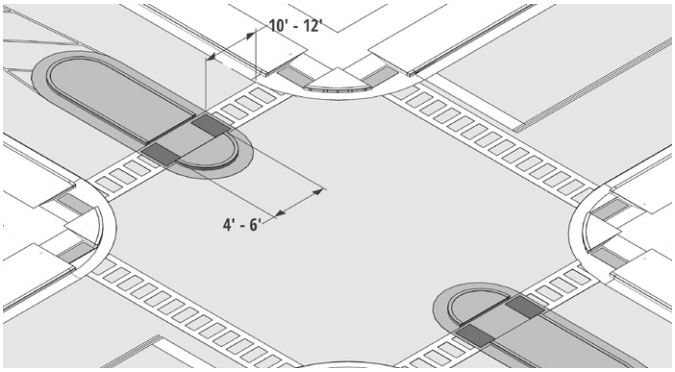
- Landscaping maintenance costs can increase depending on vegetation used
- Potential for higher costs depending upon drainage and utilities considerations
- Turning radius may be impacted for larger vehicles

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

MEDIAN ISLAND (MIDBLOCK)

HIGH-IMPACT PHYSICAL DESIGN

Description

A median island (midblock) is a raised island located along the street centerline that narrows the travel lanes. Unlike the median refuge island, the median island is located at midblock locations. A median island may be a painted area or a raised curb (preferred), with or without landscaping, to further reduce the open feel of a street.

Typical Conditions

Speed: Generally appropriate for roads with posted speed limits of up to 35 miles per hour.

Traffic & Volume: Appropriate for all traffic volumes and vehicle types.

Cost

Ranges between $10,000 to $15,000 are expected for installation of the median island, dependent upon size, material, landscaping and drainage considerations.

FAIR — *Speed Reduction Potential* *-3 to -6 MPH*

Advantages and Disadvantages

Advantages

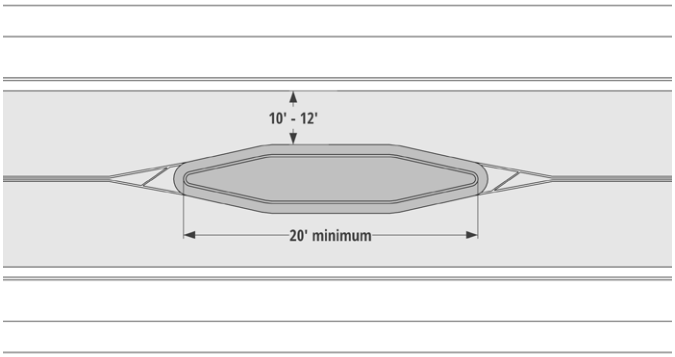
- Can function as a midblock pedestrian refuge island
- With a variety of materials, medians can greatly enhance neighborhood aesthetics
- Light crowning increases visibility and nighttime safety
- Reduces vehicle conflict points

Disadvantages

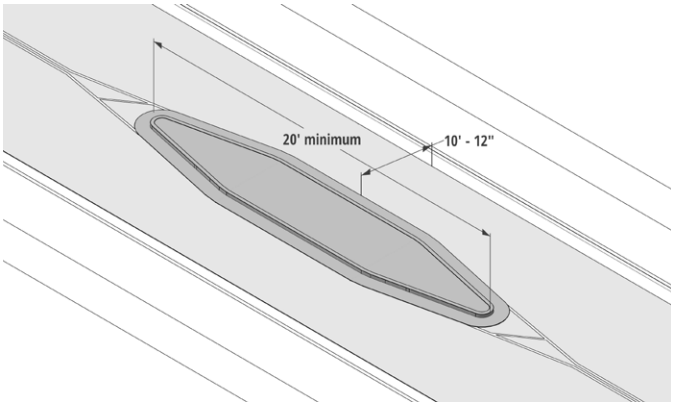
- Bicyclist and motor vehicles share the lane
- Landscaping maintenance costs
- Potential for higher costs depending upon drainage and utilities considerations
- Can restrict driveway access where driveways are located within the limits of the island
- Damage to snow plows, damage from snow plows

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

NEIGHBORHOOD TRAFFIC CIRCLE

HIGH-IMPACT PHYSICAL DESIGN

Description

A traffic circle is a raised island, placed within an unsignalized intersection, around which traffic circulates. The circle may have Stop signs or Yield signs on the intersection approaches. The island forces a motorist to use reduced speed when entering and passing through an intersection. Though similar to a roundabout, traffic circles do not follow modern design roundabout principles, as there is no horizontal deflection on the approach.

Typical Conditions

Speed: Generally appropriate only for streets with low posted speed limits of up to 30 miles per hour.

Traffic & Volume: Generally appropriate for streets with less than 2,000 vehicles per day, and are not appropriate for trucks with more than two axles, emergency vehicles, or transit routes.

Cost

Ranges between $10,000 to $25,000, dependent upon drainage considerations, utilities, landscaping, and circle diameter.

