



**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: JANUARY 11, 2018
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on January 17, 2018 at 6:30 PM at **645 Pine St – Main Conference Room**

1. Agenda
2. Consent Agenda
3. Draft Policy on Narrow Streets
4. Approval of Draft Minutes of 12-20-17

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: January 11, 2018
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **January 17, 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 30-Minute Metered Parking Space at 55 Main St
 - C New Accessible Space at 60 Lakeview Terrace
 - D Stop Control on Union St
 - E Stop Sign on Briggs Street & Ferguson Ave

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- 5 20 Min Draft Policy on Narrow Streets
 - A Communication, N. Losch
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested –None
- 6 5 Min Approval of Draft Minutes of 12-20-17
- 7 10 Min Director's Report – Sent Separately
- 8 10 Min Commissioner Communications
- 9 **Adjournment & Next Meeting Date – February 21, 2018**



MEMORANDUM

January 11, 2018

TO: Public Works Commission
FROM: Phillip Peterson, DPW Engineering Technician *PMP 1/11/18*
CC: Nicole Losch PTP, Senior Transportation Planner *N 1/11/18*
RE: Traffic Request Status Report

Number of Requests 12/07/17 = 60
New Requests since 12/07/17 = 0
Requests closed since 12/07/17= 5
Number of Requests 01/11/18 = 55

RFS BREAKDOWN BY TYPE*

		Last Month	Change
Accessible Space:	3		
Resident Only Parking:	4		
Crosswalks:	22	23	-1
Driveway Encroachments:	2		
Signage:	10	12	-2
Loading Zone:	3		
Area/Intersection Study:	2		
Parking Prohibition:	5	6	-1
Bus Stop:	1		
Geometric Issues:	2	3	-1
Parking Meters:	1		
Other:	0		
TOTAL:	55		



MEMORANDUM

January 09, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician PMP 1/9/18

CC: Nicole Losch PTP, Senior Transportation Planner N 1/9/18

RE: Modify Existing Three (3) Hour Metered Parking Space to 30-minute Metered Parking Space on Main Street

Recommendations:

Staff recommends the Commission adopt:

- The modification of the Three (3) hour metered parking space located on the south side of Main Street in the first space west of South Champlain Street to a 30-minute metered parking space.

Background:

Staff received a request in January 2017 from Peters Liska of the Artisan Culinary Kitchen at 55 Main Street, asking that the existing Three (3) hour metered parking space located on the south side of Main Street in the first space west of South Champlain Street be modified into a 30-minute metered parking space. The 30-minute metered space would promote customer turnover at several local businesses.

Observations:

1. Street Characteristics: Main Street is a 30-foot-wide high volume arterial street with on-street parking on both sides of the street. Main Street between South Champlain Street and Battery Street is designated as a Three (3) hour and Ten (10) hour parking meter zone.
2. Public Outreach: Using the DPW Public Engagement Plan spectrum of engagement, Staff appropriately identified this project as an INVOLVE Project type. Consequently, Staff distributed sixty flyers to the apartment buildings, homes, and businesses on Main Street between South Champlain Street and Battery Street on December 7th, 2017. Staff received three responses from local residents, all of the respondents support the modification of the Three (3) hour metered parking space located on the south side of Main Street in the first space west of South Champlain Street to a 30-minute metered parking space.

Conclusions:

There is one 30-minute metered space approximately 250 feet to the east of 55 Main Street on a separate block, otherwise all other metered spaces on this block of Main Street are Three (3) hour or Ten (10) hour parking meters; there are 17-Ten (10) hour parking meters and 5-Three (3) hour parking meters. Additionally, the feedback from other residents in the area support the modification. Consequently, staff is recommending changing the Three (3) hour metered parking space in front of 55 Main Street to a 30-minute metered space.



CITY OF BURLINGTON

SERVICE REQUEST

Name and Address

Name: Peter Liska

Request Date: 12/04/2017 2:00 PM

Address: 55 Main Street

Due Date: 2/2/2018

Phone Number: 8028653354

Email Address:

Request

Location: 55 Main Street

Request Description: Requester is seeking a 15-minute parking space in front of new business at 55 Main Street.

Assign History

Date	Assigned To	Description
12/4/2017 2:00:47 PM	Phillip Peterson	Request Assigned

Work History

Date	Staff Person	Description
12/04/2017	Phillip Peterson	Spoke to Mr. Liska. Due to the existing site conditions a 15-minute space will most likely not work; a 30-minute metered space is a good possibility. Mr. Liska would prefer a free 15-minute space, however he is okay with a 30-minute metered space. (Entered on 12/4/2017 2:14:09 PM by Phillip Peterson)

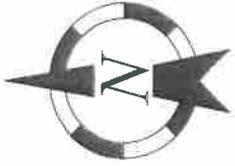
Customer Service

Status: New

Request created by: Phillip Peterson

Print Date: 12/18/2017 12:54:47 PM

S7



**10Hr.
Brown**

3Hr. Blue

17-10Hr.

5-3Hr.

S108 - S109

S110 - S111

S112 - S113

S114 - S115

NPTS

S116 - S117

So. Champlain St.

S183 - S184

S185 - S186

S187

S188 - S189

S190 - S191

S192 - S193

S194

Main St.

Battery St.

Phillip Peterson

From: jess ackerman <anjouvt@gmail.com>
Sent: Friday, December 08, 2017 2:23 PM
To: Phillip Peterson
Subject: 30 minute meter

Anjou & the little Pear has No problem with it!

