



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 x3 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: FEBRUARY 15, 2018
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on February 21, 2018 at 6:30 PM at
645 Pine St – Main Conference Room

1. Agenda
2. Consent Agenda
3. Parking Revisions on Pearl St, Pine St & Austin Dr for PlanBTV Walk Bike
4. 2018 Paving Program Expansion
5. Winooski Ave – Howard St – St. Paul St. Intersection Scoping Study
6. Proposed Consolidated Collection Study
7. Approval of Draft Minutes of 12-20-17 & 1-17-18

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Hannah Cormier, Clerks Office
From: Chapin Spencer, Director
Date: February 15, 2018
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **February 21, 2018**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 5 Min Agenda
- 3 10 Min Public Forum (3 minute per person time limit)
- 4 5 Min Consent Agenda
 - A Traffic Status Report
 - B Vehicle Loading Zone on Allen Street
 - C No Parking Zone on Flynn Ave
 - D Pine St. Two Hour Parking Zone

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- 5 40 Min Parking Revisions on Pearl St, Pine St & Austin Dr for planBTV Walk Bike
 - A Communication, E. Gohringer & N. Losch
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote

- 6 15 Min 2018 Paving Program Expansion
 - A Written Communication (See Directors Report), N. Baldwin
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote

- 7 30 Min Winooski Ave- Howard St – St Paul St Intersection Scoping Study
 - A Communication, S. Molzon & C. Mack, RSG
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –None

- 8 20 Min Proposed Consolidated Collection Study
 - A Communication, R. Green
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –Vote

- 9 5 Min Approval of Draft Minutes of 12-20-17 & 1-17-18

- 10 10 Min Director's Report

- 11 10 Min Commissioner Communications

- 12 **Adjournment & Next Meeting Date – March 21, 2018**



MEMORANDUM

February 15, 2018

TO: Public Works Commission
FROM: Phillip Peterson, DPW Engineering Technician *PMP 2/15/18*
CC: Nicole Losch PTP, Senior Transportation Planner *NL 2/15/18*
RE: Traffic Request Status Report

Number of Requests 01/11/17 = 55
New Requests since 01/11/17 = 0
Requests closed since 01/11/17= 1
Number of Requests 02/12/18 = 54

RFS BREAKDOWN BY TYPE*

		Last Month	Change
Accessible Space:	3		
Resident Only Parking:	4		
Crosswalks:	22		
Driveway Encroachments:	2		
Signage:	10		
Loading Zone:	3		
Area/Intersection Study:	2		
Parking Prohibition:	5		
Bus Stop:	1		
Geometric Issues:	2		
Parking Meters:	0	1	-1
Other:	0		
TOTAL:	54		



February 15, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician *PMP 2/15/18*

CC: Nicole Losch PTP, Senior Transportation Planner *u 2/15/18*

RE: Consent Agenda Item: Allen Street Loading Zone

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle: On the north side of Allen Street beginning two hundred fifteen (215) feet east of Murray Street and extending east for a distance of forty (40) feet, effective between the hours of 8:00 a.m. and 2:00 p.m. Monday through Friday, for a maximum time limit of thirty (30) minutes.

Purpose & Need:

A vehicle loading and unloading zone at 20 Allen Street would allow mobility-restricted visitors to safely access the Old North End (ONE) Community Center. New use of this Community Center has presented more regular drop off / pick up needs at this location.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and minimum engagement strategies were met.

Summary and Conclusion:

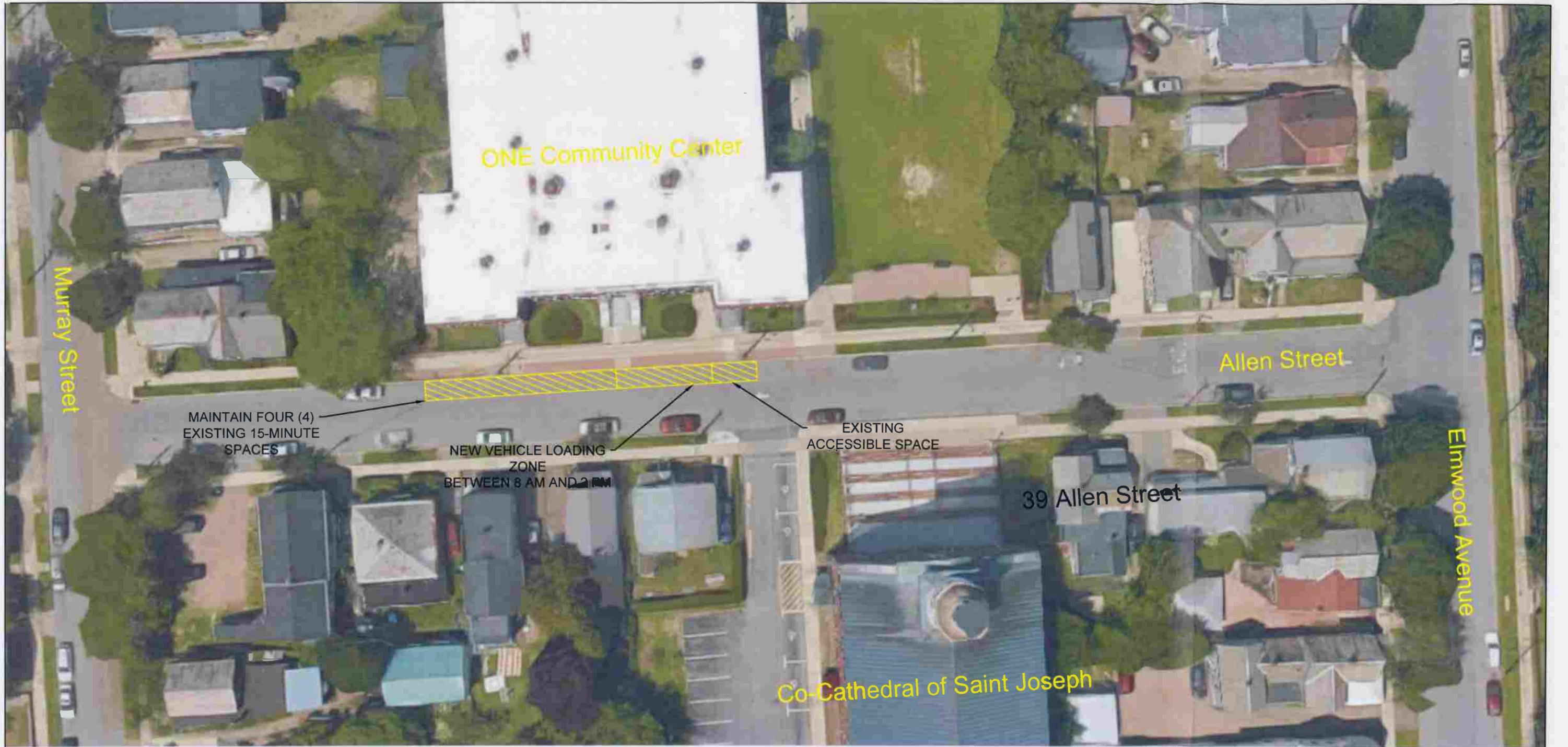
The main concern of Special Service Transportation Agency (SSTA) and ONE Community Center personnel is the lack of curbside parking for mobility-restricted visitors at 20 Allen Street. Their input describes existing safety concerns when picking up or dropping off members of the vulnerable population transported by SSTA vehicles or other vehicles. Many of these individuals are dealing with a disability and

may be utilizing a mobility device making the trek between the vehicle and the building or between the parking lot and the building entrance difficult. A vehicle loading zone would also allow SSTA personnel and other vehicles to park close enough to the curb/sidewalk to allow for the safe boarding and alighting of passengers.

Some Allen Street residents are concerned about additional parking restrictions. The time-of-day limitations are intended to reduce the burden for residents and other visitors utilizing on-street parking in this area.

Attachments:

1. Initial request
2. Site map
3. Public input and correspondence



SCALE: 1" = 40'



ALLEN STREET PROPOSED
TRAFFIC REGULATION CHANGES



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0466 (Fax)

DESIGNED PMP	RFS NO. 16266
DRAWN PMP	SCALE 1"=40'
CHECKED DA	DRAWING NO.
DATE 02/06/17	SHEET 1 OF 1

Hi Phillip,

Happy New Year!

Are you aware of any action that has been taken to make a safer Allen Street in front of St. Joe's? I know you mentioned adding Allen Street to January's Public Works agenda. Has that happened?

Please see the below concerns that Eugene Douillard sent me regarding passenger drop off/pick up. He has also called me to discuss these same concerns.

I know you all are busy over there, so please let me know if there's anything I can do to help speed up the process. I'd really love to see a safer street, especially during these icy, cold times, for our seniors and children.

Thanks Phillip.

Candice Holbrook, MS, CPRP
Recreation Program Manager
Burlington Parks, Recreation & Waterfront

Candice,

The main concern of SSTA personnel is the lack of parking in front of 20 Allen Street. The lack of parking causes safety issues when picking up or dropping off members of the vulnerable population transported by SSTA vehicles. Many of these individuals are dealing with a disability and may be utilizing a mobility device making the trek between the vehicle and the building difficult.

It would be helpful to SSTA personnel and safer for Multi Gen clients if three designated 15 minute loading parking spots are created on Allen Street in front of the main entrance of 20 Allen. These spots would allow SSTA vehicles to pull out of the traveled lane of Allen Street when loading or discharging passengers allowing traffic to continue to flow. The spaces would also allow SSTA personnel to park close enough to the curb/ sidewalk to allow for the safe boarding and alighting of passengers.

At present, when an SSTA vehicle arrives at 20 Allen Street and the driver must utilize the lift because the passenger has mobility issues, there is not enough room to deploy the lift if vehicles are already parked along both sides of the street. An SSTA vehicle is approximately 8 feet wide. When the lift is deployed from the passenger's side of the van, it extends another 6 feet out. Once deployed, an SSTA driver needs another 2 feet beyond the end of the lift to safely load and unload the client onto the lift. This process is unable to be completed due to the lack of space when vehicles are parked along the roadside.

This is simply one idea to address the issue of concern. Regardless of the solution chosen, enforcement of the new rules will be critical in the actual elimination of the concerns.

Gene



January 30, 2018

To whom it may concern:

I am writing in support of signing three parking spaces in front of the Old North End (ONE) Community Center as temporary parking spots between the hours of 9:00am – 3:00pm, Monday through Friday. These parking spaces will benefit the Special Services Transportation Agency (SSTA) drop-offs and pick-ups for senior citizens and individuals with disabilities who regularly utilize the Champlain Senior Center and other services located at the ONE Community Center.

The current parking at the ONE Community Center consists of street parking and a distant parking lot. The street parking is limited to four hour parking between the hours of 8:00am – 4:00pm. This street is very congested on both sides with resident parking, staff parking, church parking, and individuals parking on Allen Street when utilizing other businesses. Therefore, it is hard for driving patrons to find parking on the street. The congestion also deters SSTA busses from using bus lifts due to minimized street width.

The parking lot is over one hundred and thirty yards away from the main entrance of the ONE Community Center via paved trail. The lot is located north of the building. The paved trail from the lot to the main entrance is not always maintained during the winter months. This distance is not ideal for seniors or individuals with disabilities to travel on, especially with the uneven surfaces of the sidewalk blocks and weather related issues. Plus the parking lot often is full of vehicles, eliminating patron parking.

As staff of Burlington Parks, Recreation and Waterfront (BPRW), Champlain Housing Trust (CHT), and other tenants/renters work towards a more ideal parking situation, it is of great concern that we help patrons who rely on SSTA rides to visit the ONE Community Center for services, especially those who rely the Center for the congregate meals program.

Thank you for your time. Please do not hesitate to contact me at cholbrook@burlingtonvt.gov or (802) 503-7716 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Candice K. Holbrook'.

Candice K. Holbrook, MS, CPRP
Recreation Program Manager

Hi Phillip,

My name is Marissa Dennis, and I currently reside at 46 Allen St. I received your inquiry regarding creating more space on Allen St. for bus parking in front of 20 Allen St. While I understand their request for bus parking, personally I feel it would be quite taxing on the residents of Allen St., and am ultimately in opposition of the request.

Parking on the street, as a resident, is already quite difficult. It seems like between the church and the multipurpose building, there is constantly some big event happening and people parked on the street who don't live here. This is especially true in the afternoon/early evening (4-6 PM) when returning from work, however seems to be a constant struggle regardless of the time of day or night.

Further, I've noticed that the people coming in and out of 20 Allen St. often park on the street when the building itself has a large lot behind it. Certainly, busses could utilize that lot. Also, they have a large green space to the left of the building where vehicles sometimes, but not often, park. Busses could also utilize that space as well. A compromise could be made if the multipurpose building was insistent that people coming in and out of the building use their parking lots. However, I don't see how that could be easily enforced.

Overall, since parking is already difficult due to the flow of people coming from in and out of that building, I feel strongly that they should not be allowed more parking space at the sale of residents. My opposition is also supported by the fact that they seemingly already have access to ample off-street parking.

Thanks for extending the offer to respond to this issue. I will keep an eye on the outcome and encourage my fellow roommates to voice their concerns as well.

All the best,
Marissa Dennis

Dear Mr. Peterson,

I am opposed to the addition of bus parking on Allen St. There is already very heavy parking pressure on the street from residents and visitors to St. Joseph's and the St. Joseph's School. Adding bus parking would inconvenience many more people than it would help. Thanks for gathering opinions.

Any updates on the proposed changes to handicapped accessible parking on Allen St.?

Thanks!

Liz Carson

Hi Phillip,

I am writing in response to the letter I received in my mailbox in regards to adding more bus parking on my street. I live on Allen Street directly across from 20 Allen Street. I am strongly opposed to the idea of adding bus parking. A majority of the street is already reserved for their building which makes parking for residents a head ache! I often have to drive around the block a couple of times to find a spot. Because of the church being on the same street, it makes parking very difficult. I feel that residents are often pushed aside when it comes to parking situations in Burlington so I would greatly appreciate you taking this response into consideration. They have a parking area on the right side of the street that I've noticed people do not use. Maybe enforcing their visitors to use that parking would offer more parking for the buses or perhaps the buses can park in that area? If you do decide to allow more reserved bus parking for 20 Allen Street building, would it be possible to make the rest of the street resident parking only so that the church goers do not take up the rest of the parking, leaving residents with nothing?

Thank you for taking the Allen Street resident's opinions into consideration.

Have a great rest of your winter and stay warm!