FAIR — *Speed Reduction Potential*

-4 MPH

Advantages and Disadvantages

Advantages

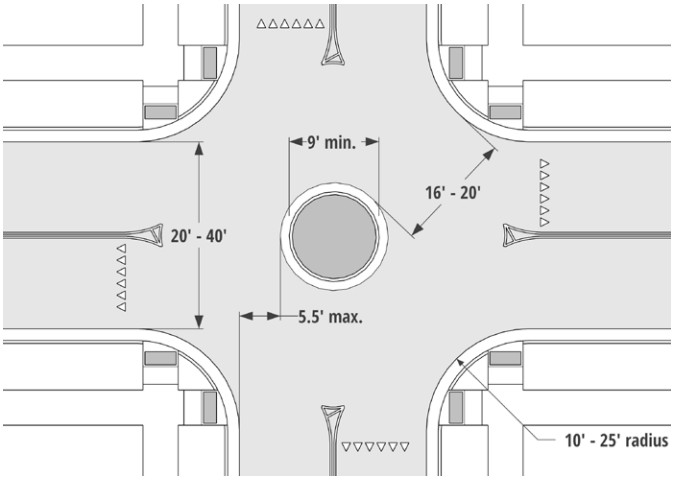
- Observed speed reductions of four miles per hour are typical at the traffic circle; reduced speeds continue beyond the intersection
- Greater speed reductions achieved with installation of splitter islands
- Reduction in number of angle and turning crashes

Disadvantages

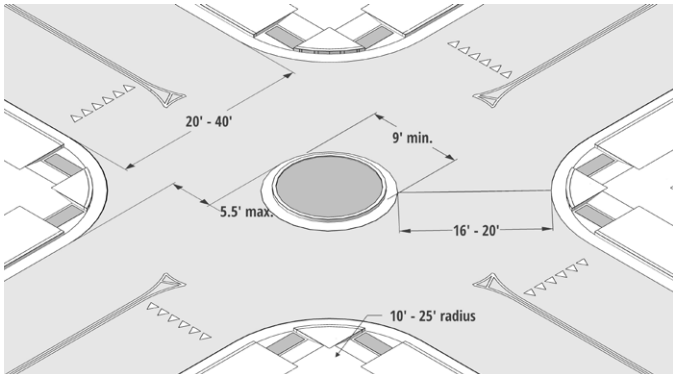
- Not appropriate where transit routes must make left turns
- Emergency vehicles and large trucks typically may turn left in front of the circle in order to navigate the intersection

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

ROAD CLOSURE (FULL)

HIGH-IMPACT PHYSICAL DESIGN

Description

A full street closure is a physical barrier, whether at an intersection or midblock, that is placed across a street to close the street completely to through vehicle traffic. A full closure can be designed to allow bicyclists and pedestrians to pass through. An operational analysis shall be completed prior considering this treatment.

Typical Conditions

Speed: Generally appropriate for all common urban posted speed limits, with adequate advance warning given to road users.

Traffic & Volume: Generally appropriate for roadways with low traffic volume, and are not appropriate for primary emergency vehicle response, truck, or transit routes.

Cost

Ranges from as little as $1,500 to $10,000 depending upon method of closure chosen. Costs vary substantially dependent on treatment, and include potential considerations for drainage, construction, and restriping.

FAIR — ***Speed Reduction Potential***
N/A - Diverts traffic

Advantages and Disadvantages

Advantages

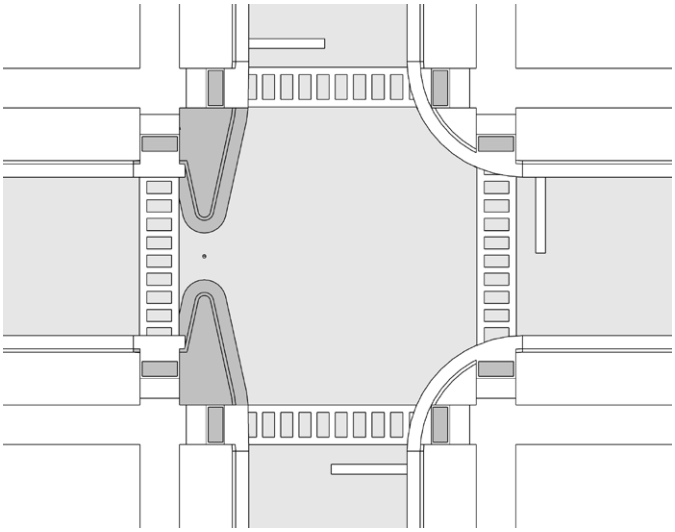
- Highest degree of traffic volume reduction
- Increased pedestrian and bicyclist safety
- Eliminates vehicle conflict points

Disadvantages

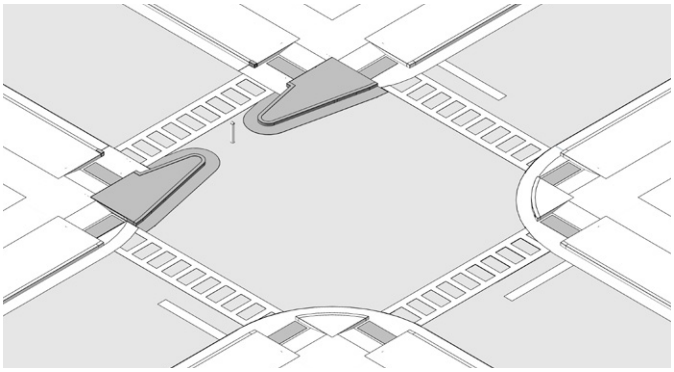
- Without design considerations (e.g., mountable curbs, removable delineators) restricts emergency response vehicles and thereby affects access and response time
- Reduces overall network connectivity
- Adverse effects to property accessibility
- Diverts traffic to other streets and may increase volume elsewhere
- Potential for high costs dependent upon degree of integration with streetscape, drainage considerations

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

ROAD CLOSURE (PARTIAL)

HIGH-IMPACT PHYSICAL DESIGN

Description

A partial closure is a physical barrier that blocks vehicle travel in one direction for a short distance on an otherwise two-way street. A partial closure can block either traffic entering the side or exiting the side street, depending on its placement. The traffic movement that is obstructed by the half closure is rerouted along an alternative path.