Thanks for asking,
Jess Ackerman
53 Mainstreet BTV

Phillip Peterson

From: Adam Bergeron <abergeron@bpflegal.com>
Sent: Tuesday, December 12, 2017 9:31 AM
To: Phillip Peterson
Subject: 30 Minute Meter on Lower Main St

Hi. I saw your memo and I think this is a good idea.

Adam P. Bergeron, Esq.
Bergeron Paradis & Fitzpatrick LLP
27 Main Street
Burlington, VT 05401
Phone: 802-863-1191
Fax: 802-863-5798

ARTISAN CULINARY KITCHEN
55 Main Street
Burlington, Vermont 05401
802-865-3354

RECEIVED

DEC - 4 2017

BURLINGTON PUBLIC
WORKS

November 30, 2017

Phillip Peterson
Department of Public Works
645 Pine Street
Burlington, VT 05401

Dear Mr. Peterson:

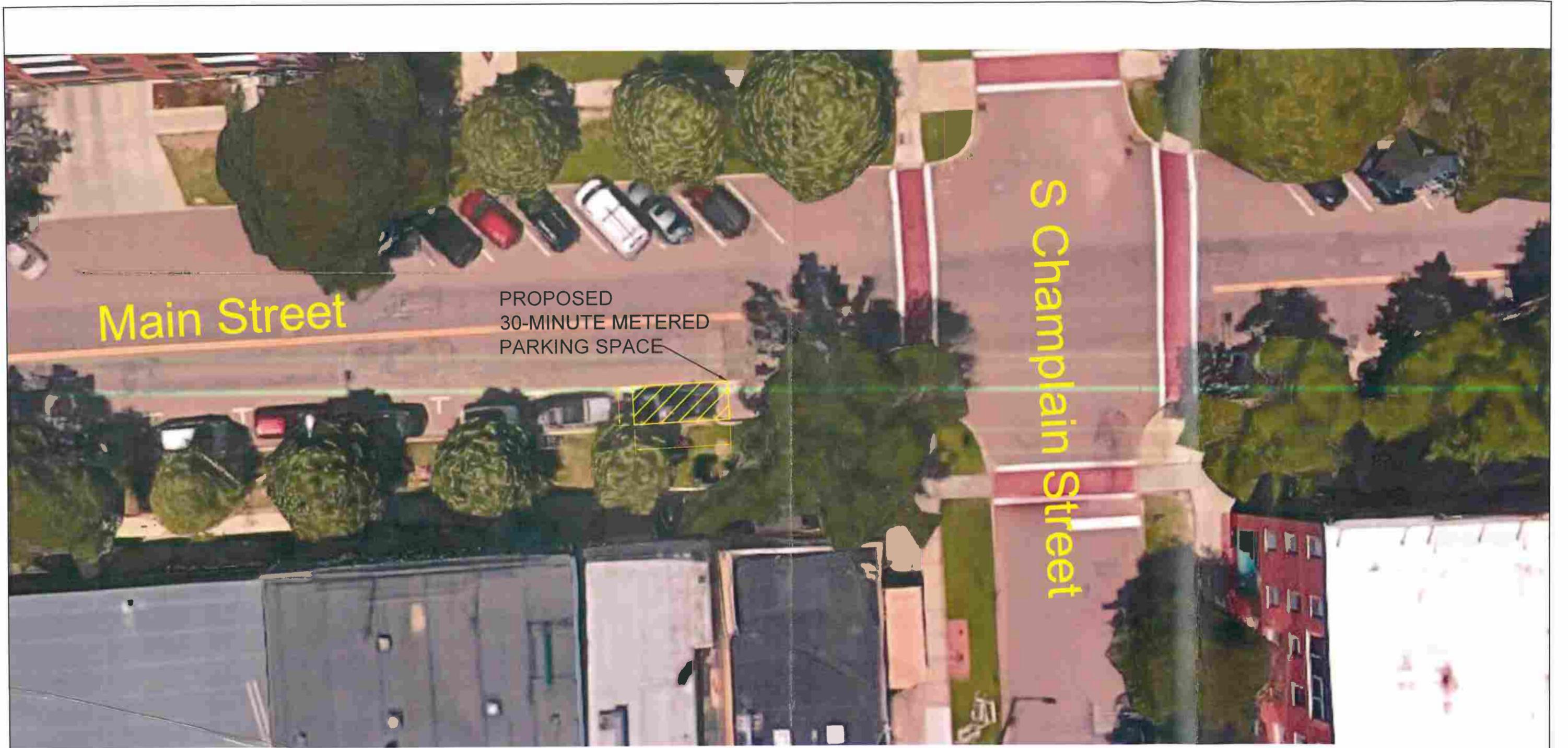
I am writing to you to request your Department to designate a 15 minute parking space in front of our new business at 55 Main Street, Burlington, Vermont. We operate a delicatessen at this location and it would be very convenient to allow our customers who are picking up food orders to pull in this spot for up to 15 minutes.

I understand from the City Enforcement Officers and other business owners in Burlington that such requests are often granted. We ask that you review our request as well. Please feel to call for additional information or stop in to speak with us. Thank you.

Sincerely,



Peter Liska
Co-Owner, Artisan Culinary Kitchen



Main Street

PROPOSED
30-MINUTE METERED
PARKING SPACE

S Champlain Street



SCALE: 1" = 20'

NOTES:

Staff recommends the Commission adopt:

- The modification of the Three (3) hour metered parking space located on the south side of Main Street in the first space west of South Champlain Street to a 30-minute metered parking space.