Kylee Harvey



BURLINGTON
RECREATION
CHAMPLAIN SENIOR CENTER

I support three parking spaces in front of the St. Joseph's School @ 20 Allen Street be designated as drop-off and pick up for vehicles transporting handicapped individuals

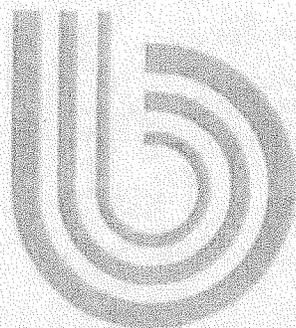
Name	Address	I participate at the-
CANDICE HOLBROOK	work address - 20 Allen St., Burlington	I work w/ various ages of participants at the ONE Community Center.
Lynette Mason	work 20 Allen St, Burl	I work w/ seniors @ the Senior Center
SARAH CARTER	work 20 Allen ST	I WORK @ the Senior Center
Susan Carter	Work Address 130 Basse Court	Classes + work @ center
Janet Williams	20 allen Street	Champlain Sr. Ctr.
Kathlyn Arena	64 Lyman ave.	Volunteer at the Champlain Senior Center
Jessica Moore	84 Riva Way Milton, VT 05468	Volunteer @ Champlain Senior Center
Lacie Planchard	275 C ^Y Wood Ave	Sr Member
Angela Jones	310 Manhattan Dr.	Senior Center
Mary Baker	30 Foster Rd Essex, VT 05452	Attend Senior center



BURLINGTON
RECREATION
CHAMPLAIN SENIOR CENTER

I support three parking spaces in front of the St. Joseph's School @ 20 Allen Street be designated as drop-off and pick up for vehicles transporting handicapped individuals

Name	Address	I participate at the-
Beverly Battmann	7 Argonne Dr #228 Burlington VT 05403	CSC
Kinda N. N. N.	25 Buck Road St. George	Champlain Senior Center
Alyse Rowley	95 ARCHIBALD ST. Burlington VT.	CSC ↑
Linda S. Smith	107 South Meadow Dr. Burlington VT	Senior Center
Debbie [unclear]	Williston VT.	Senior Center
Steve Maxham	Burl. VT	Senior Ctr.
RICHARD KEMP	789 [unclear] Ave	Senior center
Einger Ercut	83 Ruff Ave	SSTA - Senior
Jessica Greenwald	7 East Terrace S. Burlington	Senior Center
[unclear]	44 Hurler Rd Milton VT 05465	SSTA
[unclear]	71 Maple St S. Burlington VT	SSTA



BURLINGTON
RECREATION
CHAMPLAIN SENIOR CENTER

I support three parking spaces in front of the St. Joseph's School @ 20 Allen Street be designated as drop-off and pick up for vehicles transporting handicapped individuals

Name	Address	I participate at the-
<i>Emilia R. Col</i>	<i>POLOTTIDEMENGE@WALDO.CO</i>	<i>Senior Center</i>
<i>Stacy Maxham</i>	<i>stevrn44maxham@gmail.com</i>	<i>Senior Center</i>
<i>Tom Vello</i>	<i>North Union St.</i>	<i>Senior Center</i>
<i>J. Jovanin</i>		<i>Senior Center</i>
<i>Janet Williams</i>	<i>Burlington</i>	<i>Champlain Sr. Center</i>
<i>Janet C Peters</i>	<i>24 Bennington Ct Burlington</i>	<i>Champlain Senior Center</i>
<i>Janet Cook</i>	<i>930 St. Paul Street Burlington</i>	<i>Champlain Senior Center</i>
<i>Margaret J. Sesing</i>	<i>17 Andrews Ave. S. Burlington</i>	<i>Core center</i>
<i>North Pransma</i>	<i>275 Memorial Dr. apt 6102 W. Water, VT 05495</i>	<i>Champlain CORE</i>
<i>GARY MALESKA</i>	<i>168 CENTINIAL CT BURLINGTON, VT</i>	<i>SSTA</i>

Name	Address	I participate @ home
Fran Hubbard	Wellton	SSTA SGC
Francine [unclear]	South Burlington	SSTA
Gene Dworkin	Colchester	SSTA
Stan Bell	Colchester	SSTA
Arthur Diers	Burlington	SS+A
Mullu Toweld	S-Burlington	Ward



February 15, 2018

TO: Public Works Commission
FROM: Phillip Peterson, DPW Engineer Technician *PPM 2/15/18*
CC: Nicole Losch PTP, Senior Transportation Planner *N 2/15/18*
RE: Consent Agenda Item: Parking Prohibition 208 Flynn Avenue

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle at any time in the following location: On the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.

Purpose & Need:

Due to the increase in vehicles parking along Flynn Avenue the measured sight distance east of the 208 Flynn Avenue driveway is approximately 35 feet; this does not satisfy the minimum recommended 115-foot sight distance requirement. The traffic volumes in this area during PM peak hours present the need to address the sight distance deficiency.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		The American Association of State Highway and Transportation Officials (AASHTO) Green Book lists the minimum recommended sight distances for specific design speeds. The speed limit along Flynn Avenue is 25 mph; according to AASHTO if a vehicle is traveling 25 mph, a sight distance of 115 feet is the minimum recommended stopping sight distance.
Aligns with City plans?	X			Public safety project by the City Engineer.
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and the minimum engagement strategies were met.

Summary and Conclusion:

This sight-distance improvement was requested through SeeClickFix Issue 3995718 on January 3, 2018. Three separate requests have been received since that time (SCF Issues 4095830, 4064850, 4063575). After staff assessed the issue, the City Engineer and Director of Public Works consulted the City Attorney and requested the Burlington Police Department issue an emergency order to prohibit parking in late January.

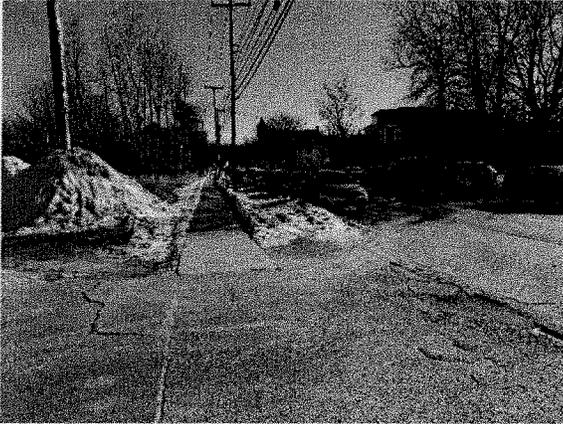


Figure 1: Driveway exist at 208 Flynn Avenue looking west

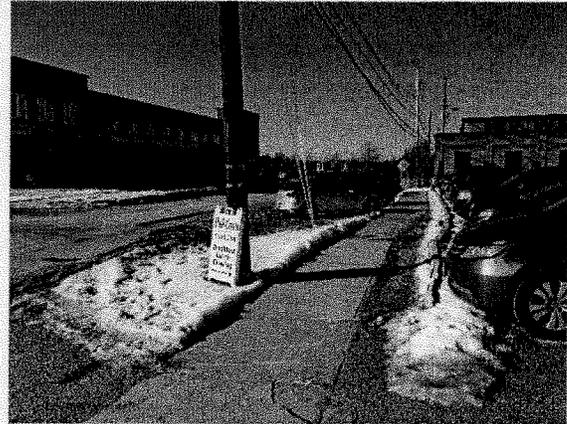


Figure 2: Driveway exit at 208 Flynn Avenue looking east

Sight distance related improvements were considered on the west approach, and they are unnecessary. Due to the PM peak traffic volumes at and near this driveway and the deficient sight distance at this location, DPW Staff recommend a parking prohibition as a sight distance related improvement east of the 208 Flynn Avenue driveway. Please see the attached drawing for further clarification.

Attachments:

1. SCF request history
2. Site map
3. Public input correspondence

Burlington, VT

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Looking to get your government on SeeClickFix?

Check the "who's watching" section below to see who's already here!

GET STARTED!

HOME > ISSUES > TRAFFIC CALMING

See Click Fix should not be used to report emergencies. We monitor this page Mon-Fri, 7:30AM-4:30PM.

[View Notice](#)

City offices closed 2/19 in observance of President's Day. Recycling WILL be picked up.

[View Notice](#)

11 TOTAL VOTES

[Vote to Fix](#)

Acknowledged by: Burlington, VT

Traffic Calming - Acknowledged

208 Flynn Avenue Burlington, VT • [Show on Map](#)

Issue ID: 3995718

Submitted To: Burlington, VT

Category: Traffic Calming

Viewed: 225 times

Neighborhood: Burlington

Reported: on 01/03/2018

Tagged: bike concern, traffic, signs

Duplicated By: 4095830, 4064850, 4063575

REPORTER
An anonymous SeeClickFix user
Civic Points: 0



Main

Photos and Videos

Notified 3

Follow

Flag Issue

Here's who's watching this area. Want to set up a FREE watcher account for yourself or your organization?

FREE SETUP!

DESCRIPTION

Per requester email: "... cars that park along the north side of Flynn [Ave] close to our entrance create a significant blind spot for cars and bikes exiting 208 [Flynn Ave]. I think it'd be prudent to prohibit parking in at least 2 spots to open up a view of the oncoming vehicles... heading west from Pine [St]."

Share

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<https://plus.google.com/share?url=https://seeclickfix.com/issues/3995718?share=votetofix>

NEARBY ISSUES



Traffic Calming



Traffic Calming



Pothole



Street Pavement Condition

10 COMMENTS



DPW Pine Customer Service (Verified Official)

DPW Pine Customer Service assigned this issue to DPW Engineering PP
01/03/2018 · Flag



ACKNOWLEDGES DPW Pine Customer Service (Verified Official)

Thank you for reporting this issue. The Department of Public Works will now begin its investigation into the matter.
01/03/2018 · Flag



DPW Pine Customer Service (Verified Official)
Issue 4063575 has been marked as a duplicate of this issue.
01/25/2018 · Flag



DPW Engineering PP (Verified Official)
Thank you for submitting your query. Staff are collecting data and hope to reply here shortly.
Please call 802-863-9094 if you need to speak with someone sooner.
01/25/2018 · Flag



DPW Pine Customer Service (Verified Official)
Issue 4064850 has been marked as a duplicate of this issue.
01/25/2018 · Flag



208 Flynn Avenue (Registered User)
I agree and so do several other employees at 208 Flynn Ave. City Market just sold excess land??? why not build parking for your employees and customers. It poses a safety issue as well for those who work after dark and have to walk in the dark to their car which is parked far from the building due to lack of parking for 208 employees.
01/31/2018 · Flag



DPW Pine Customer Service (Verified Official)
Issue 4095830 has been marked as a duplicate of this issue.
02/05/2018 · Flag



DPW Engineering PP (Verified Official)
Due to DPW Staff recommendations, BPD has issued an emergency order to prohibit parking on the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.
02/05/2018 · Flag



KO (Registered User)
DPW - Thanks for taking action and for the timely response to the issue.
02/05/2018 · Flag



DPW Engineering PP (Verified Official)
This issue will be presented at the next DPW Commission meeting. The meeting will be in the Front Conference Room at the Department of Public Works at 645 Pine Street at 6:30 PM on Wednesday, February 21st, 2018.
02/13/2018 · Flag

NEW COMMENT

Write a comment...

I want to...

Leave this issue **Acknowledged**

Attach: Photo Video

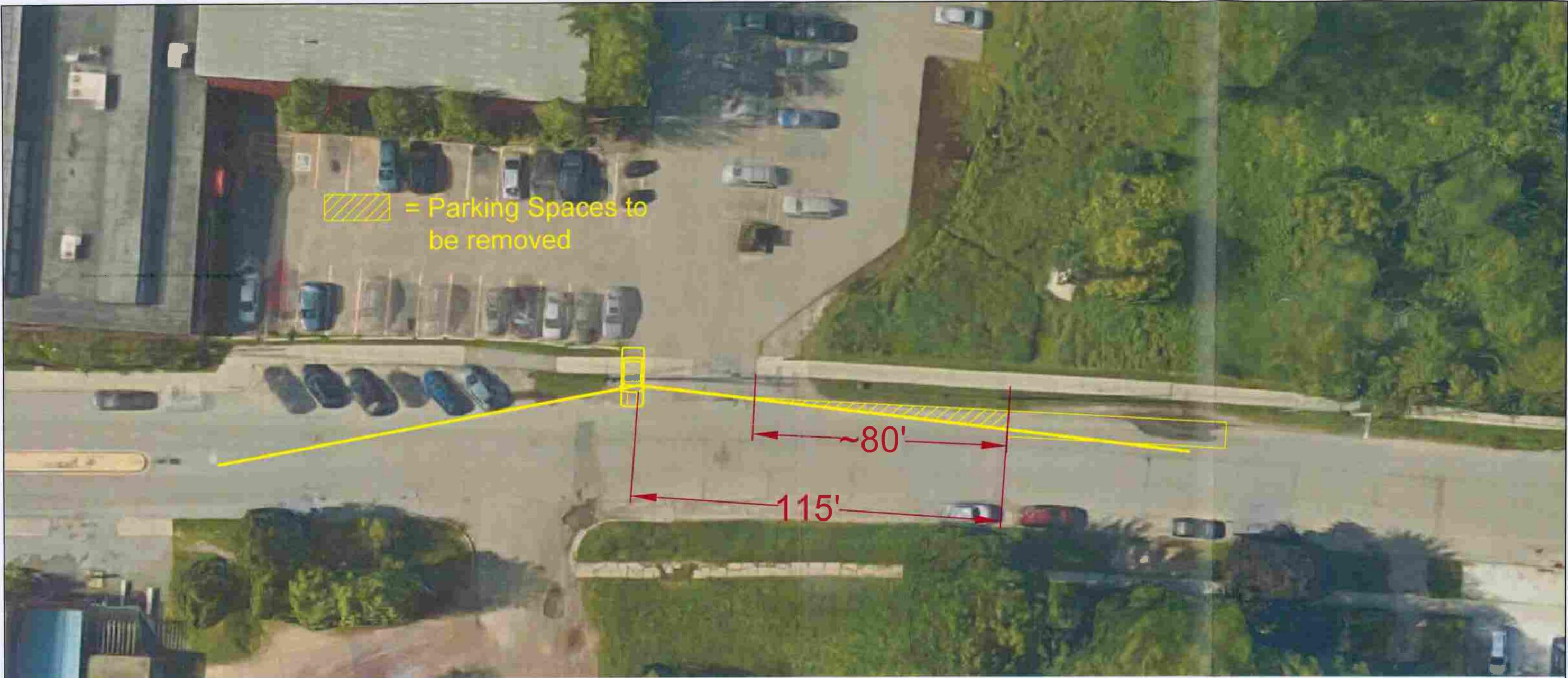
Comment

Report Issues on your Mobile Phone

(<http://itunes.apple.com/us/app/seeclickfix/id322000552?mt=8>)

(<https://market.android.com/details?id=com.seeclickfix.ma.android>)

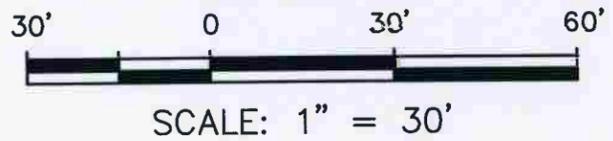
Solutions For



 = Parking Spaces to be removed

NOTES:

Staff recommends:
 No person shall park a vehicle at any time in the following location: On the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet.



208 FLYNN AVENUE
 PROHIBITED PARKING ZONE



**BURLINGTON
 PUBLIC WORKS
 ENGINEERING DIV.**

845 PINE STREET
 BURLINGTON, VT 05401
 (802) 863-9004
 (802) 863-0488 (Fax)

DESIGNED PMP	SCF NO. 3995718
DRAWN PMP	SCALE 1"=30'
CHECKED NLB	DRAWING NO.
DATE 01/26/18	SHEET 1 OF 1

Chapin,

What do we need to do to get DPW to post some no parking signs near the entrance to 208 Flynn Ave. in order to increase the sight lines for cars exiting the lot?

We are finding that since City Market opened, many cars (they appear to be City Market employees, based upon my seeing the same cars day after day) are now parking on both sides of Flynn in front of the filing cabinets. West facing parked cars are parking right up to the eastern edge of the 208 Flynn driveway and when coupled with the continuous line of parked cars stretching from 208's driveway east to the Co-Housing driveway, the sight lines for cars exiting 208 are almost totally obscured (especially at night). With the truck traffic and the general vehicle traffic, coupled with winter conditions (road narrowed by snow), the area is quite hazardous (come watch the 208 driveway for a few minutes around 5:00 some evening and you'll quickly see the problem).

So, what do we need to do to make this happen?

Thanks.

Will

Thanks Will.

We have recently received a request from another stakeholder in the 208 Flynn building to look at this as well. It has been entered as a traffic request and we are reviewing it. I will have Customer Service add your contact information on the request so that we can update you as this moved forward.

Customer Service: Please add Mr. Flender's contact information into this Traffic Request. Thank you.