Typical Conditions

Speed: Generally appropriate for all common urban posted speed limits, with adequate advance warning given to road users.

Traffic & Volume: Generally appropriate for roadways with low traffic volume, and are not appropriate for primary emergency vehicle response, truck, or transit routes.

Cost

Costs range from as little as $3,000 to $10,000 depending upon the complexity of the closure. They vary substantially dependent on treatment, and include potential considerations for drainage, construction, and restriping.

GOOD

Speed Reduction Potential

-6 MPH

Advantages and Disadvantages

Advantages

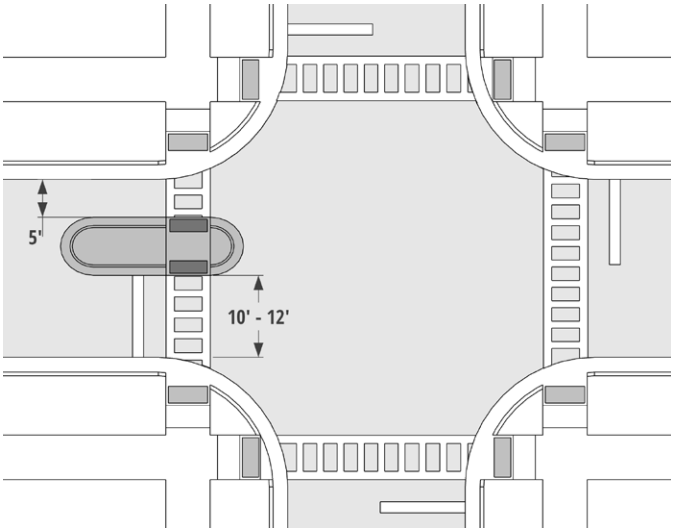
- Speed and volume reductions for the closed travel lane
- Increased pedestrian and bicyclist safety

Disadvantages

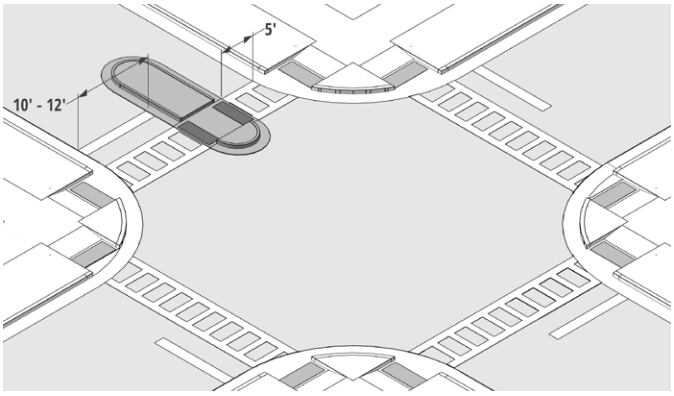
- Not appropriate for emergency vehicle response routes
- Reduces overall network connectivity
- Adverse effects to property accessibility
- Diverts traffic and increases volume elsewhere

References

- Burlington's Intersection Design Vehicle Policy
- Burlington's Engineering Standards
- FHWA Traffic Calming ePrimer
- ITE Traffic Calming Measures



Plan View Detail



Oblique Angle Detail

Built Example

A NOTE ON NEIGHBORHOOD ENHANCEMENTS

Welcome Signage

These signs are not regulatory traffic control signs, such as stop signs, speed limit signs, or yield signs, but are instead unique to the neighborhood context. In addition to signs, planters, or other beautification elements may be implemented and may serve to calm traffic. An application for an Encumbrance Permit through DPW is required to implement these elements.

Examples:

- DPW provides lawn signs at no cost to neighbors
- "Welcome to our Neighborhood" signs can be requested through an Encumbrance Permit (DPW)

Figure 20. Neighborhood signage

New Tree Requests

Through Burlington, Parks, Recreation and Waterfront, new trees may be requested for neighborhood enhancement. Trees placed between the street and sidewalk can serve to beautify the area as well as protect pedestrians along the sidewalk.

Advantages & Disadvantages

- Neighborhood beautification
- Potential traffic calming
- Enhances pedestrian experience

Figure 21. Street trees can beautify the streetscape and protect pedestrians from vehicles traveling the roadway

Street Light Improvements

Through Burlington Electric Department, street light improvements may be requested. Adequate street lighting can improve safety for pedestrians and motorists and is a valuable neighborhood enhancement tool.

Advantages & Disadvantages

- Increased visibility for motorists and pedestrians
- Potential enhancements to street and neighborhood safety

Street Murals

Street murals can be a very creative way to bring art and color to the neighborhood. They provide visual interest and may serve to calm traffic. An application for an Encumbrance Permit through DPW is required to implement these elements.