55 MAIN STREET
MODIFY EXISTING METERED
PARKING SPACE



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 883-2084
(802) 883-0466 (Fax)

DESIGNED PMP	RFS NO. 19850
DRAWN PMP	SCALE 1"=30'
CHECKED NLB	DRAWING NO.
DATE 01/03/18	SHEET 1 OF 1



MEMORANDUM

January 11, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician *PMP 1/11/18*

CC: Nicole Losch PTP, Senior Transportation Planner *u 1/11/18*

RE: New Accessible Space at 60 Lakeview Terrace

Recommendations:

Staff recommends that the Commission adopt:

- 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.

Background:

Staff received a request from Gloria Seidler to install an on-street accessible parking space close to her home at 60 Lakeview Terrace. Ms. Seidler states the space is necessary so she may have reasonable access to her home. During the initial investigation, staff found Ms. Seidler had access to off street parking, which would normally grant someone in need of accommodations reasonable access to their home; however, staff received a letter from two doctors Dr. Heather Zuk (Ms. Seidler's physical therapist) and Dr. Candace Fraser (Ms. Seidler's primary physician), stating that Ms. Seidler is not able to park independently in the off street space. Dr. Zuk and Dr. Fraser both feel an accessible space is necessary so Ms. Seidler may have reasonable access to her home.

Observations:

1. Lakeview Terrace is a 26-foot-wide low volume residential street providing access to North Avenue and North Street. There is no parking permitted on the west side of Lakeview Terrace. Lakeview Terrace has no meters.

2. There is one accessible space along Lakeview Terrace, at 11 Lakeview Terrace; which is approximately 540 feet away from Ms. Seidler's property. There is another accessible space in the area on the south side of Canfield Street in front of 7 Canfield Street, which is approximately 340 feet away from Ms. Seidler's property. Neither of these accessible spaces provide reasonable access to Ms. Seidler's home.
3. Public outreach: Using the DPW Public Engagement Plan spectrum of engagement, Staff appropriately identified this project as an INVOLVE Project type. Consequently, Staff distributed forty (60) flyers to the homes on Lakeview Terrace on October 1st, 2017. Staff received four (4) responses from local residents, all were email; two out of the four responses support the proposed changes.

Conclusions:

Ms. Seidler has off street parking for her home, nevertheless her medical support team has provided enough information which justifies DPW placing an on street accessible space close to her home. Although local resident support is split on this issue the expertise of Ms. Seidler's medical team gives more weight to the placement of the accessible space. Additionally, the proposed accessible space will be close to several homes which would benefit the disabled community in this area.



NOTES:

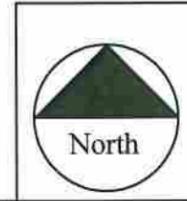
Staff recommends amendment of the following ordinance:

Appendix C: Rules and Regulations of the Traffic Commission

7A Accessible spaces designated. No person shall park any vehicle at any time in the following locations, except automobiles displaying special handicapped license plates issued pursuant to 18 V.S.A. § 1325, or any amendment or renumbering thereof: On the east side of Lakeview Terrace beginning two hundred thirty-four (234) feet north of Canfield Street and extending north for a distance of twenty (20) feet.



SCALE: 1" = 40'



60 LAKEVIEW TERRACE
ACCESSIBLE PARKING SPACE



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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

DESIGNED PMP	RFS NO. 18301
DRAWN PMP	SCALE 1"=40'
CHECKED NB	DRAWING NO.
DATE 01/08/18	SHEET 1 OF 1

Phillip Peterson

From: Gloria Seidler <glo4477@yahoo.com>
Sent: Wednesday, October 11, 2017 12:33 PM
To: Phillip Peterson
Cc: Gloria Seidler
Subject: Re: 60A Lakeview Terrace Accessible Space

Dear Mr. Peterson,

I have continued to contact other neighbors and I believe you will receive quite another view than apparently the one you had.

FYI: Your messages on my land line phone were not received until yesterday. You made several attempts to reach me and I was not aware of the phone tag we were in.

My phone has been having problems that have been reported a few times. I was without service for much of the evening again and into the early this morning. My phone line is bundled with my computer service..

Further useful info:

There is a warehouse on one side of the building I live in. I have discussed my situation with the owners and it would make sense to place the disabled space in front of 60 where a car can simply glide into the spot from the warehouse side. The driveway accommodating the condo residents is very active as many people work from home, have babies, etc. Trying to navigate into a space on that side when folks are waiting to leave isn't a good idea for anyone. The warehouse side is only active from time to time and they have no problem with my safely easing into a space from that direction.

I am continuing to gather information to sent to you.

Thank you for your attention to this request.

Gloria Seidler
60A Lakeview Terrace

From: Phillip Peterson <ppeterson@burlingtonvt.gov>
To: "glo4477@yahoo.com" <glo4477@yahoo.com>
Sent: Tuesday, October 10, 2017 4:24 PM
Subject: 60A Lakeview Terrace Accessible Space

Ms. Seidler,

My name is Phillip Peterson and I am an engineer with the City of Burlington Department of Public Works (DPW). We spoke on the phone earlier this afternoon. You requested an accessible space

adjacent to your home at 60A Lakeview Terrace. I conducted a site investigation and found you do have off-street parking. In order to install an accessible space, you must show it is a "reasonable accommodation." A "reasonable accommodation" is an exception or change which (in this case) the City of Burlington can make to rules, policies, services or regulations in order to assist a resident or applicant with a disability. Fair laws require the city to make reasonable accommodations in their rules, policies, practices or services to give a person with a disability an equal opportunity to use and enjoy a dwelling unit or common area. Accommodations are "reasonable" when they are practical and feasible.

Based on my site analysis and current evidence collected, DPW cannot support the placement of an accessible space in front of your property at 60A Lakeview Terrace, as it is not a reasonable accommodation. There is parking available in the driveway at 60A Lakeview Terrace and it accommodates persons with disabilities. Please feel free to contact me should you have any questions or concerns.