Best,

Chapin

Good morning Will,

We here in Customer Service have added your contact information to this Traffic Request. You will now receive email updates as Engineer Technician Phillip Peterson moves forward with his investigation.

Thanks,

Steve Cormier

DPW Administration

Hello Phillip and Norm,

Phillip, what did you observe on your site visit today – regarding the reported lack of sight lines emerging from the 208 Flynn Ave driveway?

We've heard from the owner of Select Design and now a Pine Forrest board member. It appears to me (from my observation as well) that we have a significant safety issue here with the increased on-street parking caused, in part, by City Market requiring their employees to park off-site. I'd like your read on the situation. My experience at this driveway and the high flows from this driveway especially during the PM peak give me great concern.

If you both concur, I'd like to propose that we do one of two things while Phillip works through this traffic request:

- Request the police make an emergency order to prohibit parking 40-50' to the east of the 208 Flynn Avenue driveway.
- Conduct a demonstration using my authority as DPW Director to install a no parking here to corner sign 40-50' east of the 208 Flynn Avenue driveway. We can install a coroplast sign asking for input on this demonstration as you (Phillip) work on bringing the permanent

I'd prefer to go the first route because it is quicker, but to do this I'd like a determination from our Engineering team that there is insufficient sight distance and that the current situation is unsafe. Based on your assessment today Phillip, would you make this determination?

Best,

Chapin

Chapin and Norm,

Based on my site visit yesterday I would recommend a parking prohibition on the north side of Flynn Avenue that extends 50 feet to the east of the eastern most entrance of 208 Flynn Avenue. The prohibition distance may be longer as I have not a full analysis of the data. I discussed the situation with Dan Hill this morning, so they are prepared to put up temporary signage. Norm, based on your experience do you think a police order is the best way to proceed, or a demonstration project based on DPW Directors order?

Phillip Peterson, Engineering Technician

Burlington Department of Public Works

Phillip,

I would ask that you act with a high degree of urgency.

I would suggest we have a scaled drawing that provides the appropriate measured distance for the two prohibitions to provide adequate sight distance looking in both directions(East/West).

With that in hand Chapin can approach the Chief of Police to exercise his authority to deviate from existing regulations to establish a safe condition while this proceeds through the process of formal adoption through the Commission.

I would ask that you prepare this map today.

I don't think we should wait for a pilot.

Good Afternoon,

Department of Public Works (DPW) Staff have received several requests to prohibit parking on the east side of the 208 Flynn Avenue driveway due to site distance issues. The new City Market has increased traffic volumes and parking usage along Flynn Avenue. Staff conducted two site visits on 1/25/18 and 1/26/18 to determine if it is necessary to request the Burlington Police Department (BPD) issue an emergency order to prohibit parking.

Essentially the driveway at 208 Flynn Avenue is an uncontrolled intersection. For uncontrolled intersections, the drivers of both approaching vehicles should be able to see conflicting vehicles in adequate time to stop or slow to avoid a crash. The required sight distance for safe operation at an uncontrolled intersection is directly related to the vehicle speeds and the distances traveled during perception, reaction, and braking time. The American Association of State Highway and Transportation Officials (AASHTO) Green Book lists the minimum recommended sight distances for specific design speeds. The speed limit along Flynn Avenue is 25 mph; according to AASHTO if a vehicle is traveling 25 mph, a sight distance of 115 feet is the minimum recommended stopping sight distance.

Due to the increase in vehicles parking along Flynn Avenue the measured sight distance east of the 208 Flynn Avenue driveway is approximately 35 feet; this does not satisfy the minimum recommended sight distance requirement. Consequently, DPW Staff recommend a parking prohibition as a sight distance related improvement; furthermore, Staff feel it is necessary for the BPD to issue an emergency order to prohibit parking. DPW Staff recommend no person shall park a vehicle at any time on the north side of Flynn Avenue, beginning immediately east of the easternmost driveway of 208 Flynn Avenue and extending east for 80 feet. Sight distance related improvements were considered on the west approach, and they are unnecessary. Please see the attached drawing for further clarification. Feel free to contact me should you have any questions.

Phillip Peterson, Engineering Technician

Hello Chief,

We have a condition on Flynn Avenue where dramatically increased levels of on-street parking (due to City Market) has created inadequate sight distances for vehicles exiting a high-traffic driveway at 208 Flynn Avenue (see detail in attachment and email from Engineering Tech Phillip Peterson below). DPW will be advancing a regulatory change to prohibit parking adjacent to this driveway, but the process may take a couple months.

It is the opinion of my engineering staff that the existing condition is not safe – and I am requesting to have you utilize your authority to deviate from existing regulations to establish a safe condition (by prohibiting parking 80' east of the 208 Flynn Ave driveway) until the regulation is formally adopted by the DPW Commission. The Traffic Division is prepared to install the appropriate 'no parking' signage once we get your authorization.

Please don't hesitate to contact me with any questions.

Best,

Chapin

Chapin Spencer, Director

Hi Phillip,

Thank you for the opportunity to comment regarding the DPW's emergency parking order on Flynn Avenue. I work in the 208 Flynn Avenue complex directly across from the new City Market and regularly drive and walk along Flynn Avenue.

I strongly support making the emergency order to remove parking immediately east of the easternmost driveway of 208 Flynn Avenue permanent. Since City Market has opened there has been a large increase in on street parking and it has been very difficult to safely exit 208 Flynn because vehicles are parking on both sides of Flynn avenue and right up the the driveway. Visibility is terrible for people exiting the driveway and I've seen several near misses. This is compounded by the increase of cars regularly exiting Briggs Street onto Flynn Avenue, directly across from the 208 Flynn parking lot. The new no parking signs are great, unfortunately they are often being ignored (as well as the signs on Briggs Street) but I guess that's an issue for Parking Enforcement.

I also think it's important to make this change permanent before the summer season as this area of Flynn Avenue now sees a high level of on street summer parking by people hoping to avoid parking fees at Oakledge Park. This summer could be a mess with market employees and park visitors all vying for spaces on Flynn Avenue - and if past experience is a guide - they often park in the 208 Flynn parking lot when the street fills up.

Additionally, I would like to suggest better marking of the new crosswalk between 208 Flynn and City Market. I use this crosswalk daily and estimate well more than half of drivers are not yielding. I've also nearly been hit by a vehicle leaving the City Market driveway. I've noticed a tendency of drivers leaving the market and turning right, to not stop at the exit if there is no traffic coming from the west and then realizing too late that a pedestrian is in the crosswalk. Perhaps simple signage at the market exit could raise awareness about the nearby crosswalk? And/or a stop sign at the exit?

One final observation. I've seen a few vehicles (approaching from the east) drive on the left side of the median on Flynn Avenue to enter City Market. I'm happy that they're using the nice spacious parking lot provided but I think the market signage directing people to the parking lot is confusing some folks into thinking that's the lane for entrance (rather than making a left turn after the median).

Thanks again for the opportunity to comment and I appreciate the DPW Commission doing its best to balance the needs of all who live, work, play and shop in the area.

Best regards,

Jess



February 15, 2018

TO: Public Works Commission
FROM: Phillip Peterson, DPW Engineer Technician *PMP 2/15/18*
CC: Nicole Losch PTP, Senior Transportation Planner *NL 2/15/18*
RE: Consent Agenda Item: Pine Street 2-Hour Parking Zone

Recommendation:

Staff recommends that the Commission adopt

1. No person shall park a vehicle for a period longer than two (2) hours between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:
 - a. On the east side of Pine Street starting 50 feet south of Marble Avenue extending 133 feet south.
 - b. On the east side of Pine Street starting 105 feet south of Howard Street extending 147 feet south.

Purpose & Need:

The increase of "Two-hour parking" along Pine Street would promote customer turnover for several local businesses.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		
Followed Public Engagement Plan?		X		This project falls under INVOLVE on the Spectrum of Engagement and the minimum engagement strategies were met.

Summary and Conclusion:

Staff received a request in November 2017 from Connie Coleman, a member of SEABA, asking the existing "One-hour parking" zone located on the east side of Pine Street north of Howard Street, be extended from the southern Dealer.com driveway to Kilburn Street. The intent was to promote customer turnover at several local businesses, and hopefully increase safety. DPW Staff attended a meeting in November at SEABA which included leadership from Dealer.com representatives, local business and SEABA members; the meeting dealt with parking problems specific to this item and the majority of SEABA members at this meeting felt additional "One-hour parking" would be beneficial. Public outreach regarding this proposal received mixed feedback, with concerns raised about the short duration of One-hour restrictions and the extent of this proposed change along Pine Street. As a result, staff adjusted the initial recommendation to from One-hour to Two-hour parking and reduced the scope of the change to include Pine Street between Marble Avenue and the northernmost Dealer.com driveway. Dealer.com is utilizing a new parking lot north of Marble Avenue for employee parking and is supportive of this recommendation.

Attachments:

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

Dear Phil,

Thank you for attending our meeting last month.

As you heard, the businesses in South End along Pine street between Howard and Kilburn (and to Maple) have been noticing an increasing lack of parking for our customers.

We have collectively noticed trouble with having enough parking for customers with the many businesses that are popping up in this area. We also notice that [Dealer.com](#) employees parking all day in open spots along Pine, Kilburn and Howard Streets. Our customers have all voiced regular complaints that they are unable to patronize our businesses due to lack of available parking. This is affecting our small businesses.

We have heard the same parking concerns from the owners and property managers at the Maltex building, Conant building, Howard Space buildings, and the Kilburn and Gates Building. Feel free to contact these folks, too.

I understand that Adjusting parking regulation within the City's right-of-ways requires a change to city ordinance. So, please consider this a formal request to investigate the possibilities. We believe that an easy (and more immediate) adjustment could be that the 1 hour parking is extended along Pine St from the [Dealer.com](#) driveways on Pine driveway to Kilburn St.

There is concern that the Unsworth Property project in Howard St (adding 25+ business and studio units will make this difficult challenge even worse). Where will all of the visitors and customers **park?** While this is a wonderful plan for our community, the permit process for this project seemed to have happened with old ordinances in mind. There wasn't consideration for the new/current status of the busy South End and the current amount of businesses/ patrons/traffic.

Thank you for your time,
Connie Coleman

Connie Coleman
Fine & Custom Jewelry
at Alchemy Jewelry Arts Gallery
Burlington, Vermont

Burlington, VT

[Change location]

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Looking to get your government on SeeClickFix?

Check the "who's watching" section below to see who's already here!

GET
STARTED!

HOME > ISSUES > 1 HOUR PARKING LIMITS

See Click Fix should not be used to report emergencies. We monitor this page Mon-Fri, 7:30AM-4:30PM.

[View Notice](#)

City offices closed 2/19 in observance of President's Day. Recycling WILL be picked up.

[View Notice](#)

RELEASE: City Expands Paving Program to Include Repaving of North Avenue, Pine Street, and Others

[View Notice](#)

Acknowledged by: Burlington, VT

1 hour parking limits - Acknowledged

500-400 Pine St. Burlington, Vermont • [Show on Map](#)

Issue ID: 3897879

Submitted To: Burlington, VT

Category: On street parking violations

Viewed: 312 times

Neighborhood: Burlington

Reported: on 11/22/2017

REPORTER

Burlington, VtCollaborativeNeighbor
Civic Points: 14390



DESCRIPTION

A couple of concerns. I believe others have raised these prior as well.

1. Enforcement of time limited (1-2 hour parking) is very lightly enforced. Many small business owners are having a very hard time getting clients and customers into their businesses from the lack of on street parking.
2. The section of Pine St. outside of Dealer.com should be changed to 1-2 hour parking as well. As Dealer.com increases their number of available parking spots for employees, we should discourage employees from parking there all day. Years ago, there was never issues there, but with Dealer.com's expansion, it has become a major issue.
3. Understanding that major changes are happening (potentially) to the Pine St. corridor, the city REALLY needs to look into a light at Howard and Pine. How this has not happened already is beyond me. It's a very dangerous intersection especially with limited line of sight south from day long parked cars.

Thanks!

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(https://plus.google.com/share?url=https://seeclickfix.com/issues/3897879?share=votetofix)

10 TOTAL VOTES

[Vote to Fix](#)

Main

Photos and Videos

Notified

3

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Here's who's watching this area. Want to set up a FREE watcher account for yourself or your organization?

FREE
SETUP!

NEARBY ISSUES

- SurprisingNewDoor
- New BCA space has no bike rack
- Sidewalks flooded
- Sidewalks

9 COMMENTS



Bill Ward Director of Code Enforcement (Verified Official)
Bill Ward Director of Code Enforcement assigned this issue to Parking Manager
11/22/2017 · Flag



IT Department (Verified Official)
RFS 19528 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.
11/22/2017 · Flag



ACKNOWLEDGED **Parking Manager** (Verified Official)
We attempt to check this area daily. Officer was in the area around 10:00AM checking plates and recording time.
11/22/2017 · Flag



OldVtr (Registered User)
I think it's time for some metered parking around this busy area. This would support local businesses by opening up spaces. And it would also provide revenue to support our city, rather than continuing to be a revenue drain with the frequent monitoring required under the existing regimen. (I'd pop a quarter or two in a meter or swipe a card for a time certain, and pay attention to my parking time rather than risking a ticket, I'm less likely to pay attention to parking time and the unlikely enforcement without a meter.)
11/22/2017 · Flag



CLOSED **ccain** (Verified Official)
we monitor this area everyday and will continue to do so
11/27/2017 · Flag



NEOPUNED **What Infrastructure** (Registered User)
Can we forward the concerns brought up by the original poster to the Public Works Commission?
11/28/2017 · Flag



DPW (Verified Official)
DPW assigned this issue to DPW
11/28/2017 · Flag



ACKNOWLEDGED **DPW** (Verified Official)
Issue Acknowledged - To process traffic requests DPW requires contact information from the requester. Please provide your name, address, phone number, and email address via email (dpw-pinecustomerservice@burlingtonvt.gov) or by calling customer service at 863-9094 (3).
11/28/2017 · Flag



DPW Engineering PP (Verified Official)
Thank you for reporting this issue. We need to ask for additional information before we can begin our investigation. Can you provide your name, address, phone number, and email address via email (dpw-pinecustomerservice@burlingtonvt.gov) or by calling customer service at 863-9094 Ext.3? This issue will not proceed until Staff have received this information.
01/12/2018 · Flag

NEW COMMENT

Write a comment...

I want to...

- Leave this issue **Acknowledged**

Attach: Photo Video

Comment

Report Issues on your Mobile Phone

(<http://itunes.apple.com/us/app/seeclickfix/id322000552?mt=8>)

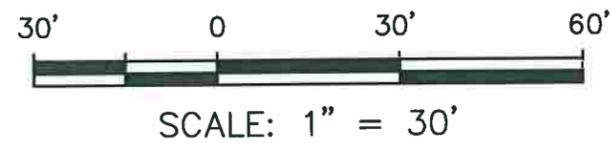


NOTES:

Staff recommends the Commission adopt:

(a) No person shall park a vehicle for a period longer than two (2) hour between the hours of 8:00 a.m. and 6:00 p.m., Sundays and holidays excepted, in the following locations:

- 13. On the east side of Pine Street starting 50 feet south of Marble Avenue extending 133 feet south.
- 14. On the east side of Pine Street starting 105 feet south of Howard Street extending 147 feet south.