Figure 22. Street or intersections murals bring color and art to neighborhood streets

04 RESOURCES & CONTACTS

TRAFFIC CALMING RESOURCES

Visit the Department of Public Works (DPW) Traffic Calming and Neighborhood Enhancement Program webpage for more information:

https://www.burlingtonvt.gov/DPW/Traffic-Calming-Neighborhood-Enhancement-Program

Traffic Calming Program

Insert general contact email

Insert general contact phone number

SOURCES, REFERENCES & STANDARDS

This Manual was created with reference to national standards for traffic calming and roadway design engineering, including the following:

- Federal Highways Administration (FHWA) Office of Safety. Traffic Calming ePrimer. Available: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm; Accessed March 2020. Last modified: February 15, 2017.
- Institute of Transportation Engineeers (ITE). Traffic Calming Measures Guide. Available: https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/ ; Accessed March 2020. Last Modified:
- Federal Highways Administration (FHWA). Manual on Uniform Trafffic Control Devices (MUTCD). Available: https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm; Accessed March 2020. Last Modified: March 30, 2020.

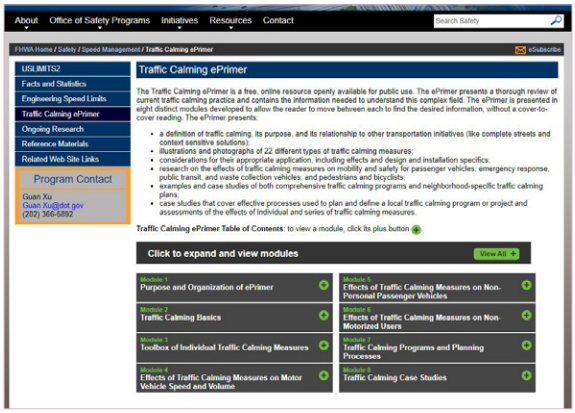


Figure 23. FHWA website for the Manual on Uniform Trafffic Control Devices

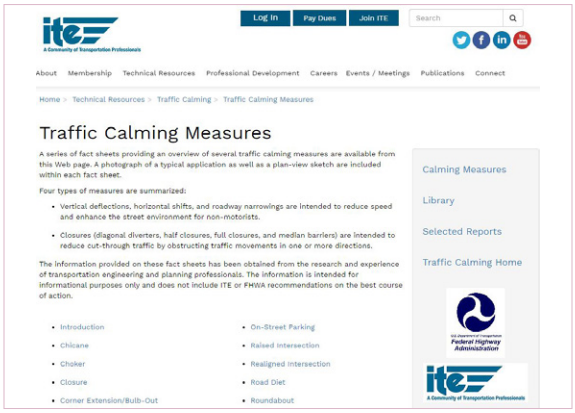


Figure 24. Top: FHWA webpage for the Traffic Calming ePrimer; Above: ITE webpage for the Traffic Calming Measures Guide.

Burlington Public Works Department
645 Pine St Suite A
Burlington, VT 05401
(802) 863-9094

Burlington Department of Public Works Commission Meeting
Draft Minutes, July 15, 2020
645 Pine St. – Main Conference Room
Meeting video link: https://www.cctv.org/watch-tv/programs/burlington-public-works-commission-153

Commissioners Present: Tiki Archambeau (Chair); Brendan Hogan (Vice Chair); Solveig Overby; Peggy O'Neill-Vivanco, Pablo Bose; Jim Barr

Commissioners Absent: Chris Gillman

Item 1 – Call to Order – Welcome – Chair Comments

Director Spencer calls meeting to order at 6:31 p.m. and made opening comments. Tonight the Commission is voting for Chair, Vice Chair and Clerk.

Item 2 – Agenda

ACTION: Commissioner Barr made a motion to approve the agenda. Commissioner Hogan seconded. Motion was unanimously approved.

Item 3 – Election of Chair, Vice Chair & Clerk

Director Spencer stated that the Commission needed to elect its Chair, Vice Chair and Clerk at this first meeting of the new fiscal year. Commissioner Barr nominated Commissioner Archambeau for Chair. Commissioner Archambeau thanked them for nomination but he stated he would like to nominate Commissioner Hogan. Commissioner Barr retracted his nomination. Commissioner O'Neill Vivanco thanked Commissioner Archambeau for his service and is glad he wants to share responsibilities. Commissioner Hogan is pleased to share the responsibilities in the role of Chairman and is willing to serve. Director Spencer asked the Commission to vote on the nomination of Commissioner Hogan. Unanimous approval.

Director Spencer passed the gavel to newly-elected Chair Hogan. Chair Hogan asked for Vice Chair nominees. Commissioner Barr nominated Commissioner Peggy O'Neill-Vivanco as Vice Chair. Commissioner Archambeau seconded. Unanimous approval.

Chair Hogan looks for nomination for Clerk. Commissioner Barr nominated Commissioner Overby. Commissioner Overby is willing to do it and will follow up to get details on the role. Commissioner Bose seconded. Unanimous approval.

Item 4 – Public Forum

Tony Redington of 125 St. Paul Street talked about pedestrian safety. His expressed concern regarding the traffic safety at the North Avenue / Cambrian Rise intersections. He stated that roundabouts were safer than traffic signals and that the projected vehicle traffic at the Cambrian Rise intersections should be within the capacity of a modern

roundabout. He stated that DPW ended the discussion about a roundabout in this area and instead supported the developer's proposed traffic light.