Kind Regards,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

Phillip Peterson

From: Anne MacLeod <anne.macleod@uvm.edu>
Sent: Wednesday, October 11, 2017 10:58 AM
To: Phillip Peterson
Subject: 60 Lakeview disabled parking spot

Dear Philip,

I live at 72 Lakeview Terrace, two doors down from 60 Lakeview, the location being requested for the disabled parking space. I did not receive any notification soliciting my opinion and therefore wanted to get my two cents to you before a final decision is made.

In short, I have absolutely no objection to a parking space being designated handicapped/disabled in front of 60 Lakeview Terrace.

If you have further questions please contact me directly.

Best,
Anne MacLeod
72 Lakeview Terrace
Burlington, VT 05401
802-999-9687

Anne I. MacLeod
University of Vermont
Microbiology & Molecular Genetics
95 Carrigan Drive, 201 Stafford Hall
Burlington, VT 05405
Phone: 802.656.8292

Phillip Peterson

From: Gloria Seidler <glo4477@yahoo.com>
Sent: Tuesday, October 10, 2017 8:17 PM
To: Phillip Peterson
Cc: Gloria Seidler
Subject: Re: 60A Lakeview Terrace Accessible Space

Dear Mr. Peterson,

Thank you for your time and response.

It seems you are missing some key facts and based upon our conversation today I went up and down my street as well as made some phone calls.

The results thus far:

- 1) Ms. Heather Zuk, Driver Rehab at Fanny Allen Campus will be sending a letter to you describing why the request is a true need. She also completed a site visit here, has worked (as an able-bodied driver specialist) to navigate out of my designated parking spot, and will explain her position as a licensed medical professional.
- 2) All of the neighbors I contacted thought they needed to respond only if they DIDN'T AGREE WITH THE NEED FOR A SPACE!! I have passed along to them what I gleaned from our conversation so please expect others to respond favorably to the request.
- 3) I will be contacting my primary care doctor via email this evening. She has been an advocate for me to do this for years! It would help me to be as independent as I can given my limitations.
- 4) I will mail to you a copy of my permanent disability tag as we discussed since I cannot drive for it to be copied in your office unless I arrange for a volunteer to pick me up and make a special trip to see you.

My off-street designated parking space isn't handicap accessible. I live in a group of 4 quite old buildings that were turned into 12 condos in the 1980's. The area of my designated space is just a few inches next to another car! Not only can't I get INTO my car, there is zero margin for error when a driver who can actually get into the car (and is not dealing with a physical limitation).

The requested space represents a "reasonable accommodation" that would allow me to drive my handicap-modified vehicle to get food and medication, something I must now rely upon others to do. I live alone and have other disabled accommodations within my condo.

I will be in touch with further information. Please do the same and thank you for your help. My home is that you will soon have gathered enough information to move forward with this space.

Sincerely,

Gloria Seidler
60A LakeviewTerrace

Burlington VT 05401

From: Phillip Peterson <ppeterson@burlingtonvt.gov>
To: "glo4477@yahoo.com" <glo4477@yahoo.com>
Sent: Tuesday, October 10, 2017 4:24 PM
Subject: 60A Lakeview Terrace Accessible Space

Ms. Seidler,

My name is Phillip Peterson and I am an engineer with the City of Burlington Department of Public Works (DPW). We spoke on the phone earlier this afternoon. You requested an accessible space adjacent to your home at 60A Lakeview Terrace. I conducted a site investigation and found you do have off-street parking. In order to install an accessible space, you must show it is a "reasonable accommodation." A "reasonable accommodation" is an exception or change which (in this case) the City of Burlington can make to rules, policies, services or regulations in order to assist a resident or applicant with a disability. Fair laws require the city to make reasonable accommodations in their rules, policies, practices or services to give a person with a disability an equal opportunity to use and enjoy a dwelling unit or common area. Accommodations are "reasonable" when they are practical and feasible.

Based on my site analysis and current evidence collected, DPW cannot support the placement of an accessible space in front of your property at 60A Lakeview Terrace, as it is not a reasonable accommodation. There is parking available in the driveway at 60A Lakeview Terrace and it accommodates persons with disabilities. Please feel free to contact me should you have any questions or concerns.

Kind Regards,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

Phillip Peterson

From: Cinse Bonino <cinse.bonino@gmail.com>
Sent: Tuesday, October 10, 2017 6:51 PM
To: Phillip Peterson
Subject: handicapped space in front of 60 Lakeview Terrace 05401

Dear Mr. Peterson,

I support the handicapped space in front of 60 Lakeview Terrace in Burlington. I see no reason to not provide a space that will make someone's live more accessible.

Best,
Cinse

Cinse Bonino

facilitator, presenter, & guide

seechoosedo.com

cinse.bonino@gmail.com

802 355 7203



Phillip Peterson

From: barbara zucker <bzucker@uvm.edu>
Sent: Monday, October 09, 2017 10:54 AM
To: Phillip Peterson
Subject: re accessible parking space on Lakeview Terrace

I am not in favor of this. It is very difficult at times to park on our street. The individual who is asking for the sign is very capable of walking back and forth to the parking lot behind the apartment building and also is able to walk the same length and more to do gardening.

Phillip Peterson

From: Kevin Pearce <kevin@loveyourbrain.com>
Sent: Tuesday, October 03, 2017 1:13 PM
To: Phillip Peterson
Subject: disabled parking space lakeview terrace

Dear Phillip,

I am the owner of 27 lakeview terrace. I received your note on my door.