PINE STREET
2-HOUR PARKING ZONE



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

DESIGNED PMP	RFS NO. 19575
DRAWN PMP	SCALE 1"=30'
CHECKED NL	DRAWING NO.
DATE 02/13/18	SHEET 2 OF 2

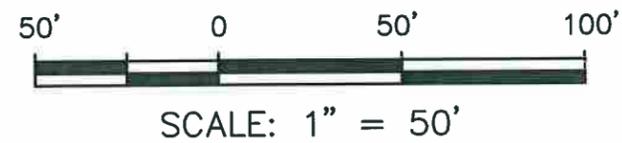


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**PINE STREET
2-HOUR PARKING ZONE**



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0486 (Fax)

DESIGNED PMP	RFS NO. 19575
DRAWN PMP	SCALE 1"=50'
CHECKED NL	DRAWING NO.
DATE 02/13/18	SHEET 1 OF 2

Hi Spencer,

My Havey lot is open! We added about 200 parking spots in early December, so we are ready for municipal parking closures, no problem there. I'm good with the 2-hour parking proposal going before the DPW Commission.

I am always happy to meet and will definitely make myself available whenever you have some time in the coming month but I'll be on PTO from the 26th-2nd, and again from on the 9th, 12th, and 13th.

Essentially, I'm with you and ready to move forward 😊

Grace

Grace Ciffo

Senior Manager, Facilities, 1 Howard St. Burlington VT 05401
p: 802.540.1130 | m: 802.233.2178 | f: 802.540.1278

DEALER.COM

Cox Automotive

Thank you Phillip.

Grace, let me know if you want to discuss this prior to it going to the DPW Commission. Our plan would be to send this to the Commission's February meeting and then the ordinance would go into effect in about a month after that – late March. When will your Havey parking lot open up? We have a busy season on Pine Street planned – including water main relining and likely some significant repaving (given the rapid deterioration this winter). What do you say we meet in a couple weeks to go over this year's Pine St work?

Best,
Chapin

Chapin Spencer, Director
Department of Public Works

Grace,

Attached is a drawing what we are proposing for new 2-hour parking zones along Pine Street. Chapin asked me to share it with you. Please let me know what you think. Feel free to contact me with any questions.

Best,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works

Larry,

Thanks for taking my call this afternoon. Just to sum up; you are a reluctant supporter of extended the 1-hour parking. Furthermore, if the 1-hour parking change is a problem you would like DPW Staff to return Pine Street to the current parking configuration. Feel free to contact me should you have any questions.

Thanks

Phillip Peterson, Engineering Technician
Burlington Department of Public Works

You asked our opinion. I'm not sure if I understand the intent of this change, which is why I wanted to talk with you before I wrote this. In principle, we would like to be able to say that we have no objection, since we are members of SEABA and wish the organization well. However, if this change creates additional pressure on parking spaces and causes people who are not our customers or those of our neighbors to park their vehicles here, it would create a problem for us. Our business is located across the street on the west side, and we have just enough parking spaces for our own vehicles and those of our customers. We share this parking with five other businesses at 377 Pine Street, including Barge Canal Market and Myers Bagel, so we really have no extra parking spaces.

We would hate to have to put up signs about rules for parking here, or about threats of towing.

Please ask SEABA if they have any ideas about how to prevent this from becoming a problem. One more thought: what happens after our business hours end at 5 PM is of much less concern to us.

Lawrence Ribbecke, Lawrence Ribbecke Studios, 377 Pine Street, www.ribbeckeglass.com
658-3425

Hi Phillip,

Thanks for putting a letter out to Pine Street residents regarding the extension of the 1 hour parking zone on the east side of Pine Street.

I am in favor of this idea. I also think a few 15 minute spots would be good in front of Speeder and Earl's and Seaba for quick pick ups. I believe there is one in front of the Lamp shop now and that one should remain. It may also be good to have a 2 hour spot as well.

All that said, this problem will not be solved without more enforcement. The timed spots along the North side of the bottom of Howard Street are most often used by Dealer employees for a good part of

the day and they are rarely enforced. I think I saw someone giving out tickets just one time in many years.

In addition to more enforcement, an agreement with Dealer that all employee and contracted help cars are marked with a dealer sticker in the back window. Also, a request from the city that they use their own parking lots, not use spaces that are needed by the businesses of Howard and Marble too.

I have been in this building for nearly 20 years. My office faces South and I can look over the corner of Howard and Pine. The other problem I have seen since Dealer came is that parking along Pine street which didn't happen prior to their coming and growth has made it an extremely dangerous intersection. Pulling out of Howard to take a left on Pine is flirting with danger. I have witnessed 5-6 accidents on this very corner.

So, we have Dealer eating up parking and forcing more spots to be timed, and we have more danger because the cars lined up along Pine blocks a driver view of Pine Street. I'm not sure what the solution is, but I would hate for there to be a fatality on this intersection, if there hasn't been one already. I realize the City wants to support this excellent job creator in our city, but at what cost to human safety?

Thanks,
Amey
Amey Radcliffe
Gotham City Graphics

Dear Mr. Peterson,

As the owner of 405 Pine St, I'd like to express my opposition to changing the east side of Pine St to 1 hour parking as proposed by SEABA. Many people park there for business purposes, shopping, lunch and to attend classes and activities in the surrounding buildings (including mine). To limit such activity to one hour is ridiculous. A one hour limit would be great if all anybody wanted to do was run in and out of the SEABA offices, but I fear that anybody who was planning on staying in the area to eat a meal or conduct business would be out of luck.

Parking in Burlington in general, and on Pine St in particular, is already challenging. This proposal will only make things more inconvenient.

Sincerely,

Skip Farrell

Hi Philip,

Thank you for the opportunity to contribute feedback to the street parking evaluation along Pine Street. I own Great Harvest, and I have a good view of the street parking in front of our building just south of Marble Ave. We often see cars park there for the entire workday. We would be grateful if those spots (there are probably about 8 of them) were changed to 1 hour parking. I believe that protecting those spaces for customers would benefit all of the businesses between Marble and Howard.

However, I feel that extending the 1 hour parking just to Marble Ave would be enough. There are many employees working in our building, many more than there were just 2 years ago when Burlington Furniture rented most of it. The parking for those employees is already limited and in high

demand. Continuing to allow all day street parking along Pine north of Marble would benefit many of us who work on Pine.

Please let me know if you have any questions. I would also like to know if there are additional meetings or opportunities to learn more about the parking evaluation.

Thanks!
Sara Brown

Hello I have a buisness at Kilburn and gates bldg and there is already no parking so no I wish that wouldn't happen. Thank you for asking.

Margery Keasler
Optimumhealthvt.com

Phillip —

I'm responding to your request for feedback relating to a change to 1-hour parking on Pine Street. I support this during the day when this system would be good for local small businesses. Our office is located on Pine Street, too.

JAMES LOCKRIDGE | Executive Director | The Big Heavy World Foundation, Inc.

Hi Phillip,

I received a notice about the possibility of 1 hour parking being extended on Pine St. I am in full support of this designation. Further, I hope that the city can enforce the current designation and the new one. There are often vehicles with Dealer.com parking stickers in those spots for most of the day, which takes spots away from small local businesses.

Thank you,

Terry Zigmund
Burlington Community Glass Studio



February 15, 2018

TO: Public Works Commission

FROM: Nicole Losch, Senior Transportation Planner
Elizabeth Gohringer, Associate Planner

RE: *planBTV Walk Bike* Implementation - Parking Revisions on Pearl Street, Pine Street,
and Austin Drive

Recommendations

Staff recommends that the Commission adopt:

- No parking on the south side of Pearl Street between South Union Street and Hungerford Terrace
- Repeal "No Parking" on the north side of Pearl Street between South Union Street and the first driveway east of South Union Street
- No parking on either side of Pine Street, from Ferguson Avenue to Home Avenue
- No parking on the south side of Austin Drive, from Ledgewood Circle to Industrial Parkway

Purpose & Need

- Purpose: Expand the network of safe, convenient, and connected bikeways and implement the City's walk-bike Master Plan while supporting local residents and businesses.
- Need: Connect existing and planned bikeways with similar types of bikeways. Connect the planned eastbound bike lanes on Pearl Street with a designated bike lane from Battery Street to Colchester Avenue, extend biking facilities south on Pine Street, and create a protected bike lane on the eastern block of Austin Drive to connect the adjacent shared-use paths. Implement short-term projects within the existing street width and right-of-way.

Introduction

Initiation

All of these projects have been initiated by the Department of Public Works. The Pine Street and Austin Drive projects discussed here are both listed under the 12-Month Priority Action List in *PlanBTV WalkBike*. The Pearl Street project discussed here was originally placed in the long-term plan during the development of *PlanBTV WalkBike*, but we are hoping to advance it sooner for two reasons:

- The City continues to hear from the biking community that Pearl Street is one of the highest priority streets for biking upgrades
- When *PlanBTV WalkBike* was being developed, the Main Street protected bike lane was slated to begin construction in 2018, but that project has been delayed, making the need for improved biking facilities on Pearl Street more timely.

Alignment with City plans

In April 2017, the City Council approved *PlanBTV WalkBike*, Burlington's road map to improve walking and biking in Burlington. PlanBTV's two goals are to create safer streets for everyone and to make walking and biking a viable way to get around town. During the community outreach for *PlanBTV WalkBike*, the top priorities identified by the public were implementing more protected bike lanes and creating a more connected and continuous bicycle network. These three projects are listed in PlanBTV and they all work towards these goals.

Public Engagement

This project falls under Involve: Traffic Regulation Change on the Spectrum of Engagement.

Tools of engagement used for this project:

- Mailings to residents and owners of properties adjacent to and within estimated area of effect
- Area-Councilor notification, Commission Chair/VC notification
- Project Meeting (Commission Meeting)
- Additional Pearl Street outreach:
 - Met with GMT and UVM Transportation on-site to discuss the project and the proposed parking addition
 - Direct outreach to the Redstone property owners (247 Pearl St)
 - Direct outreach to Paul Averill Dental (239 Pearl St)
 - In our letter, we offered to meet on-site with anyone who had questions or concerns and to talk about any shared parking opportunities between property owners
- Additional Austin Drive outreach:
 - Direct outreach to Pool World about their driveway access (16 Austin Drive)

Public Engagement Plan Equity Impacts:

1. Who is positively impacted?
 - Pearl St
 - People bicycling eastbound would have a continuous designated route. Drivers and bicyclists eastbound would have separate lanes, making biking and driving safer.
 - Drivers entering/exiting driveways on the south side of Pearl St in the project area would have greater visibility.
 - The businesses at the northeast corner of Pearl St and S Union St would benefit from the addition of 3 parking spaces on the north side of Pearl St.
 - Motorists, particularly transit and trucks, would have fewer conflicts and improved passing width where travel lanes are currently only 9' wide.

- Pine St
 - Bicyclists on Pine St south of Flynn Ave would have added facilities where none previously existed.
 - Austin Dr
 - People bicycling eastbound and westbound from Home Ave to Ledgewood Circle or from the Burlington Greenway (waterfront shared-use path) to the Champlain Parkway shared-use path would have a low-stress bikeway where none previously existed. Drivers and bicyclists would have separate lanes on Austin Dr, making biking and driving safer.
2. Who may be negatively impacted and for how long?
- Pearl St
 - The residents and businesses in the project area that currently use the 12 parking spaces on the south side of Pearl St will no longer have those on-street parking spaces. This would be a permanent impact to the south side but would be partially mitigated by the proposed addition of 3 spaces on the north side.
 - Pine St
 - The residents who currently use the on-street parking will no longer have access to it. This would be a permanent impact.
 - Austin Dr
 - Anecdotally, we have heard that no one parks on this part of Austin Drive, so we do not expect any negative impacts from restricting parking.
3. What are the main concerns, issues, and interests of the community?
- Pearl St
 - The businesses and residents in the area who currently use the parking spaces on the south side of Pearl St are worried about their guests/customers being able to find parking nearby.
 - Creating better visibility when entering/exiting driveways on the south side of Pearl St in the project area.
 - Pine St
 - Restricting parking on Pine St will make guest parking less convenient for visitors.
 - Austin Dr
 - Ensuring bikeway design will maintain access to the driveways on the north side of the street.
4. Will any individuals, institutions, or groups be disproportionately impacted?
- Pearl St
 - The customers/clients/guests who go to the businesses/residences directly adjacent to the project area will be most impacted. This is primarily Paul Averill Dental and 247 Pearl St (Redstone apartments).
 - Pine St
 - The residents and their guests who currently use on-street parking on Pine St, though we have observed on-street parking usage rates to be very low (see Observations section below).

- Austin Dr
 - There are no known groups that may be disproportionately impacted by this change.
5. Was the project recommended in earlier planning studies which included public engagement? Is additional public input needed or required?
- Pearl St, Pine St, Austin Dr
 - These projects were all recommended in *PlanBTV WalkBike*, which included public engagement. Direct outreach was required to advance the parking changes to implement these projects.
6. Are there any linguistic or cultural barriers to engaging with impacted residents?
- Pearl St, Pine St, Austin Dr
 - There are no known linguistic or cultural barriers within the project areas.

Observations, Considerations, and Alternatives

Pearl Street

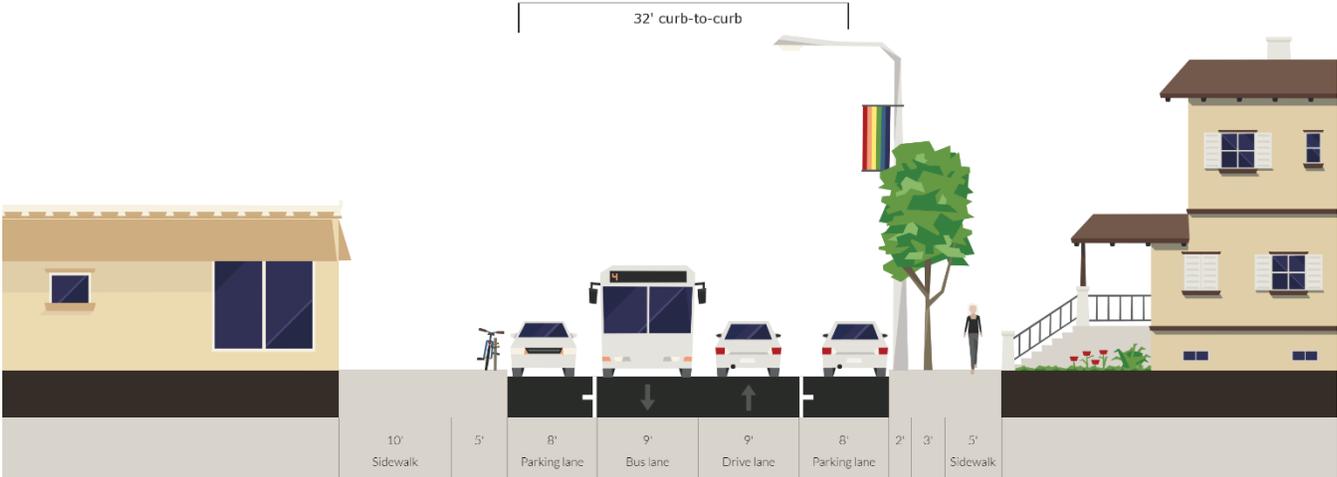
- Restricting parking on the south side of Pearl St between S Union St and Hungerford Terr would connect the dedicated eastbound bike lane that is already planned to extend on either side of this block, starting from Battery St and continuing up to Prospect St (map attached). The existing on-street parking on the south side of Pearl St would prevent the bike lane from continuing uninterrupted through this block.
- There are 20 parking spaces on the north and south sides of Pearl St, between S Union St and Hungerford Terrace. A parking count was conducted three times/day, for three days, to better understand on-street parking use in the area. These are the results:

	Tues, 1/30/18	Wed, 1/31/18	Thurs, 2/1/18
Noon	North: 4 South: 5 Total: 9 % utilization: 45%	North: 7 South: 6 Total: 13 % utilization: 65%	North: 2 South: 3 Total: 5 % utilization: 25%
8PM	North: 7 South: 8 Total: 15 % utilization: 75%	North: 5 South: 8 Total: 13 % utilization: 65%	North: 4 South: 5 Total: 9 % utilization: 45%