Item 5 – Consent Agenda

A. Proposed Accessible Parking Space at 141 Manhattan Drive

ACTION: Commissioner Barr made a motion to accept the consent agenda. Commissioner Archambeau seconded. Unanimous approval

Item 6 – Integrated Planning Presentation – Jenna Olson, Water Resources Division

Policy & Programs Manager Jenna Olson presented an update on Water Resource's Integrated Plan initiative. The Integrated Plan will serve as the road map for addressing the City's water quality challenges. This effort represents years of planning, modeling, engineering, and financial assessments to help Burlington not only achieve their water regulatory goals, but to do so in the most cost-effective, and efficient way. The City must reduce phosphorus from all sources by 63% by 2036 to meet state and federal regulatory requirement. To accomplish this goal, we currently are looking at several strategies including: projects for the City's three wastewater treatment plants, combined sewer system improvements, enhanced storm water management, non-structural programs (such as expanded street sweeping), and private property improvements. We are looking for community feedback. The final product will guide the City's investments and actions over the next ten to twenty years. More information is at: https://www.burlingtonvt.gov/dpw/water/integratedplan.

Commissioners Hogan, O'Neill-Vivanco, and Overby asked questions about online impervious surface mapping, data collection and performance measurement, and engaging youth in the Drain Defender initiative. Commissioner O'Neill-Vivanco stated that BHS students have to do 40 hours of community service before graduating and stated she thought this would be a good way for some of these high school students to get their hours in by helping to clean the catch basins.

ACTION: No action taken.

Item 7 – Appeal of Building Permit After the Fact Fee

Contractor Shawn Vance of GW Savage has appealed an after the fact fee for work being done prior to issuance of a permit. Director Ward of Permitting and Inspections provided an overview of the appeal summarizing the narrative in his written memorandum to the Commission that was included in the meeting packet.

- A building permit was applied for October 28th and was issued on the 29th for demolition on a residence that was damaged due to a structure fire.
- Shawn Vance asked for the permit to be expedited 12 days before the zoning permit was to be released so he would not have to lay off any workers.
- Unfortunately, circumstances did not allow for this and an e-mail was sent to Sean on March 23 stating that work for the roof only could be done to keep the weather elements from going inside the house.

- On March 24 there was an executive order from the Governor that only COVID related repairs and emergency repairs could be done on any buildings.
- On April 8th no action was taking place but work was done and a stop work order was issued. I went out and took photos and there were no workers on site.
- On April 17th the Governor's Order allowed for two workers on site and the building permit was released.
- Zoning staff on May 22nd stated conditions were met.
- On 6/1 the building permit was issued by Brad Biggie and included the penalty for starting work.

Mr. Vance stated he wanted to secure the building. There was a delay in the insurance payment. There was also asbestos removal that had to be done which his company is not able to do. They had to wait on the other company to come and do this. He submitted permits at the end of February/beginning of March to get things done by April 1. We could not shut everything down and leave the building open. He stated he wanted to protect the building occupants so they will not have to pay anything out of pocket.

Building Inspector Brad Biggie stated the building was secure from weather. The roof was mostly intact and windows were boarded up. The building remained in this condition throughout winter. Brad stated the permit was specific for a roof cover and after the roof was on then the windows and the trim were done. Brad stated that what he found in April was window and siding work being done. Contractor went beyond the extension of the olive branch to put on the roof cover.

Commissioner Overby asked about what the conditions of the zoning permit were. The zoning permit was not released until pre-release conditions were met. Mr. Vance stated he sent over samples of what was being proposed. Sean stated they pulled the windows on the demo permits and there are other ways to waterproof but they were only getting paid once as the insurance stated they were no longer giving money for the project. He stated that if it was not for COVID they would have been okay.

Building Inspector Biggie stated that on the March 26th a work order to stop work was issued so they should not have been working on April 8th. Demoing out windows with no approval and have a way to weather that in. The roof was the only thing approved for work on the 8th. There were two or three guys pulling off siding and no permit was authorized for this work. Director Ward stated that in the report which was given to the commission the building was made safe October 5th and it was no longer an emergency. They only had approval for the roof.

Commissioner Archambeau asked if we should go into executive session and Director Ward stated that it was up to the commission. The Commission discussed whether they wanted assistance from the City Attorney.

Commissioner Barr makes a motion to deny the appeal but to deduct the value of the permitted roof work in the calculation of the after the face fee. Commissioner O'Neill-Vivanco seconded. Commissioner Archambeau stated opposition to the motion. Commissioner Barr, Hogan, are O'Neill-Vivanco are in favor. Commissioners Archambeau, and Overby are opposed. Chair indicates that the motion fails.

Commissioner Overby makes a motion to deny the appeal but to reduce the after the face fee by half. Commissioner Barr seconded. Commissioner Archambeau and O'Neill-Vivanco stated opposition to the motion. Commissioners Barr and Overby are in favor. Commissioners Archambeau, Hogan, and O'Neill-Vivanco are opposed. The motion fails.

ACTION: Commissioner Archambeau makes a motion to go into a deliberative session at the end of the meeting. Commissioner Barr seconded. Archambeau, Barr, Hogan, ~~Bose,~~ O'Neill-Vivanco are all in favor. Commissioner Overby opposed. The motion passes.

Item 8 – Marketplace Garage Rate Implementation

Director Spencer introduced Jeff Padgett who, after a public search process, has been hired as the Assistant Director overseeing the Parking and Traffic Division.

Assistant Director Padgett summarized the Commission's approved rate changes and policy changes from the June meeting. The June motion included an implementation date of July 1, 2020. However, for two important reasons this was not possible.