That condominium complex has a private parking lot for its owners therefore I do not support a designated street space.

-Kevin



KEVIN PEARCE
kevin@loveyourbrain.com
LOVEYOURBRAIN.COM

Phillip Peterson

From: Julie <julie@justshowup.com>
Sent: Tuesday, October 03, 2017 12:20 PM
To: Phillip Peterson
Subject: request for an accessible parking space near 60 LVT

Dear Mr. Peterson,

I received your letter re. the request for an accessible parking space near 60 Lakeview Terrace. We own the home at 23 Lakeview Terrace and 17b Lakeview Terrace.

I object to this installation for the following reasons.

1. If the request is coming from the owner of 60a LVT, you should ask her if she owns a car. To my knowledge, she does not. Her boyfriend is known to occupy her parking space.
2. 60 LVT is a condominium building and has a private parking lot for which the owners have designated parking spaces. The owner of 60a Lakeview Terrace, has a designated parking space just outside her back door. That space is approximately 3 steps away from her back door, far closer than any street space could offer.
3. We have growing parking issues on Lakeview Terrace and street parking spaces are difficult to find and I do not support someone using a handicapped parking sticker to guarantee them a street space when they have a private parking space assigned to them by their condominium.
4. The owner of 60a Lakeview Terrace has health issues. However, she is not handicapped in a way that prevents her from walking to a car parked on the street because I see her walking Lakeview Terrace for exercise.

Thank you,
Julie Perlmutter and Alan Newman
23 Lakeview Terrace
Burlington VT 05401

UVM Medical Center Family Medicine -
Colchester
883 Blakely Rd
Colchester VT 05446
802-847-2055 Dept Fax: 802-847-1688

October 23, 2017

Gloria S Seidler
60a Lakeview Terrace
Burlington VT 05401

Patient: **Gloria S Seidler**
Date of Birth: **8/7/1957**
Date of Visit: **10/23/2017**

To Whom It May Concern:

It is my medical opinion that Gloria Seidler medically needs access to Handicap Parking on the street for all the issues detailed in the letter you have from Heather Zuk, Certified Driver Rehab Specialist.

If you have any questions or concerns, please don't hesitate to call.

Sincerely,



Candace Fraser, MD



**UVM Medical Center Driver Rehabilitation - Medical
Office Building
792 College Parkway
Suite 102
Colchester VT 05446
Dept Phone: 802-847-3140
Dept Fax: 802-847-5151**