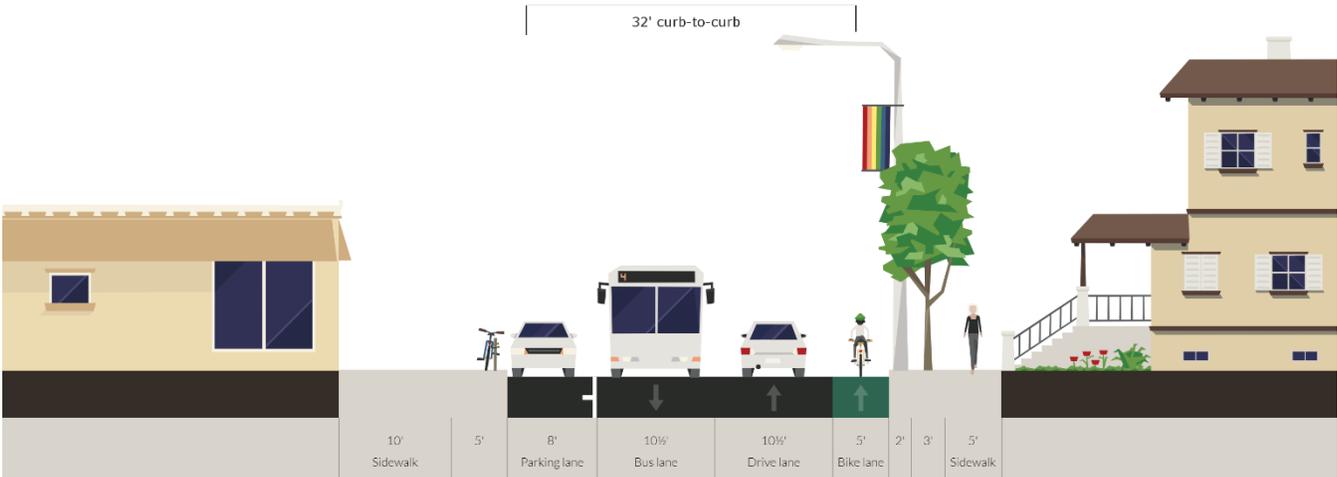
- The closest publicly-accessible parking lot is located at the corner of Pearl St and Clarke St, about a 3-minute walk from Pearl St Beverage and open to the public on weekends and evenings.
- There is metered, on-street parking available on the north side of Pearl St, starting at S Union St and extending several blocks to the east.

- Staff have heard from residents who live on the south side of Pearl St (247 Pearl St and 267 Pearl St) that it is very challenging to pull in and out of their driveways due to lack of visibility caused by the cars parked on the street.
- Public input indicates parking on the south side is convenient for mobility-restricted visitors to local businesses. No designated handicapped parking spaces will be removed by this project, but designated space can be explored on the north side if adjacent businesses are interested in that accommodation.
- When snow melts, staff will evaluate the feasibility of removing some greenbelt to create a parking bump-in on the south side of Pearl Street. If feasible, that could be constructed as soon as funding is available.

Pearl Street: Union – Hungerford (EXISTING)



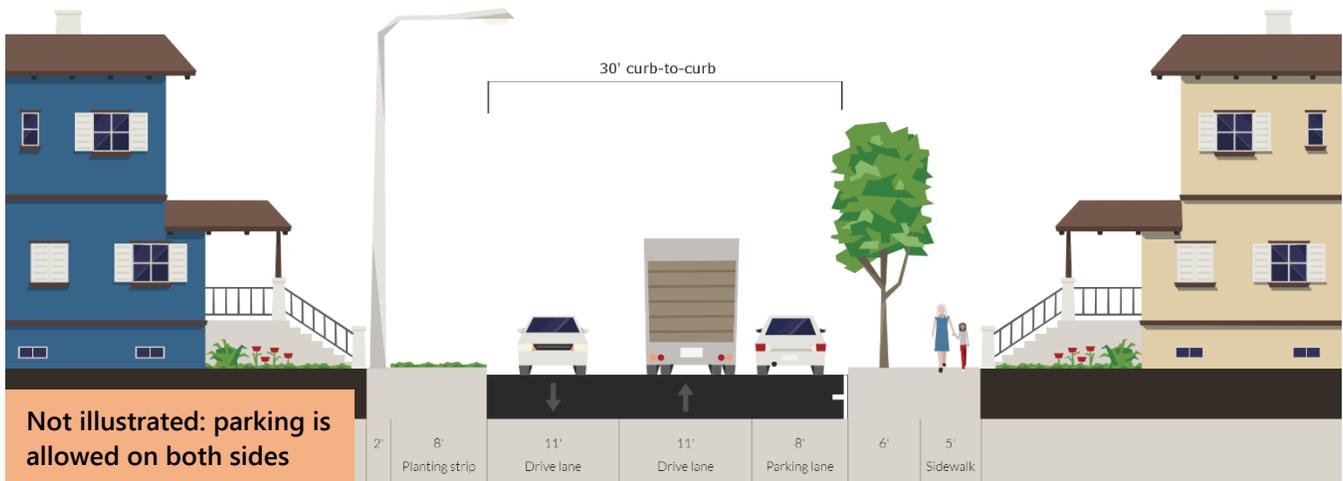
Pearl Street: Union – Hungerford (PROPOSED)



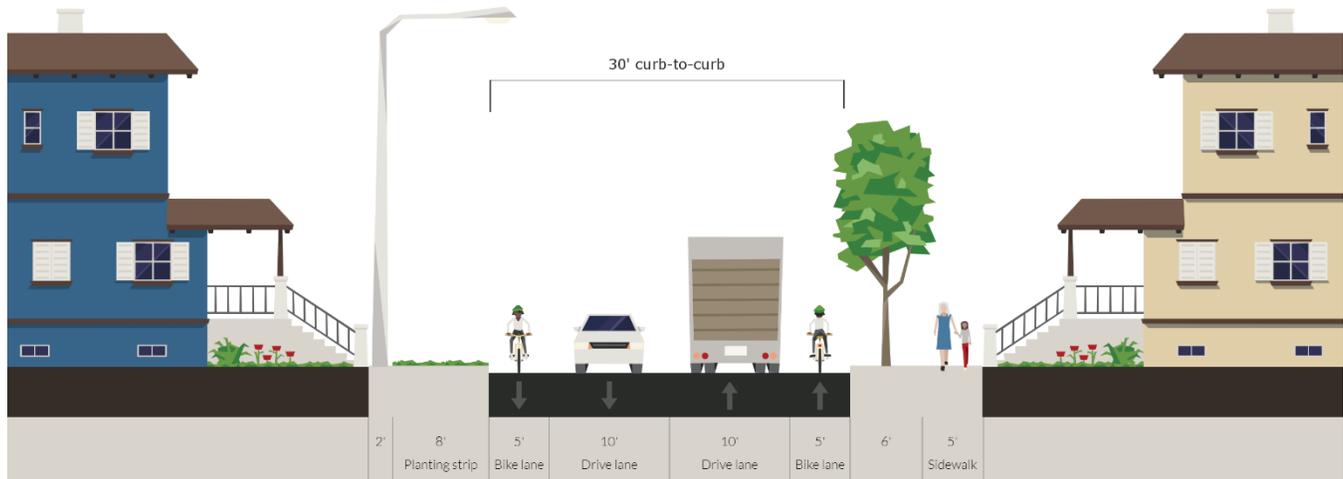
Pine Street

- Restricting parking on both sides of Pine St, between Ferguson Ave and Home Ave, will allow bike facilities to extend further south on Pine St. This will create greater connectivity between the South End neighborhood and downtown. In the future, it will also connect bicyclists to the bikeways on Home Avenue, Austin Drive, and the Champlain Parkway bikeways.
- Even to install a bike lane in only one direction, parking cannot be accommodated on either side of the street. We are working with the biking community to determine whether the planned facility will be a buffered southbound bike lane or northbound and southbound bike lanes without buffers.
- A parking count was conducted three times/day, for three days, on the east and west sides of Pine St, between Ferguson Ave and Home Ave, to better understand on-street parking use in the area. No parked cars were observed any of these times.
- This part of Pine St consists of mostly single-family homes with small driveways for off-street parking.
- Staff have heard anecdotal reports of several crashes between drivers and parked cars in this area.

Pine Street: Ferguson – Home (EXISTING)



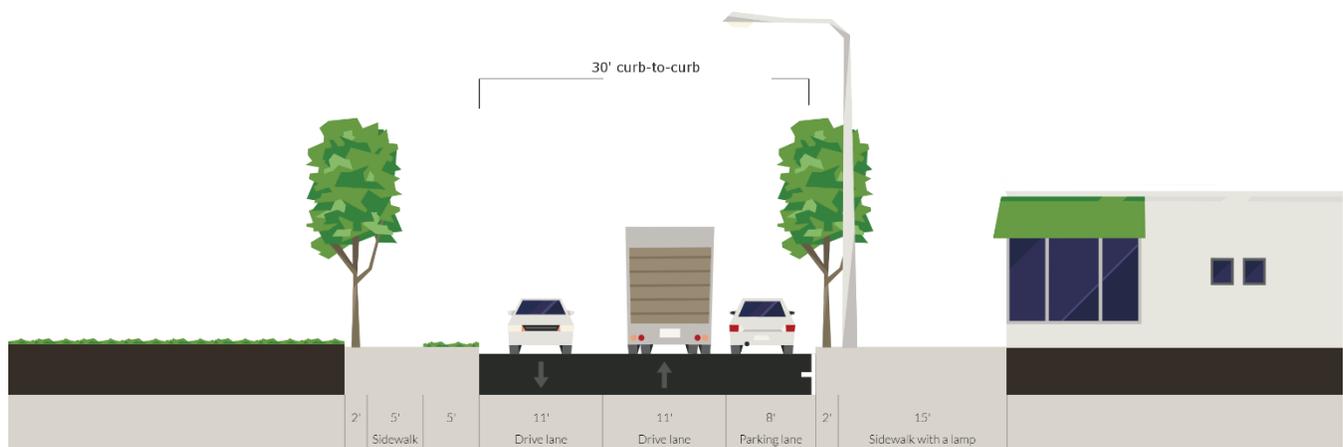
Pine Street: Ferguson – Home (PROPOSED)



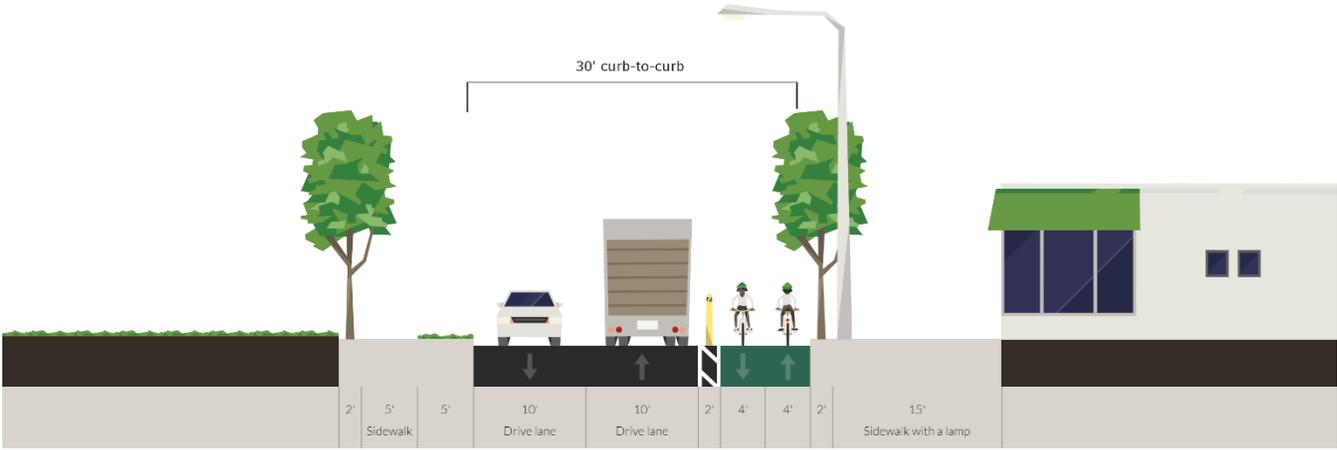
Austin Drive

- Restricting parking between Ledgewood Circle and Industrial Parkway would allow for a two-way protected bike lane on the north side of Austin Drive, improving connectivity into and around Oakledge Park.
- This protected bike lane would be part of a larger Neighborhood Greenway, which is a network of neighborhood streets with low vehicle volumes and speeds, designed to prioritize safety. This Neighborhood Greenway would connect to Oakledge Park via Oak Beach Drive.
- This project was originally conceptualized to be a 2-way protected bike lane along Austin Drive to the southern entrance of Oakledge Park. The route was changed to include a Neighborhood Greenway on Oak Beach Drive in order to preserve on-street parking options near Oakledge Park.
- The surrounding land use is mostly industrial, and the businesses have ample off-street parking.

Austin Drive: Industrial – Ledgewood (EXISTING)



Austin Drive: Industrial – Ledgewood (PROPOSED)



Conclusions

Staff recommends that the Commission adopt the parking adjustments discussed in this memo. These changes will allow for expansion of the network of safe, convenient, and connected bikeways in Burlington. These projects are recommended in the City's *PlanBTV WalkBike*, support local residents and businesses, and contribute to a thriving and healthy community.

Letter Sent to Residents and Property Owners in Pearl St Project Area

January 26, 2018

Dear Pearl Street Residents and Property Owners,

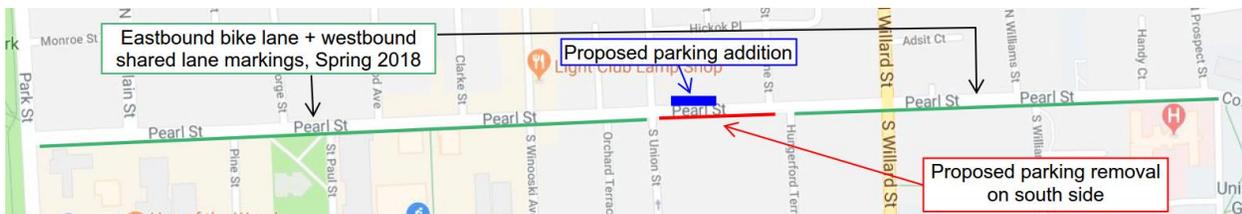
We are writing about a proposal to improve the safety and connectivity of the transportation network in Burlington for all users: a bikeway on Pearl Street from Battery St to Prospect St which includes a dedicated eastbound bike lane and westbound shared lane markings. This project, if approved by the DPW Commission, would remove a total of 9 on-street parking spaces.

In April 2017, City Council approved planBTV WalkBike, Burlington's road map to improve walking and biking in Burlington. Hundreds of interviews were conducted with Burlington residents as part of this plan. These interviews identified Pearl St as one of the most insecure roads for biking in Burlington. Observationally, the experience for drivers is also insecure as the lack of a dedicated lane leads to increased lane sharing with cyclists, including during evening commutes. Long before planBTV WalkBike was passed, Burlington residents have been expressing their desire for safer biking routes as an alternative form of transportation. A large part of this is strengthening the east-west biking routes through the City's downtown.

In addition to planBTV WalkBike, the City has received complaints about the block of Pearl St between Union St and Hungerford Terrace for years. Currently, the vehicle travel lanes are 9ft wide, which is one foot narrower than the City's standard minimum width for each lane. If the parking removal is approved, the vehicle travel lanes will be widened, which should alleviate some of the issues drivers experience in this block.