1) The July 1, 2020 date did not provide the required 21 day public notice period require for ordinance changes
2) Due to the impacts of Covid-19, the Marketplace garage has not yet returned to its historic stated of "overcapacity" and staff recognizes that this is not the time to make changes to the business environment in the Downtown.

Assistant Director Padgett stated that he met with the Church Street Marketplace Commission since the last DPW Commission meeting and they unanimously supported the replacement of 2 hours free in the Marketplace Garage in early 2021 with a free parking program for restaurant and retail workers and a merchant validation program. Assistant Director Padgett stated that the Department was focused on standing up these additional programs by January 1, 2021.

ACTION: Commissioner Archambeau moved to adopt the following motion: To Suspend any immediate effort to publish and notice of the previously approved June 17, 2020 updates to the Burlington Code of Ordinances, Appendix C, Chapter 19 Parking Rates, Sections (b) and (d), and instead publish and notice the updates according to the following schedule:

1) Holidays, as described in Appendix C, Chapter 19(d)(1), and amended by the Public Works Commission on June 17, 2020, will be published and noticed to become effective on approximately September 1, 2020.
2) Policy Updates, as described in Appendix C, Chapter 19(d)(2)-(6), and amended by the Public Works Commission on June 17, 2020, will be published and noticed to become effective on approximately September 1, 2020."
3) Parking Rates as described in Appendix C, Chapter 19(b)(8)-(10), and amended by the Public Works Commission on June 17, 2020, will be published and noticed to become effective on approximately January 1, 2021.

Commissioner Barr seconded. Unanimous approval.

Item 9 – FY'21 Budget Update and Parking Enforcement Update

Director Spencer stated that the City's Fiscal Year 2021 budgets have been approved. As part of the City Council's deliberations on the budgets and police reform, the decision was made to transfer Parking Enforcement from the Burlington Police Department to DPW. We are excited by the opportunity this presents and is asking that the transition not occur until we have time to go through a deliberate transition plan.

Assistant Director Padgett stated having this opportunity for parking enforcement at DPW is a good thing. He will be working on a potential roadmap in August and hopes to have a broad conceptual plan to share with the respective Commissions for feedback. The goal would be to implement the plan over the fall and early winter so that Parking Enforcement can transition to DPW on January 1, 2021. This is a preliminary timeline and is subject to change. This is just an update, no action is needed.

Commissioners Archambeau, Barr, Overby and O'Neill-Vivanco commented and asked questions on the potential benefit, data-driven policy, and the importance of a customer-service focus.

ACTION: No action taken.

Item 10 – Approval of Draft Minutes of 6-17-2020

ACTION: Commissioner Archambeau made a motion to approve the June 17, 2020 minutes with one modification at Commissioner Overby's request – striking the last sentence in the fifth bullet under Commissioner Communications. The sentence being struck read "Ordinance meeting making space continues and the ordinance language was approved through the rest of the season." Commissioner Barr seconded. Unanimous approval.

Item 11- Director's Report

Director Spencer referred to the written Director's Report in the packet and highlighted one item – the upcoming Champlain Parkway public hearing to get feedback on the Limited Scope Draft Supplemental Environmental Impact Statement focused on the Maple and King Street neighborhoods. The public hearing will be July 29th, 6:00pm. It will be hosted both in-person (at the 645 Pine St garage) and virtually. See the new project website at www.champlainparkway.com for more detail.

Item 12 – Commissioner's Communications

- Commissioner Overby updated the Commission on her research on Cambrian Rise and looks forward to the discussion at an upcoming meeting.
- Commissioner Barr wants to applaud the DPW crews who promptly address service requests via SeeClickFix and are painting the roadway lines and markings.
- Commissioner O'Neill-Vivanco brought up North Avenue / Institute Rd and how to enhance safety at this congested intersection. Given the occupancy limits on GMT buses, she hopes that many more kids will ride their bikes or walk to school – but wants to make sure the intersection is safe.

- Chair Hogan thanked the Commissioners for their support in electing him Chair.

Item 14 – Adjournment and Next Meeting Date – September 16, 2020

Commissioner Barr motion for adjournment. Commissioner O'Neill-Vivanco seconded. Unanimous approval. Meeting adjourned at 9:50 p.m.

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: September 10, 2020

The September Public Works Commission meeting will be held online via Zoom.

INTEGRATED PLAN
We are at the key and final phase of developing the City's Integrated Water Quality Plan. There will be a series of 24 Integrated Plan outreach sessions over the next two weeks. The purpose of these sessions is to collect the community's input on the final selection of projects that will make up our Integrated Water Quality Plan. The final plan will directly inform how we prioritize our investments in wastewater and stormwater treatment moving forward, and will serve as the City's regulatory framework to meet our regulatory obligations to DEC and the EPA. The attached mailer is being distributed to approximately 18,000 residential addresses throughout Burlington and we will be sending out two city-wide Front Porch Forum posts. Residents can come to a session or participate online. We will offer translation services for the survey as needed. We welcome Commissioners participating and spreading the word. Contact: Jenna Olson, jolson@burlingtonvt.gov.