October 11, 2017

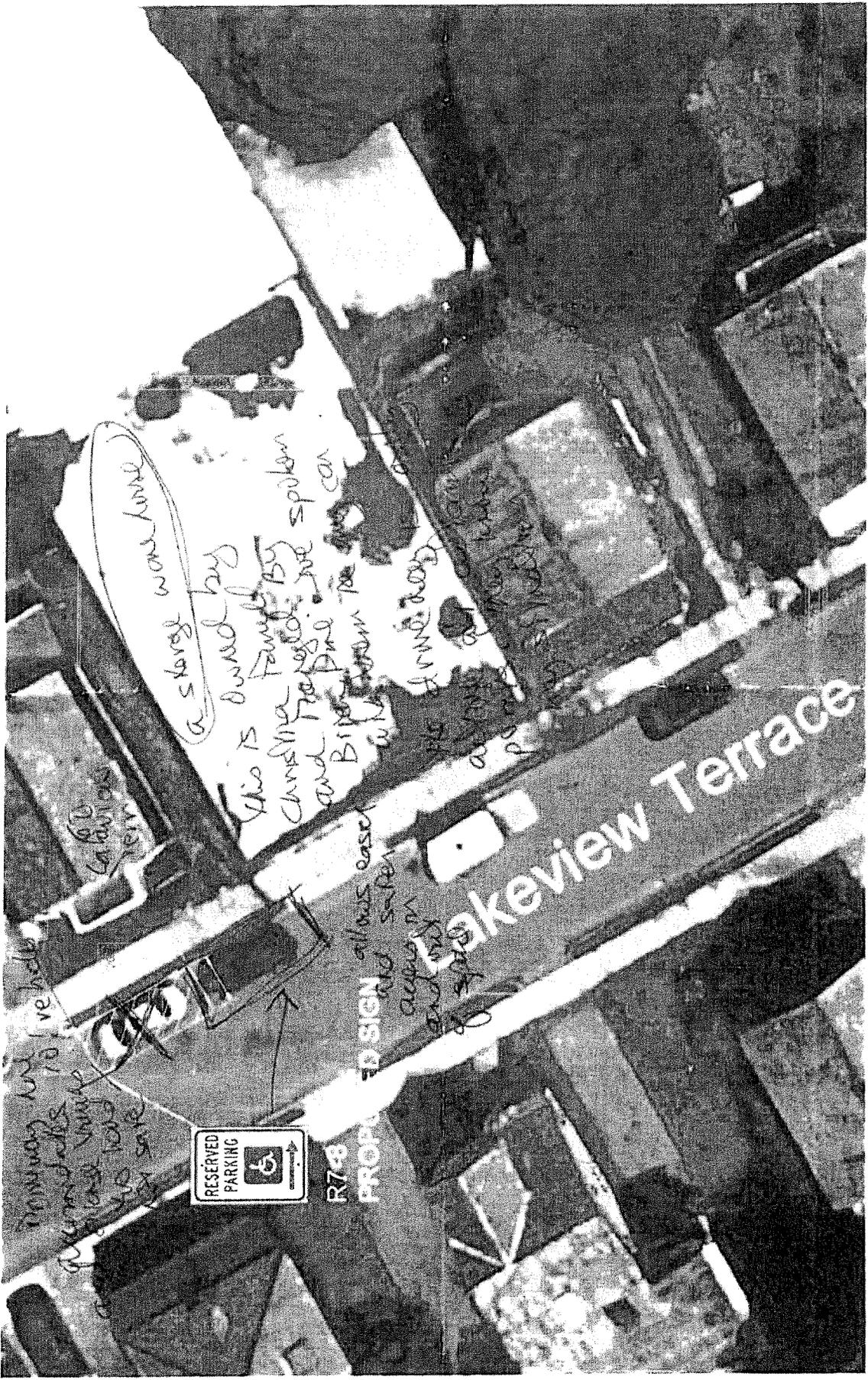
Dear Phillip Peterson,

I was contacted by Gloria Seidler, who resides at 60a Lakeview Terrace Burlington VT 05401 with a request for a letter to you regarding her application for a handicap parking space allowance outside her current address. Gloria S Seidler attended occupational therapy at the Driver Rehabilitation Program for a period of 2 years from 10/2014-10/2016 to address challenges she has regarding physical disability and driving. Gloria has very limited neck range of motion due to spinal injury and surgery/fixation. She also is limited in her physical ability to walk distances, bend, and twist her body due to back, shoulder, and leg pain and weakness. She participated in training and adaptations to her car to allow for more visibility (including customized adaptive mirrors and back up camera) and strategies to compensate for her disability. She also had multiple training sessions with navigating her current parking area behind her building to work on being able to access her parking space and walk to/from her home. Due to the small size of the parking lot and having 9 or more vehicles in there at a time, it is very difficult to navigate for any driver, nevertheless one with limitations in neck range of motion and physical ability. Unfortunately, despite training at our program for two years, she has not been able to independently park/move her vehicle in this parking area consistently due to difficult access/her disability and she is requesting to have handicap parking available on the street to allow for more independent access to her vehicle.

I fully support this request and feel that it will help Gloria Seidler to be able to be more independent with accessing her vehicle, parking, and getting to/from her home so that she can use her vehicle to access the community for doctor's appointments, grocery shopping, etc. This would allow her to be more independent and not rely on others for transportation. If you have any questions or concerns, please don't hesitate to call me at 847-7234.

Sincerely, 
Heather C. Zuk, OTR/L
Certified Driver Rehab Specialist
Vermont Driving School Instructor

CC: Phillip Peterson, Dept of Public Works, 645 Pine Street, Burlington, VT 05402
CC: Gloria Seidler, 60a Lakeview Terrace, Burlington VT 05401



Primary and Vehicle
Reminders to
Please use
a storage room have



R7-8

PROPOSED SIGN allows easier
access on
and into
of space

Car
Garage

This is owned by
Family by
Christina
and Fred. The
and Brian. The
with program
this
of
of
of
of

Lakeview Terrace

P78901

Glenn Seidler
609 Lakewood
Denville
Burlington, VT
05401
(802) 658-1129

**NO
EXPIRATION**



City of Burlington
Department of Public Works

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

Dear Lakeview Terrace Residents,

The Department of Public Works (DPW) has received a request from a disabled resident asking to install a signed Accessible Parking Space near 60 Lakeview Terrace.

DPW would like to ask for your feedback regarding the possibility of this designation.

Please respond via email or phone by October 11th so that your feedback may be considered during our evaluation.

Thank you!

Phillip Peterson, Engineering Technician
Desk: 802.865.5832
Email: ppeterson@burlingtonvt.gov

Dear Phillip,
I have need copies from
of two atlas sent from
the above provided. There are others
if you need them.
Enclosed please find copy of
my handicap tag to get to
your yard. No roll.
Please look at drawing. The wheel house
to the south side of 60 has a curb cut
and makes it safer for an easier access
and makes it safer pulling out of my
modified vehicle.
Please help me to use my
wheel chair to use my
present address of
Thank you
[Signature]



MEMORANDUM

January 11, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician PMP 1/11/18

CC: Nicole Losch PTP, Senior Transportation Planner N 1/11/18

RE: Stop Control on Union Street

Recommendations:

Staff recommends the Commission adopt:

- Stop control at the intersection of Beech Street and Union Street causing westbound traffic on Beech Street to stop.
- Stop control at the intersection of Bayview Street and Union Street causing westbound traffic on Bayview Street to stop.
- Stop control at the intersection of Kingsland Terrace and Union Street causing westbound traffic on Kingsland Terrace to stop.
- Stop control at the intersection of Hickok Place and Union Street causing westbound traffic on Hickok Place to stop.
- Stop control at the intersection of Grant Street and Union Street causing eastbound traffic on Grant Street to stop.
- Stop control at the intersection of Loomis Street and Union Street causing westbound traffic on Loomis Street to stop.
- Stop control at the intersection of College Street and Union Street causing all traffic to stop.

Background:

Staff received a request in October, 2015 from Max Fedeli, a student at the University of Vermont and local resident on Union Street requesting stop control at streets intersecting Union Street, causing traffic to stop on lower volume streets. Mr. Fedeli's believes bikers traveling along North Union are constantly faced with cars pulling out and nearly hitting them. Additionally, staff received a request in April, 2016 from Ben Fowler a local resident on Grant Street, requesting stop control at Grant Street and N Union Street causing traffic on Grant and Loomis Street to stop.