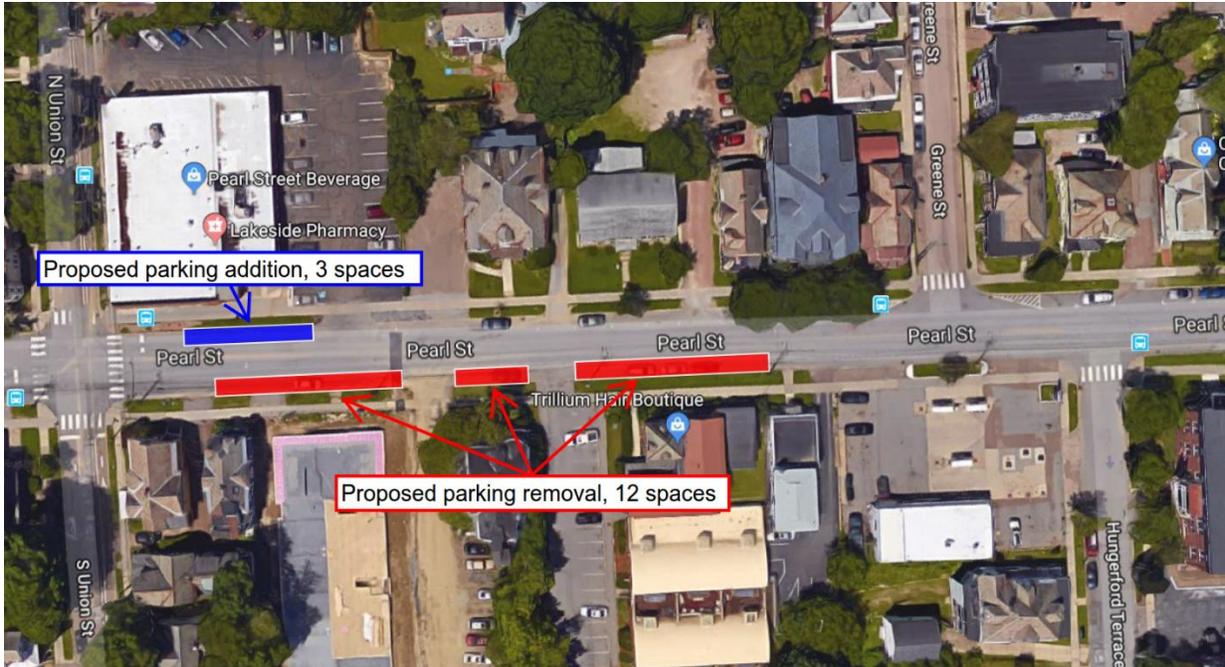
We believe this change will lead to benefits for pedestrians, drivers and cyclists. Drivers appreciate predictable cyclist behavior. Cyclists desire dedicated space on the road. Pedestrians need certainty about where cars and bikes will be. As a main corridor leading away from downtown, this is an integral route for those heading to and from work and even those who came to enjoy the Lake or our fantastic downtown. Based on technical considerations, best practices, and public input, we recommend that Pearl Street serve the multi-modal needs of Burlington.

In order to advance this project, 12 metered spaces on the south side of Pearl St would have to be removed. This spring, the bike lanes and shared lane markings will be painted from Battery St to Union St, and from Hungerford Terrace to Prospect St, potentially leaving just this short section without bike lanes.



We understand that parking for small businesses and residents in this area can be challenging:

- DPW is proposing to add three on-street parking spaces where it is currently restricted on the north side of Pearl Street in front of Pearl Street Beverage.
- DPW met with representatives from Green Mountain Transit and UVM, who share a bus stop at the corner of Union St and Pearl St, and both organizations are supportive of this project.
- We are contacting property owners to facilitate conversations about shared-parking opportunities. If you're a business/property owner and would like to meet with DPW staff to discuss this project, please contact us at dpwplanning@burlingtonvt.gov or 802-863-9094 x3. We will be available to meet on-site during the week of February 5th-9th.
- DPW will take all of the feedback received into consideration. As we work to advance this bike lane this construction season, it is our goal to bring this project forward at the February 21st Public Works Commission Meeting for their approval.



Burlington has a long history as a vibrant and inclusive city. To continue that legacy, our transportation system must evolve to meet the needs of all users. Just as we take care of our roads and sidewalks, we know that a safe, connected bike network has numerous public health, environmental, and economic benefits for our City; and safe travel lanes for vehicles – especially transit – support these same values. DPW values all road users and strives to create an equitable, balanced transportation network.

We hope to bring this forward at the February 21st Public Works Commission Meeting and identify shared parking arrangements by that time. Please share your feedback with us by February 13th, so it can be included in the memo for the Commission’s consideration. You can do so by contacting dpwplanning@burlingtonvt.gov or calling 802-863-9094 x3. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at:

<https://www.burlingtonvt.gov/DPW/Commission/Agendas>.

Thank you,

Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x3
645 Pine Street Suite A, Burlington VT 05401

Pearl St Feedback Received by 2/14/18

February 11, 2018

We have significant concerns regarding the loss of parking spaces along Pearl St between Union and Hungerford. There are residents and businesses that rely on these on street spaces in this dense, parking starved part of the city. Our property is at 247 Pearl St. Please keep us informed.

Erik J. Hoekstra | Managing Partner | Redstone

210 College Street | Suite 201 | Burlington, VT 05401

P. [802.658.7400](tel:802.658.7400) | F. [802.860.3594](tel:802.860.3594) | M. [802.363.5165](tel:802.363.5165)

www.redstonevt.com | ehoekstra@redstonevt.com

January 29, 2018

Phone call from Louis Segal. He lives at 267 Pearl St. He is in support of the elimination of parking spaces on the south side of Pearl because it's really hard to see out of their driveway when they're pulling out onto Pearl. His wife was hit while pulling out this week. There are also visibility issues while coming out of the Redstone property. However, there is a lot of pressure on their parking lot because the condos share the parking lot with the businesses in the front.

February 8, 2018

Phone call from Mira. She lives on Mansfield Ave, drives on Pearl St. Feels that having parking on both sides is very dangerous.

February 14, 2018

Phone call from Phil Lavoie. He works at 273 Pearl St and is neutral on the project overall. He wanted to know if there would be bollards/barriers between the vehicle lane and bike lane, because he has clients who use Special Services Transportation Agency (SSTA) and the bus pulls up to the curb in front of their building to drop people off.



Paul A. Averill, D.D.S.
General Dentistry

2/7/2018

Chapin Spencer

Director of Public Works

City of Burlington

Dear Chapin,

I am deeply concerned and worried about the proposed plan to eliminate additional parking spaces from the downtown Burlington area. As a longtime business owner on Pearl Street I have seen many changes over the years, one thing for certain is that the need for parking in this area has risen, not decreased! The high density of apartments in the area with little or no parking of their own puts tremendous strain on the area. The proposed section on Pearl Street that stands to lose the parking also has several businesses' including Burlington Health and Rehab which depend on these spots. Just this past August this area lost 10 parking spaces on North Union.

I do understand the concept of improving accessibility for bikers on Burlington's roads. I do find it hard to believe that not having a bike lane on this half block of Pearl Street would be a deterrent for bicyclists on the street. I also know that these types of parking pressures on businesses drive business out of the city. Our practice has been on Pearl Street since the mid 1950's (And in downtown Burlington for almost 120 years) and we serve patients from the surrounding area as well as those from downtown Burlington. Most require parking, but many are able to walk or bike to their appointments. There are 2 other dental practices on this same block of Pearl Street, as well as other businesses on the south side of the street. When businesses are forced out do to parking issues ultimately it means more people on the roads in cars commuting outside the city for those services!

With the loss of the medical office building next door, we also lost significant parking in the area. (As well as patient parking) Now that there is an enormous apartment building in the same footprint (and with considerably less parking), the needs for parking have increased even more.

The 9 foot width of the road ("which is one foot narrower than standard") has been like this since the road has been in place. One thing that could improve this issue in the winter time is more frequent plowing after snowfall accumulation by activating the snow ban light system. (Snow and ice accumulates and prevents cars from parking close to the curb making the road more narrow)

Each time we lose parking in downtown Burlington it puts additional pressures on the existing spaces. This is obvious when you see a service station (corner of Pearl and Hungerford) using its space to sell



Paul A. Averill, D.D.S.
General Dentistry

parking spots instead of selling gas and doing auto services. These pressures will likely, in the future, eliminate our relationship with Lakeside Pharmacy for our patient parking. If that happens, we will have to close.

Another concern of ours is that we have been utilizing the road space at the end of our driveway to accommodate elderly and semi-handicapped patients. They have been able to park here to give them easier access to our practice. Without this they will have to go elsewhere for their care.

I sincerely hope that this is not already a done deal, and that you will take this and other input to heart before you make a decision like this that will have a devastating impact on those doing business and living in this area of Burlington.

Sincerely,

Paul A. Averill, DDS

CC: Mayor Weinberger

Letter Sent to Residents and Property Owners in Pine St Project Area

January 18th, 2018

Dear Resident or Property Owner,

In April 2017, the City Council approved *planBTV Walk Bike*, Burlington's road map to improving walking and biking in Burlington. In accordance with this plan and its goal of promoting a safe, connected, and predictable transportation network for all residents, the Department of Public Works is recommending that the southbound bike lane on Pine St be continued from Flynn Ave to Home Ave.

In order to provide space for this southbound extension of the bike lane, DPW is proposing to restrict parking on both sides of Pine St from Ferguson Ave to Home Ave. A parking count was conducted three times per day, on three separate days, for this area. No parked cars were observed any of these times, indicating that on-street parking usage on Pine St from Ferguson Ave to Home Ave is very limited. Parking is already restricted on both sides of Pine St from Flynn Ave to Ferguson Ave, so no changes are necessary for that block.

At the February 21st, 2018 Public Works Commission meeting, DPW will recommend restricting parking on both sides of Pine St from Ferguson Ave to Home Ave.

Please share your feedback with us by February 13th, so it can be included in the memo for the Commission's consideration. You can do so by contacting dpwplanning@burlingtonvt.gov or calling **802-863-9094 x 3**. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at: <https://www.burlingtonvt.gov/DPW/Commission/Agendas>

Thank you,



Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x 3
645 Pine Street Suite A, Burlington VT 05401

Pine St Feedback Received by 2/14/18

February 13, 2018

Dear DPW,

Our names are Oliver and Elsie Parini and we live at 968 Pine Street between Morse and Home Ave. We are writing in regards to DPW's plan to continue the southbound bike lane on Pine Street from Flynn Ave to Home Ave. While we support the city's efforts to promote biking, we are *not* in favor of extending the bike lane south along Pine Street.

The primary concern with this plan is that restricting on-street parking would be an unnecessary hardship for us. We have limited parking in our single-lane driveway and we use the on-street parking every single day to shuffle our cars in and out of our driveway. Restricting on-street parking would mean that we would either have to hold up traffic in the morning or park our cars on side streets nearby — which would add an extra burden to our neighbors and their parking spaces. Additionally, we would have no parking for guests; we value our close friends and family and inviting them to our house, in our wonderful city, is part of the value of our home.

From a more logistical point of view, we feel that adding a bike lane from Flynn Ave to Home Ave is not the best location choice. There are just too many cars and we are not convinced that the number of people using the bike lane on this one small section of the street will offset the amount of cars to make any noticeable reduction in traffic. From a safety perspective, adding bike traffic to an already busy street seems like an unnecessarily risky decision. After all, cars regularly drive in bike lanes and because this is such a busy section we expect cars to utilize the bike lane regardless jeopardizing the safety of the bikers and making the whole effort futile. There are many alternate locations for a bike lane that are safer and cause less disturbance that we would like you to consider.

Please know that we are both bikers, runners and advocates of alternate transportation. We love that Burlington is trying to make our streets safer for biking; however, we feel very strongly that restricting parking on our particular section of Pine Street to add a bike lane is not the most advantageous, safe or practical plan. Please reconsider.

With respect and thanks,
Elsie and Oliver Parini

P.S. We are both happy to elaborate further if anyone would like to reach out. You can reach us at oliver.parini@gmail.com.

February 1, 2018

Dear Elizabeth,

Thank you for the notice of the proposed change in parking on Pine from Ferguson to Home Ave.

I live at 947 Pine, on the corner of Pine and Morse, so parking is already restricted in front of my house. My understanding was that it is only the block between Morse and Home where parking is allowed, on the east side of the street. I support the extension of the bike lane but want to add a restriction request.

Morse Place west of Pine - where my house and driveway are located - is already over-used as a cut-through by drivers impatient with the frequent back-ups at the Pine-Home 4-way stop. There have been many times when I have started to back out of my driveway only to have to stop suddenly when an overly assertive southbound Pine Street driver speeds in frustration around my corner (turning right onto Morse) to continue west on Home via Foster Street. More than once I have counted my blessings that a vehicle didn't ram into the rear of my car.

Further, people visiting homes on the Morse-Home block of Pine Street already park in front of my house/driveway, making visibility/maneuverability out of the driveway challenging. My request is to also add a no-parking sign on Morse from Pine Street street to just past my driveway. Parking at the top of this block is also challenging in cases where cars driving east on Morse towards Pine are forced into the center of the street dangerously close to the stop sign. I imagine this is also an issue on Lyman Avenue.

I appreciate your consideration. I'd be happy to discuss this further if it would be helpful.

Thanks,
Mindy Clawson
947 Pine St.

February 11, 2018

Burlington Public Works Commission:

My name is Gabriel Arnold and I own and live in a home with my family at 974 Pine St. between Home and Morse. We received a letter that the DPW is proposing to eliminate on-street parking on Pine St from Ferguson Ave to Home Ave, in front of our home in the favor of bike lanes. We are strongly opposed to this proposed change for two reasons.

First, the on-street parking on this stretch in particular from Home to Morse is frequently used by ourselves and our neighbors. We have a single lane driveway that only accommodates two cars. The on-street parking is where we park, where our guests park, and where service vehicles park. Some of our guests have health issues who are unable to walk up the hill from the nearest street that would allow parking after the change. Eliminating this parking will inconvenience us and our guests, create barriers to people visiting us, and will in turn negatively impact the value and salability of our home that we have invested in and pay significant property taxes for.

Second, eliminating this parking would make Pine St in our neighborhood less safe and would be inconsistent with planBTV South End. Pine Street is already very dangerous on this stretch. There are no stop signs from Home all the way to Flynn. Many cars and commuters speed along this stretch, and this is exacerbated by the downhill between Home and Morse. We experience speeding cars frequently and in fact the only traffic calming measure on this stretch is the on-street parking. On-street parking is an effective traffic calming measure that reduces the apparent width of the road, and in turn causes drivers to reduce their speed. It creates a buffer between pedestrians on the sidewalk and the cars. If the city were to eliminate this parking, it would increase vehicle speeds and turn this stretch of Pine St into even more of a commuter raceway that it was never intended for and should not be. It will be less safe for everyone, including cars, bikers, and pedestrians.

Looking forward, the PlanBTV South End vision is for the Champlain Parkway to be built and our section of Pine St. to be turned more towards the neighborhood street it should be. Additional traffic calming measures on Pine between Home and Flynn are recommended including curb extensions, mini-roundabouts, and crosswalks. The Champlain Parkway is to become the commuter route, which will include a full shared-use protected bike lane. This will run parallel to Pine less than 2 blocks away and will provide an unobstructed protected alternative for bikers looking to bike into the city. The Parkway is where higher speed traffic including both cars and bikes should be directed. Our street and our section of Pine should be slowed and measures should be put in place to discourage commuters and higher speed traffic from using it. Low speed, shared use car+bike lanes with frequent stops and traffic calming measures will be more appropriate for Pine St. in our neighborhood. We ask that the city keep safety of everyone and the Plan BTV South End vision in mind rather than moving forward with this short-term bandaid that will reduce safety and encourage higher speeds in our neighborhood. We are almost there, the parkway construction is to start next year.