UNIVERSITY PLACE DESIGN UPDATE
The City and UVM entered into an agreement on February 28, 2018 in order to set forth the University of Vermont's (UVM) financial commitment to the City with respect to the City's Ten-Year Capital Plan. As part of that agreement, the parties agreed to jointly advance investments in the hardscape and streetscape of University Place that would improve safety and accessibility for students, faculty, and residents. It anticipated four phases to the improvements, including conceptual design, final design and construction, regulation, and maintenance. We are currently in the conceptual design stage and are starting the public engagement process. The upcoming engagement opportunities will be listed on the project webpage soon: https://www.burlingtonvt.gov/DPW/UniversityPlaceStreetImprovements. Contact: Phillip Peterson, ppeterson@burlingtonvt.gov.

PARKING ENFORCEMENT TRANSITION
Assistant Director Jeff Padgett is working regularly with Burlington Police Department to coordinate the transition of Parking Enforcement operations to DPW – as was directed from the FY'21 budget process. We are planning to take over management of the program in early 2021 but do not expect major changes in their office location or reorganization until months after the management transition. Contact: Jeff Padgett, jpadgett@burlingtonvt.gov.

MARKETPLACE GARAGE PILOT
We are considering a fall 2020 pilot to test a new model for downtown garage operations. Due to the upcoming South Winooski Avenue lane changes, COVID-19 and related economic constraints, and with potential operational opportunities in the garages – we seek to pilot a payment system similar to our on-street metered system. The pilot would have gates up and have customers pay via ParkMobile or at a pay-on-foot station using their license plate number. Enforcement team members

would confirm payment the same way they do for on-street parkers. We are considering this pilot for mid-October and will share updated information with you at the Commission meeting. Contact: Jeff Padgett, jpadgett@burlingtonvt.gov.

CITY HALL PARK CONSTRUCTION & OPENING
DPW Technical Services team, with Senior Engineer Laura Wheelock's leadership, has been the project manager for the full-scale rehabilitation of City Hall Park and the project is nearing its final phase. Stay tuned for news of an opening event in October that will also highlight the St Paul Street Great Streets project. These generational projects have made major improvements in stormwater management, pedestrian accommodations, and place making. Contact: Rob Goulding, rgoulding@burlingtonvt.gov.

COVID-19 OFFICE UPDATES
The lobby at 645 Pine Street is now open from 7am to 3pm Monday through Friday for walk in customers. Customers are still encouraged to conduct business remotely as is feasible and we are monitoring phones and SeeClickFix until 4:30pm on weekdays. Our Water Resources Customer Service area remains closed to the public to best protect Water Plant employees and the plant's operations, but a drop off area at the front of the building is accessible for customers who cannot conduct business by phone or email. Contact: Chapin Spencer, cspencer@burlingtonvt.gov.

CONSTRUCTION SEASON:
We have worked diligently and safely and carry out many of our planned activities for this construction season. Sidewalk and paving projects have progressed largely as planned – and we fully expect to meet our 3 mile sidewalk reconstruction target this year. Water Resources' relining projects were substantially delayed though we are progressing with a number of stormwater and wastewater relining projects this fall. As usual, the public can always get information on our Construction Portal: https://www.burlingtonvt.gov/construction. Contact: Rob Goulding, rgoulding@burlingtonvt.gov.

CONSOLIDATED COLLECTION
At their last meeting, the Council's Transportation, Energy & Utilities Committee (TEUC) requested DPW staff to evaluate the costs and operational considerations of having a consolidated collection approach for trash, recycling and organics be operated by the City with City staff. Our consultant evaluated a franchise model with private haulers – and now the TEUC has requested we study a municipally run model. We will be working on this over the fall and winter and will come back to the TEUC in the spring with our results. Contact: Lee Perry, lperry@burlingtonvt.gov.

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

CITY OF BURLINGTON
2020 INTEGRATED WATER QUALITY PLAN

The Integrated Plan will guide how the City invests in stormwater management, street sweeping / leaf collection, green infrastructure, wastewater treatment, and grants to residents. Your input and priorities are important in selecting options for the final Plan. Please join us at an upcoming event or participate online—see reverse for details.

Le Plan intégré guidera la façon dont la Ville investit dans la gestion des eaux pluviales, la collecte des rues et des feuilles, l'infrastructure verte, le traitement des eaux usées et les subventions aux résidents. Vos commentaires et vos priorités sont importants dans la sélection des options pour le plan final. Venez vous joindre à nous lors d'un événement à venir ou participez en ligne, voir le verso pour plus de détails.

Mpango uliyojumuishwa ataongoza jinsi mji utawekeza katika usimamizi wa maji ya dhoruba, kufagiliwa kwa barabara, mkusanyo wa majani, miundombinu ya kijani, matibabu ya maji taka, na ruzuku kwa wakaaji. Maoni na vipaumbele vyako ni muhimu katika uchaguzi ya chaguo ya mpango wa mwisho. Kuja kujiunga na sisi katika tukio ijayo ao kushiriki mtandaoni kwenyi internet, angalia nyuma maelezo ya zaidi.

Qorshaha Isku-Dhafan ayaa hagi doona sida Magaaladu u maal gasho maareynta biyaha daadadka, ururinta jidadka / caleen ururinta, kaabayaasha cagaaran, daaweynta biyaha wasakhda ah, iyo deeqaha dadka deegaanka ah. Fikirkaaga iyo mudnaantaadu waxay muhiim u yihiin xulashada xulashooyinka qorshaha ugu dambeeya. Fadlan nagu soo biir munaasabad soo socota ama ka qeyb gal khadka tooska ah — ka eeg faahfaahinta wixii faahfaahin ah.