Observations:

1. There are nineteen intersections along Union Street from Saint Paul Street to North Winooski Avenue. Out of the nineteen, there is stop control at eleven intersections along Union Street. Seven Union Street stop control intersections are all-way stops; those intersections are at Howard Street, Spruce Street, Maple Street, College Street, Buell Street, North Street, and North Winooski Avenue. There are two intersections along Union Street with traffic light controls; those intersections are Main Street and Pearl Street. There are four intersections along Union Street that cause traffic to stop on lower volume side streets; and those streets are Cliff Street, Adams Street, King Street, and Bradley Street. That leaves Union Street with six intersections without stop control; those intersections are Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street. Of these streets that also intersect Willard Street, stop control is located on the eastbound side street intersections with Willard Street.
2. Union Street is a minor arterial street; Union Street is designated as a one-way street northerly from King Street to North Winooski Avenue. There is a one-way northerly bike lane on the east side of Union Street from Main Street to North Winooski Avenue. Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street are all minor residential streets. Beech Street, Bayview Street, and Kingsland Terrace have stop bars at their respective Union Street intersections without stop signs.
3. Public Outreach: Using the DPW Public Engagement Plans spectrum of engagement, Staff appropriately identified this project as an INVOLVE Project type. Consequently, Staff distributed flyers to the homes, apartments, and businesses on Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street on October 19, 2017. Staff received two telephone responses from local residents, both respondents support the proposal. Staff received seven emails, three in support of the proposal with four not in favor of the stop control.

Conclusions:

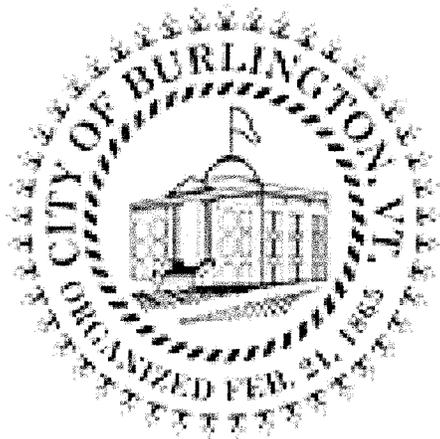
According to the Manual on Uniform Traffic Control Devices (MUTCD):

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD signs or STOP (R1-1) signs on one or more approaches. When establishing intersection control, the following factors are considered: multi-modal traffic volumes, number of / angle of approach, approach speeds, sight distance, and reported crash experience. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

The MUTCD further explains that when a minor street intersects a major street there is an implied yield condition where the vehicle on the minor street yields the right-of-way to the vehicles traveling down the major street. According to the MUTCD, staff have properly identified Union Street as the major street with Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street as the minor streets.

The lack of consistency with stop control conditions for side streets along the Union Street can lead to confusion for drivers; therefore, application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law. Consequently, staff recommend the Commission adopt stop control at the Union Street intersections with Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street; causing traffic to stop at Beech Street, Bayview Street, Kingsland Terrace, Hickok Place, Grant Street, and Loomis Street. Additionally, staff found the all way stop at College Street and Union Street was not officially adopted as a traffic regulation. Due to existing site conditions, staff recommends the Commission officially adopt all way stop control at the College Street and Union Street intersection.



CITY OF BURLINGTON

SERVICE REQUEST

Name and Address

Name: Max Fedeli

Request Date: 10/29/2015 3:37 PM

Due Date: 12/28/2015

Address:

Phone Number:

Email Address: maxfedeli7@gmail.com

Request

Location: Union Street - various locations

Request Description: From Max's email: My name is Max Fedeli, a student at the University of Vermont and one of the many residents here in Burlington. I would like to notify you about an issue that I find very pressing and in dire need of attention. I, like many others in this city commute via bicycle on a daily basis. For the most part, I see Burlington as a city that is quite biker friendly and easy to get around safely. However, as someone who has lived here for over two years now, I have noticed a flaw in Burlington's roadways that does not take its cyclists into consideration. North Union street is a route that I and many others frequently travel on via bike. I am glad that there is a bike lane provided on this road but I am becoming increasingly frustrated with the lack of stop signs on the streets that intersect North Union. Neither the Hickok nor Loomis intersections have stop signs, therefore many cars traveling west on these roads pull out into the intersection at will without looking for bikers. This has been very dangerous for not only myself but many others I know. Bikers traveling along North Union are constantly faced with cars pulling out and nearly hitting them. This is especially a problem during the evening. Bike lights and reflectors can only do so much. I ask that you place stop signs at these intersections so that this problem is mitigated.

Assign History

Date	Assigned To	Description
1/5/2017 9:54:58 AM	Phillip Peterson	,
10/19/2016 9:39:12 AM	David Allerton	Request reassigned from Damian Roy - Ion
8/23/2016 5:22:59 PM	Damian Roy	This is old and may be worth closing...
2/8/2016 4:08:33 PM	Nicole Losch	I feel this is in your court, let me know if you disagree..
10/29/2015 3:37:37 PM	Damian Roy	Request Assigned

Work History

Date	Staff Person	Description
12/28/2017	Phillip Peterson	Spoke to Peter Thwaite on the phone. He is supportive of the change now that he understands the process. (Entered on 12/28/2017 11:45:20 AM by Phillip Peterson)
12/08/2017	Valerie Ducharme	Ben Fowler bjfowler@gmail.com (Entered on 12/8/2017 11:54:05 AM by Valerie Ducharme)
04/28/2017	Phillip Peterson	Initial site visit (Entered on 5/18/2017 2:53:26 PM by Phillip Peterson)

Customer Service

Status: New
Request created by: Nicole Losch

Print Date: 12/28/2017 11:45:23 AM

Phillip Peterson

From: Janet Stambolian <jbs1048@comcast.net>
Sent: Tuesday, October 24, 2017 1:10 PM
To: Phillip Peterson
Cc: Karen Paul
Subject: South Union/Beech Street traffic control

Hi, Pete,

I live at 11 Beech Street and received the notice about proposed traffic mitigation plans for this neighborhood. Thank you for sending the notice, and I do hope that DPW will consider making some changes that will help everyone who lives or passes through our neighborhood.