Sincerely,
Gabriel Arnold P.E. and family
974 Pine St.

Letter Sent to Residents and Property Owners in Austin Dr Project Area

January 26, 2018

Dear Residents and Property Owners,

We are writing about a proposal to improve the safety and connectivity of the transportation network in Burlington for all users: a bikeway on the eastern block of Austin Drive.

In April 2017, City Council approved planBTV WalkBike, Burlington's road map to improve walking and biking in Burlington. Through interviews as part of that plan, connectivity into Oakledge Park was described as an important improvement to pursue. In accordance with this plan, the Department of Public Works (DPW) intends to install a protected bike lane on the eastern block of Austin Drive, connecting to Oakledge Park via a Neighborhood Greenway on Oak Beach Drive. A Neighborhood Greenway is a network of neighborhood streets with low vehicle volumes and speeds, designed to prioritize safety, including for cyclists and pedestrians.

In order to complete this project, DPW is proposing to restrict on-street parking on the south side of Austin Drive, between Ledgewood Circle and Industrial Parkway. This will provide space for a two-way protected bike lane on the north side of Austin Drive. Protected bike lanes help people of all ages and abilities feel safe while biking, such as the families and children who ride their bikes to Oakledge Park. Protected bike lanes also benefit drivers, since cyclist behavior becomes more predictable. In addition, the protected lane helps to provide a safe and comfortable alternative to driving to and from Oakledge Park, lessening the burden on parking in the area.

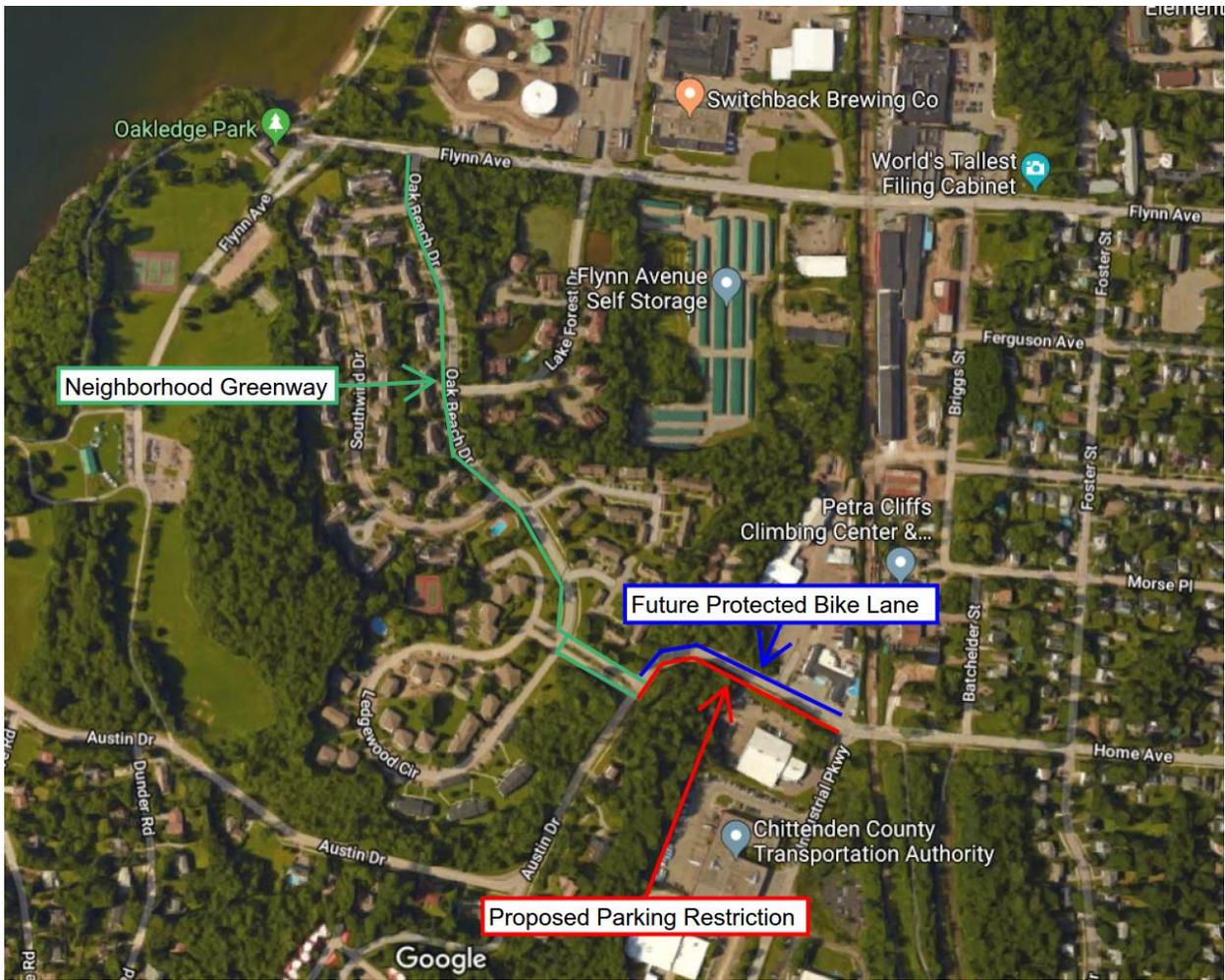
To advance this project in 2018, we plan to attend the February 21st meeting of the Public Works Commission and recommend they restrict parking on Austin Drive between Ledgewood Circle and Industrial Parkway. **Please share your feedback with us by February 13th, so it can be included in the memo for the Commission's consideration.** You can do so by contacting dpwplanning@burlingtonvt.gov or calling **802-863-9094 x3**. If you are unable to submit feedback by February 13th, any feedback received by noon on February 21st will be shared with the Commission at their meeting that evening.

You are invited to attend the Commission meeting and share your feedback directly with the DPW Commission on February 21st at 645 Pine St at 6:30pm. The DPW Commission agenda is available to review prior to the meeting at: <https://www.burlingtonvt.gov/DPW/Commission/Agendas>.

Thank you,



Elizabeth Gohringer
Associate Planner
dpwplanning@burlingtonvt.gov :: 802-863-9094 x3
645 Pine Street Suite A, Burlington VT 05401



Austin Dr Feedback Received by 2/14/18

February 1, 2018

Phone call from Joe Barrett. Concerned about trucks being able to make the turn, turning left from Industrial Parkway and then turning right to go into their driveway. They currently take the entire intersection to turn. They would like to be kept informed as designs are developed.

February 1, 2018

Hi Nicole,

Can you share any plans for a new bike lane on Austin Drive? We are planning work at our building at One Industrial Avenue and while I don't think a bike lane will cause much impact it would be helpful to have the plans.

Thanks,

Jon Moore

Director of Maintenance and Planning

Green Mountain Transit (GMT)



February 14, 2018

TO: Public Works Commission

FROM: Susan Molzon, P.E., Public Works Engineer
Nicole Losch, PTP, Senior Transportation Planner

RE: Intersection Scoping Study for Winooski Ave – Howard St – St Paul St

Recommendations

Staff recommends that the Commission endorse the Winooski-Howard-St Paul Intersection Scoping Study and its preferred alternative recommendation. The Report may be downloaded from the project website at <https://www.burlingtonvt.gov/DPW/Winooski-Howard-St-Paul-Intersection-Scoping-Study>

Purpose & Need

Make the intersection easy and safe to cross for all modes of transportation, including pedestrians, bicycles, transit, and vehicles, while minimizing impacts to vehicle capacity, encouraging an inviting and welcoming environment, and supporting the neighborhood center. A more detailed description of the Purpose & Need can be found in Section 7.0 of the Report.

Public Engagement

This project falls under Collaborate on the Spectrum of Engagement. The project website, Front Porch Forum, Social Media and email correspondence have all been used to engage the public throughout this scoping study process. The Report details the public involvement at previous meetings including a Local Concerns Meeting and Alternatives Presentation. A Demonstration project was also undertaken for this intersection and is discussed in the Report.

Conclusions

The short-term recommendation is for a quick build project to extend curbs and to improve the bicycle facilities at this intersection. The long-term recommendation is for construction improvements to include a new signal system with pedestrian signals, curb extensions, crosswalk for S. Winooski Ave, and improved bicycle facilities as described in Alternative 2 of the Report.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine St. Suite A
Burlington, VT 05401
802.865.7200 VOX
802.863.0466 FAX
802.863.0450 TTY

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Rob Green
*ASSISTANT DIRECTOR
RIGHT OF WAY*

Memo

February 14, 2018

To: Burlington Public Works Commission

From: Rob Green, Assistant Director DPW

Re: Residential Consolidated Collection

Requested Action

Have the Commission approve the following motion: "To recommend the City work with CSWD and any interested adjacent cities to advance a feasibility study on residential consolidated collection of trash, recycling and organics.

Background

Consolidated collection is a system in which a municipality contracts with one or more haulers to provide curbside collection of trash, recycling, and organics for specific routes within that community, rather than having multiple haulers serve a scattering of customers in each neighborhood. Currently there are (4) private haulers providing trash service and DPW providing all the residential recycling pickup.

Discussion

Burlington Public Works is working with Chittenden Solid Waste District (CSWD) and our neighbor South Burlington in exploring the potential of a Residential Solid Waste Consolidated Collection System. The City of Winooski was asked if they were interested, but they declined at this time. CSWD has been evaluating consolidated collection for years. In 2009 they formed a study committee, comprising haulers, CSWD board members, and CSWD staff, to direct a study. After years of input, the committee was never able to reach consensus on a county-wide approach for all its members to pursue. In response, the CSWD Board in 2014 decided to pause the process and provide technical assistance to individual communities interested in exploring consolidating collection.

An Equal Opportunity Employer

This material is available in alternative formats for persons with disabilities. To request an accommodation, please call 802.863.9094 (voice) or 802.863.0450 (TTY).

City staff have a number of questions and continued conversations with South Burlington and CSWD will likely bring up more. Together we are proposing to draft for a Request For Proposal (RFP) to procure a consultant to get our questions answered and provide the Commission and City Council enough detail for the city to determine the next steps. I look forward to hearing your questions and will keep the DPW Commission, TUEC and the City Council informed of any future progress.

What Are the Potential Benefits of a Residential Consolidated Solid Waste Collection System?

- Reduction of the overall cost to residents for the collection of trash, recycling and solid waste
- Reduction of heavy truck traffic in neighborhoods by having all wastes and recyclables picked up on the same day
- Reduction of the environmental and infrastructure impacts of truck traffic
- Possible increase to the amount residents recycle by having all residents with larger capacity covered wheeled carts
- Economics of scale could make the costs of organics collection more affordable
- Uniting all residential solid waste collection into a seamless system would allow Burlington Public Works to get out of the recycling collection business
 - Ending administration of Burlington's recycling tax
 - Ending our challenge of high employee turnover
 - Ending our need to acquire and maintain expensive collection equipment

We Seek to Have the Feasibility Study Address;

- Projected costs for curbside pickup of trash, recyclables, and organics for Burlington residents?
- Ways consolidated collection could be structured to give small haulers a fair opportunity to compete for the franchised districts
- Determine ability to offer bi-annual yard waste collection
- Determine ability to include heavy waste service
- Define residential customer (what housing types would be served?)
- Recommended types of service and options to be offered to residents
- Determine who would bill the residents
- Determine optimal length of contracts
- Draft recommended implementation steps and timeline should Burlington seek to advance consolidated collection

As the CSWD Commissioner representing Burlington and the Assistant Director of DPW managing the recycling program, I believe Burlington should explore the possibility of having a consolidated solid waste collection system. I presented this opportunity to the City Council's Transportation energy & Utilities Committee a few weeks ago and received favorable feedback.

Projected Costs:

We expect Burlington's share of the feasibility study to cost somewhere between \$30,000 to \$50,000. We have budgeted for this expense in our FY19 budget.

Feel free to reach out with any questions in advance of the meeting. Thank You.

Sections 14-1 thru 14-4 of the City Ordinance is attached below for your reference.

ARTICLE I. IN GENERAL¹

14-1 Purpose.

The purpose of these provisions (sections [14-1](#) through [14-10](#)) is to protect the health and welfare of the citizens of Burlington, to promote energy and resource conservation and to protect the environment. The city council hereby adopts these provisions to regulate the separation, recovery, collection, removal, storage and disposition of solid waste, including recyclables, in the city.

(Ord. of 6-3-91)

14-2 Definitions.

The following definitions shall apply to this article:

Authorization by the City of Burlington: Authorized pursuant to a legal contract or other written authorization entered into by the city and a private third person as defined herein.

Person: Any person, firm, partnership, association, corporation, company or organization of any kind.

Recyclable: Recyclable material as specifically identified in regulations promulgated pursuant to these provisions.

Solid waste: Any solid waste as defined in Title [10](#) V.S.A. section [8602](#).

(Ord. of 6-3-91)

14-3 Solid waste regulation.

In accordance with section [48](#)(VI) of the City Charter, the collection, removal and disposal of all solid waste, including recyclables, within the limits of the city shall be regulated by the city council. Such regulations as are necessary and appropriate to effectuate the aims of this chapter shall be proposed by the public works commission for approval by the city council.

(Ord. of 6-3-91)

14-4 Collection.

(a) The city council is authorized to employ or make contracts with individual persons for the separation, recovery, collection, removal, storage or disposition of solid waste, including recyclables. Contracts will be reviewed and awarded by the city council and/or the public works commission consistent with current city policy. Contracts which are awarded pursuant to this authority shall be advertised or otherwise put to competitive bid as required by city policy. Contracts may be rejected or awarded at the sole discretion of the city for any reasons which it deems appropriate, including, but not limited to, the efficiency of scale, past performance, stability of operation and need for competition.

(b) All collectors and haulers of solid waste and recyclables in the city shall register with the department of public works and such registration shall constitute authorization to collect and dispose of solid waste and recyclables. Registrants may be required to provide information necessary to assure the proper handling of such materials. The public works commission, with city council approval, may establish other requirements, including a registration fee, necessary to carry out these provisions.

(c) Those businesses, landlords or institutions that elect to implement their own collection or disposal programs may do so only with the approval of the public works commission and shall register with the department of public works, which shall have the authority to monitor such programs for compliance with regulations adopted pursuant to these provisions.

(Ord. of 6-3-91)

Burlington Department of Public Works Commission Meeting
Draft Minutes, 20 December 2017
645 Pine Street

Commissioners Present: Robert Alberry (*via phone*); Tiki Archambeau (Chair); Jim Barr; Chris Gillman (Clerk); Solveig Overby; Jeff Padgett; Justine Sears (Vice Chair). **Commissioners Absent:** None.

Item 1 – Call to Order – Welcome – Chair Comments

Chair Archambeau calls meeting to order at 6:29pm and makes opening comments.

Item 2 – Agenda

Commissioner Barr makes motion to accept agenda and is seconded by Commissioner Padgett.

Action taken: motion approved;

“Ayes” are unanimous.

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

Matthew Vaughan, Ward 2, speaks on Agenda Item 5.

Chris Bullard, Ward 1, speaks on Agenda Item 5.

Daniel Scheidt, Ward 6, speaks on Agenda Item 5.

Patrick Hanley speaks on parking fine rates.

Kevin Bouchard speaks on Agenda Item 5.

Robert Tanneberger speaks on crosswalk at 246 North Winooski Ave.

Item 4 – Consent Agenda

A. Traffic Status Report

B. Burlington Free Press Parking Agreement

Clerk Gillman makes motion to accept Consent Agenda and is seconded by Commissioner Barr.

Action taken: motion approved.

“Ayes” are unanimous.