एकीकृत योजना (Integrated Plan)ले आँधी-वर्षाको पानी व्यवस्थापन , बाटो सोहोर्ने/ पात-पतिंगर सोहोर्ने, हराभरा पूर्वाधार, फोहोरपानीको उपचार, र बासिन्दाहरूलाई अनुदानमा शहरले कसरी लगानी गर्ने भनेर निर्देशन दिनेछ। तपाइँको बिचार र प्राथमिक्ताहरू अन्तिम योजनाको लागि बिकल्पहरू छान्न महत्वपूर्ण छन्।कृपया आऊँदो कार्यक्रममा सामेल हुनूहोस् वा अनलाईनमा सहभागी हुनूहोस्-विस्तृत जानकारीको लागि पछाडी हेर्नुहोस्।

ပေါင်းစုထားသည့် အစီအစဉ် (Integrated Plan) ဆိုသည်မှာ မြို့အနေနဲ့ မိုးရေနှင်းရေကို စီမံခန့်ခွဲခြင်း၊ လမ်းများပေါ်တွင် တံမျက်စည်းလှဲခြင်း၊ သစ်ရွက်အမှိုက်သိမ်းခြင်း၊ သဘာဝပတ်ဝန်းကျင်ကို ထိမ်းသိမ်းသည့် အခြေခံ အဆောက်အဦးများတည်ဆောက်ခြင်း၊ ရေဆိုး သန့်စင်ခြင်း၊ နှင့် နေထိုင်သူများကို ငွေကြေးထောက်ပံ့မှုများ တို့တွင် မည်သို့ ရင်းနှီးမြှုပ်နှံမည် ဆိုသည့် အချက်ကို လမ်းညွှန်မှု ပေးမည် ဖြစ်သည်။

You can provide feedback anytime between 9/14 and 9/25 by visiting the following link and completing the survey

Vous pouvez fournir des commentaires à tout moment entre le 14/09 et le 25/09 en visitant le lien suivant et en remplissant le sondage

Unaweza kutoa maoni wakati wowote kati ya 09/14 na 9/25 kwa kutembelea kiungo kinachofuata na kukamilisha uchunguzi

Waxaad ku siin kartaa jawaab celin waqti kasta inta u dhexeysa 9/14 iyo 9/25 adoo booqanaya xiriiriyaha soosocda kuna buuxi sahaminta

9/14 र 9/25 बीच कूनै पनि समयमा लिंकको सर्वेक्षण पूरा गरेर प्रतिक्रिया जनाउन सक्नुहुन्छ

သြဂုတ်လ ၈ ရက်မှ နိုဝင်ဘာလ ၉ နေ့ အတွင်း မည်သည့် အချိန်မဆို အောက်ဖော်ပြပါလင့်ကို ဝင်ရောက်၍ စစ်တမ်းကို ဖြေဆိုခြင်းဖြင့် သင့်ရဲ့သဘောထားမှတ်ချက်ပေးနိုင်ပါသည်။

www.burlingtonvt.gov/DPW/water/IPsurvey

In-person options to learn more and participate
Options en personne pour en savoir plus et participer
Chaguzi ya kipekee kwa kujifunza zaidi na kushiriki

Ikhtiyaaryada shaqsi ahaaneed ee waxbadan ka sii baran kana qaybgal
व्यक्तिगत रुपमा सिक्न र सहभागी बन्न विकल्पहरू
လူကိုယ်တိုင် လေ့လာသိရှိ၊ ပါဝင်လိုပါကလည်း

9/15/2020 | 15/09/2020
Oakledge Park | 10:00 a.m.-12:00 p.m.
Starr Farm Park | 10:00 a.m.-12:00 p.m.
Pomeroy Park | 1:00 p.m.-3:00 p.m.
Church Street @ City Hall | 1:00 p.m.-3:00 p.m.

9/16/2020 | 16/09/2020
Church Street @ City Hall | 10:00 a.m.-12:00 p.m.
Pomeroy Park | 10:00 a.m.-12:00 p.m.
Starr Farm Park | 1:00 p.m.-3:00 p.m.
Oakledge Park | 1:00 p.m.-3:00 p.m.

9/17/2020 | 17/09/2020
Oakledge Park | 3:00 p.m.-5:00 p.m.
Starr Farm Park | 3:00 p.m.-5:00 p.m.
Pomeroy Park | 6:00 p.m.-8:00 p.m.
Church Street @ City Hall | 6:00 p.m.-8:00 p.m.

9/21/2020 | 21/09/2020
Calahan Park | 10:00 a.m.-12:00 p.m.
Leddy Park | 10:00 a.m.-12:00 p.m.
Dewey Park | 1:00 p.m.-3:00 p.m.
Church Street @ City Hall | 1:00 p.m.-3:00 p.m.

9/23/2020 | 23/09/2020
Church Street @ City Hall | 10:00 a.m.-12:00 p.m.
Dewey Park | 10:00 a.m.-12:00 p.m.
Leddy Park | 1:00 p.m.-3:00 p.m.
Calahan Park | 1:00 p.m.-3:00 p.m.

9/25/2020 | 25/09/2020
Calahan Park | 3:00 p.m.-5:00 p.m.
Leddy Park | 3:00 p.m. -5:00 p.m.
Dewey Park | 6:00 p.m.-8:00 p.m.
Church Street @ City Hall | 6:00 p.m.-8:00 p.m.