Item 5 – FY’18 Bike Projects & Willard Parking Flip

A) Communication by DPW Senior Transportation Planner Nicole Losch and DPW Associate Planner Elizabeth Gohringer who speak on FY’18 bike projects, including the parking “flip” on Willard St., introducing “Willard St Parking Lane/Bike Lane Switch Feedback received post 12.13.17” document for the record.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, and Commissioners Alberry, Barr, Overby, and Padgett ask questions on Item 5 with DPW Director Chapin Spencer, City Engineer and DPW Assistant Director for Technical Services Norm Baldwin, and Planner Losch answering.

C) Public Comment

Daniel Scheidt, Ward 6, speaks on Item 5.

John Ware, Ward 3, speaks on Item 5.

Chris Bullard, Ward 1, speaks on Item 5.

Kevin Bouchard speaks on Item 5.

D) Commissioner Discussion

Vice Chair Sears, Clerk Gillman, and Commissioners Alberry and Padgett engaged in a discussion over Item 5.

E) Motion made by Commissioner Padgett to accept staff’s recommendation: repeal “No Parking” on east side of Willard Street between Maple Street and North Street; no parking on the west side of Willard Street between Maple Street and North Street; motorcycle parking in the first parking

space north of Maple Street, in the first parking space north of Main Street, and in the first parking space north of Brookes Avenue.

Seconded by Commissioner Barr.

Discussion

Clerk Gillman and Commissioner Padgett talked of Item 5.

Action taken: motion approved;

Commissioner Alberly: nay

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: aye

Item 6 – Great Streets Standards Approval

A) Presentation by DPW Engineer Laura Wheelock and Planning & Zoning Principle Planner for Comprehensive Planning Meagan Tuttle who speak on Great Streets Standards.

B) Commission Questions

Chair Archambeau and Commissioner Overby ask questions on Item 6 with Director Spencer, City Engineer Baldwin, Engineer Wheelock, and Planner Tuttle answering.

C) Public Comment

Daniel Scheidt, Ward 6, speaks on Item 6.

D) Commissioner Discussion

E) Motion made by Commissioner Barr to accept staff's recommendation: approve and recommend the City Council adopt Great Streets Standards.

Seconded by Commissioner Padgett.

Discussion

Commissioners Overby and Padgett and City Engineer Baldwin, Engineer Wheelock, and Planner Tuttle talked of Item 6.

Action taken: motion approved;

“Ayes” are unanimous.

Item 7 – Plumbing Code Revisions

A) Communication by City Engineer Baldwin who speaks on the revised Plumbing Code.

B) Commission Questions

Chair Archambeau asks questions on Item 7 with City Engineer Baldwin answering.

C) Public Comment

D) Commissioner Discussion

E) Action Requested – None.

Item 8 – Traffic Calming/Traffic Requests Presentation

A) Communication by Director Spencer and City Engineer Baldwin who speak on the process improvement effort for Traffic Calming and Traffic Requests and wanting to get Commission input on an initial concept of delegating authority to DPW staff for adjusting certain traffic and parking regulations listed in Appendix C of City Ordinance.

B) Commission Questions

Chair Archambeau, Vice Chair Sears, Clerk Gillman, and Commissioners Barr, Overby, and Padgett ask questions on Item 8 with Director Spencer and City Engineer answering.

C) Public Comment

D) Commissioner Discussion

E) Action Requested – None.

Item 9 – Approval of Draft Minutes of 11-15-17

Commissioner Barr makes motion to approve draft minutes of 11-15-17 and is seconded by Commissioner Padgett.

Action take: motion approved;
Commissioner Alberry: aye
Chair Archambeau: aye
Commissioner Barr: aye
Clerk Gillman: *abstains*
Commissioner Overby: aye
Commissioner Padgett: aye
Vice Chair Sears: aye

Item 10 – Director’s Report

Director Spencer reports on UVM water billing anomaly and updates the Commission on addressing the issue.

Item 11 – Commissioner Communications

Commissioner Overby comments on narrow streets widths and snow removal and the ICV Encumbrance Permit at College St & Pine St with Director Spencer and City Engineer Baldwin answering; Chair Archambeau comments on Germain St parking, the Snow Ban car-drop on Pomeroy St, the Willard Parking Flip, Permit Reform, the addition of a guardrail at Manhattan Dr & Oak St, and Commission meeting minutes with Director Spencer and City Engineer Baldwin answering.

Item 12 – Adjournment & Next Meeting Date – January 17, 2018

Motion to adjourn made by Commissioner Barr and seconded by Clerk Gillman.
Action taken: motion approved;
“Ayes” are unanimous.

Meeting adjourned at 9:54pm.

Burlington Department of Public Works Commission Meeting
Draft Minutes, 17 January 2018
645 Pine Street

Commissioners Present: Robert Alberry (*via phone*); Tiki Archambeau (Chair); Jim Barr; Chris Gillman (Clerk); Jeff Padgett; Solveig Overby (*via phone*). **Commissioners Absent:** Justine Sears (Vice Chair).

Item 1 – Call to Order – Welcome – Chair Comments

Chair Archambeau calls meeting to order at 6:31pm and makes opening comments.

Item 2 – Agenda

Commissioner Barr makes motion to accept agenda. Chair Archambeau offers friendly amendment to accept agenda while moving Consent Agenda Item C to Agenda Item 4.1. Commissioner Barr accepts friendly amendment.

Action taken: motion approved;
Commissioner Alberry: aye
Chair Archambeau: aye
Commissioner Barr: aye
Clerk Gillman: aye
Commissioner Overby: aye
Commissioner Padgett: aye
Vice Chair Sears: *not present*

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

Amanda Young, Ward 1, speaks on Agenda Item 5.

Item 4 – Consent Agenda

- A. Traffic Status Report
- B. 30-Minute Metered Parking Space on Pine St
- D. Stop Control on Union St
- E. Stop Sign on Briggs Street & Ferguson Ave

Commissioner Barr makes motion to accept altered Consent Agenda and is seconded by Clerk Gillman.

Action taken: motion approved.
Commissioner Alberry: aye
Chair Archambeau: aye
Commissioner Barr: aye
Clerk Gillman: aye
Commissioner Overby: aye
Commissioner Padgett: aye
Vice Chair Sears: *not present*

Item 4.1 – New Accessible Space at 60 Lakeview Terr

A) Communication by Engineer Technician Phillip Peterson who speaks on proposed new accessible space.

B) Commission Questions

Chair Archambeau asks questions on Item 4.1 with City Engineer and DPW Assistant Director for Technical Services Norm Baldwin and Technician Peterson answering.

C) Public Comment

D) Commissioner Discussion

Clerk Gillman and Commissioner Barr engaged in a discussion over Item 4.1.

E) Motion made by Commissioner Padgett to accept staff's recommendation: the addition of a new Accessible Space on the east side of Lakeview Terrace beginning two hundred thirty-four (234) feet north of Canfield Street and extending north for a distance of twenty (20) feet.

Seconded by Clerk Gillman.

Discussion

Action taken: motion approved;

Commissioner Alberly: aye

Chair Archambeau: nay

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Item 5 – Draft Policies on Narrow Streets

A) Communication by DPW Director Chapin Spencer and Senior Transportation Planner Nicole Losch who speak on developing narrow street policies.

B) Commission Questions

Chair Archambeau, Clerk Gillman, and Commissioners Barr, Overby, and Padgett ask questions on Item 5 with Director Spencer, City Engineer Baldwin, and Planner Losch answering.

C) Public Comment

Amanda Young, Ward 1, speaks on Item 5.

Cathy Austrian, Ward 1, speaks on Item 5.

D) Commissioner Discussion

Chair Archambeau, Director Spencer, and Technician Peterson engaged in a discussion over Item 5.

E) Action Requested – None.

Item 6 – Approval of Draft Minutes of 12-20-17

Commissioner Barr makes motion to delay approval of draft minutes of 12-20-17 to the February Commission Meeting and is seconded by Commissioner Alberly.

Action take: motion approved;

Commissioner Alberly: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Item 7 – Director's Report

Director Spencer reports on the Water/Wasterwater billing error update, the now-underway Intervale Road scoping study, plowing updates, and thanking Billy Burns in advance of his impending retirement from the city. City Engineer Baldwin reports on the Technical Services Division's efforts to fill 4 vacancies.

Item 8 – Commissioner Communications

Commissioner Overby comments on Intervale Road Scoping study and the vacancies in the Technical Services Division; Commissioner Padgett comments on the good plowing job being done; Commissioner Barr comments on residents complementing staff on addressing narrow streets and the snow removal effort.

Item 9 – Adjournment & Next Meeting Date – February 21, 2018

Motion to adjourn made by Commissioner Barr and seconded by Clerk Gillman.

Action taken: motion approved;

Commissioner Alberry: aye

Chair Archambeau: aye

Commissioner Barr: aye

Clerk Gillman: aye

Commissioner Overby: aye

Commissioner Padgett: aye

Vice Chair Sears: *not present*

Meeting adjourned at 7:41pm.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Burlington, VT 05401
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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: February 14, 2018

PAVEMENT CONDITIONS:

As you know, this winter's repeated freeze/thaw cycles have caused extensive deterioration along many of our major roadways. Due to the severity of the situation, DPW is proposing to expand our 2018 paving list to repair road damage to North Avenue, Pine Street, and other severely weather-degraded major roadways. DPW has issued an addendum to its paving contract to address segments of impacted arteries, with a focus on ensuring safe travel and significantly improved roads for Burlington.

The Sustainable Infrastructure Bond, approved by voters in November 2016, doubled DPW's annual paving contract. Through careful financial management and at no additional taxpayer expense, DPW will expand beyond this already increased scope of paving work for the 2018 construction season. DPW annual paving contracts will have increased as follows:

-) Pre-Sustainable Infrastructure Bond (before 2017): ~\$1M
-) Post-Sustainable Infrastructure Bond (2017): ~\$2M
-) Projected for 2018 to fix the weather-damaged roads: ~\$3M

We have added an agenda item on to the February Commission meeting to request Commission support for augmenting the 2018 paving program. The Commission approved the original 2018 paving program at its October 2017 meeting. The additional streets that would see new or supplemental paving or long linear patching under our proposed plan include:

-) North Avenue
-) Colchester Avenue
-) Pine Street
-) North Street
-) Maple Street

Thank you for your understanding as we are working hard to provide the Commission the most comprehensive and up-to-date information on this emerging issue. We will have more information at the meeting.

WINOOSKI RIVER BRIDGE SCOPING PROJECT

The CCRPC, along with the cities of Burlington and Winooski and other partner organizations, and the public, have initiated an important scoping project to evaluate the future connection between the two cities. The current bridge over the Winooski River is approaching 90 years old and nearing the end of its expected useful life. For both structural and functional reasons, this bridge will require significant improvements, perhaps outright replacement, in the not-too-distant future. The CCRPC hired the engineering consultant firm of McFarland Johnson to undertake a scoping study – to identify site constraints and recommend crossing alternatives. The local concerns /

alternatives presentation meeting was held February 8. DPW will be actively involved and we welcome Commissioners and members of the public to engage in the scoping process.

<https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/winooski-river-bridge-scoping-study/>

LOWER PARKMOBILE FEES & VALENTINES WEEK PROMOTION

We are pleased to announce that through a competitive bidding process we have lowered the fees that our pay-by-cell provider Parkmobile charges to customers using the phone-based parking app. The initial fee has decreased from \$0.35 to \$0.30 and the fee to extend the duration of a parking stay has been completely eliminated (was formerly \$0.35). More than 25% of all meter payments downtown are being made through the app these days. There is also a Valentines Week promotion underway now where the Church Street Marketplace and their sponsors are underwriting \$3 off for on-street parking sessions with the use of a special promotional code (Love). Each customer can only use the promotion once. The promotional code has already been used by 100+ parkers.

WATER BILLING ANOMOLY

We have updated the Commission each month on where the UVM water billing issue stands. As you may recall, we have contracted with financial services firm KPMG to conduct an independent assessment of the department's 98 compound meters. KPMG is currently working to complete their assessment report. We will include the full report in the March Commission meeting packet along with a staff developed summary of activities we have taken to address the report's findings. We will also plan to have a deliberative item on the agenda so that the Commission and the public can discuss and ask questions.

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



City of Burlington
Department of Public Works
645 Pine St
Burlington, VT 05401
802-863-9094
Burlingtonvt.gov/dpw

PRESS RELEASE

For immediate release:

February 15, 2018

For more information, contact:

Robert Goulding, DPW Public Information Manager

802-540-0846

City Expands Paving Program to Include Repaving of North Avenue, Pine Street, and Other Major Arterials

Public Works reallocating existing resources to address unanticipated damage to major roadways from this winter's unusual freeze-thaw cycle

Burlington, VT – The Department of Public Works (DPW) is expanding its 2018 paving list to repair road damage to North Avenue, Pine Street, Colchester Avenue and other severely weather-degraded major roadways. DPW has issued an addendum to its paving contract to address segments of impacted arteries and will begin the work as soon as weather conditions allow the asphalt plants to reopen (typically in April or early May). The Sustainable Infrastructure Bond, approved by voters in November 2016, doubled DPW's annual paving contract. By reallocating existing resources, DPW will expand beyond this already increased scope of paving work for the 2018 construction season and repave well more than double the amount of roadway that the City typically fixes in a year.

“The current state of our major arterials is unacceptable, and I appreciate how quickly our Public Works Department has answered my call to come up with a plan to improve these roads as much as possible, as quickly as possible, and to restore them fully as soon as the weather warms,” said Mayor Miro Weinberger. “This new plan will do all of that, and without increased burden on the taxpayers.”

Citywide Improvement: New North End to the South End

Public Works has maintenance teams on daily patrols throughout the city to improve what can be fixed now, working on regular work hours or over the weekends whenever warmer weather presents an opportunity.

Problematic road conditions from this winter's severe cold and rapid thaw are region-wide, with clear impacts throughout Burlington. The near-term plan to address these impacts includes:

- **North Ave:** Segments with substantial deterioration will be added to the paving schedule this spring, and other segments will now receive extensive linear patching during the construction season.
- **Plattsburg Ave:** A key section will be paved this spring as part of the original paving schedule.
- **Pine St:** In coordination with previously planned subsurface drinking water infrastructure upgrades, key sections of Pine Street will now also be repaved, and others will receive extensive linear patching.
- **Colchester Ave:** In addition to already planned paving of the stretch of Colchester Ave as it reaches Winooski, additional segments will be repaved or extensively patched to improve road conditions.
- Other proposed segments receiving extensive patching include parts of Maple Street (of which a large section was already on the original list) and North Street.

Interim Steps, Careful Planning, and Construction

Public Works continues to fill potholes with cold patch as conditions allow to provide a viable mid-winter solution to improved roads. Crews have also milled short delaminated (shallower, but longer or wider than a traditional pothole) segments of North Avenue and Pine Street to provide a smoother lane of travel. Engineering and maintenance teams are monitoring if the milled sections will survive additional freeze-thaw cycles or accelerate the creation of potholes by thinning the paved road surface. Additionally, test pits have been dug to determine the thickness of these paved sections and inform the proactive approach to paving these roads this spring. For impacted roads that are not repaved, resources will be devoted to effectively “hot patch” and improve these roads. Hot patch is a more durable solution short of a full repaving that will be available to address road deterioration as the weather warms and asphalt plants re-open.

The projected total cost of the annual paving contracts for 2018 to fix the weather-damaged roads will be dependent on bid submissions and Public Works Commission and City Council approval. The overall construction schedule will be dependent on weather and contractor availability. Public Works will be releasing more information on the paving list and schedule as it becomes available.

“We will fix these arteries,” said Chapin Spencer, Director of Public Works. “Our residents, commuters and visitors rely on these roads for safe travel. As the Mayor has made clear, everyone using our roads deserves better, and we will continue working tirelessly to improve the conditions.”



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