Here are my thoughts.

1. People use Beech as a thoroughfare from S. Willard to Beech and SPEED down Beech toward S. Union quite frequently. Putting a stop sign at Beech/S. Union will not eliminate that, but it can't hurt. I just don't know whether anyone will pay attention to the stop sign, but I've always thought it odd that there wasn't one there at all.
2. Beech Street, by all rights, should be a 1-way street. It's so narrow that when cars are parked on the South side of the street, two opposing vehicles cannot pass one another. It's treacherous if you're going East on Beech to turn onto S. Willard and someone attempts to turn from S. Willard onto Beech. Accidents have happened in this scenario and I'm surprised that more have not.
3. The most glaring problem is **speeding on South Union**. Cars routinely drive 30-40 MPH in both directions, and I think if you really want to do something to help, installing speed bumps along S. Union would be the best thing DPW could do. I am 100% positive that if you polled the residents who live on or near S. Union, they would confirm that speeding on that street is a HUGE PROBLEM and would be reduced dramatically with speed bumps. Obviously, no one pays attention to the posted speed limit.

I am cc'ing our City Counselor, Karen Paul, on this email, as she is thoroughly responsive and supportive of our neighborhood and I'm sure would lend her support to your efforts.

Thanks in advance for all you do and are trying to do to enhance the quality and safety of our neighborhood,
Janet Stambolian

Phillip Peterson

From: george.long <george.long@burlingtotelecom.net>
Sent: Tuesday, October 24, 2017 8:28 PM
To: Phillip Peterson
Subject: stop sign

I reside on Beech Street and support the placement of a stop sign at the lower end of the street (dead-ending on South Union). I have lived on Beech Street for 25 years and always considered traffic on South Union to have the right-of-way. Please make it official.

George Long
18 Beech St.

Phillip Peterson

From: Andy Arp <permacoatings@gmail.com>
Sent: Tuesday, October 24, 2017 8:37 PM
To: Phillip Peterson
Subject: Bayview Street Stop Sign

Hi Phillip,

Thank you for considering us in your evaluation regarding a Stop sign on Bayview Street.

Our household does not feel a Stop sign is particularly necessary.

If traffic is on Union Street, then obviously it dictates that a vehicle entering from Bayview is required to stop until there is a break in the flow of traffic.

Having been residents on Bayview for almost 10 years now, we have not been aware of any issues, conflicts or accidents caused by the existing non-signage.

I would like to offer that it would be slightly more useful to put a Stop sign on the Union Street side to halt traffic travelling north and south on Union at the intersection of Bayview. Most traffic gets up a full run of speed between the existing stops at Howard and Spruce Streets which can make it difficult to enter Union from Bayview during the few minutes of "rush hour" on weekday mornings.

Thanks,

Andy + Liz
45 Bayview Street

Andrew Arp
president, Marketing World Pool Products, Inc.
Tel:(802) 655-8941
Fax:(802) 655-0439

Phillip Peterson

From: Larry Meier <LMeier@drm.com>
Sent: Thursday, November 02, 2017 11:58 AM
To: Phillip Peterson
Subject: No stop sign, please, on Bayview

Phillip,

I'm responding to the flier left at our house. I am NOT in favor of adding a stop sign at the lower end of Bayview. There is a clear view, and I don't believe a stop sign will do much to reduce traffic volume or speed. If the latter is an objective, then I would prefer adding a speed hump or two. It is nice to have a few intersections in which stop lights or stop signs are not present.

Thanks,

Larry Meier
29 Bayview Street

Lawrence H. Meier | Director | Intellectual Property Law Group
Downs Rachlin Martin PLLC | Business Sense · Legal Ingenuity
199 Main Street, PO Box 190 | Burlington, VT 05402-0190
Main: 802-863-2375 | Fax: 802-862-7512
lmeier@drm.com | www.drm.com

Admitted to practice before the U.S. Patent and Trademark Office.

Downs Rachlin Martin PLLC is the exclusive member firm for Vermont of Lex Mundi, the world's leading association of independent law firms with in-depth experience in 100+ countries worldwide.

Phillip Peterson

From: Barbera Kester <barbkester@gmail.com>
Sent: Friday, November 03, 2017 12:50 PM
To: Phillip Peterson
Subject: Grant Street stop sign

Dear Mr. Peterson:

Thank you for your letter to Grant Street residents. I think that a stop sign at the intersection of Grant Street and Union Street is a good idea. That is a very dangerous intersection. I would like to tell you more about it. First, it is very difficult for people turning left onto Union Street from Grant Street to see oncoming traffic heading north on Union Street. It is difficult in the best of circumstances when Union Street is not fully parked up. We have to inch into the intersection and then gun it. When a vehicle is parked in the no parking spot from the sign that says "no parking here to corner" to the corner (the spot on the west side of Union before the turn onto Grant Street), it is extremely difficult to see oncoming traffic. Construction workers, utility trucks, etc. park there on a regular basis. A resident on Grant Street pointed out this issue several years ago, wondering if a mirror system would work. In any case, I support the stop sign and ask that you look into the issue of how hard it is to see oncoming traffic. Thank you.

Sincerely,
Barb Kester
82 Grant Street
316-9086

Phillip Peterson

From: Shayne Lynn <shayne.lynn@gmail.com>
Sent: Sunday, November 12, 2017 4:50 PM
To: Phillip Peterson
Subject: bayview st

Hello Phillip -

I received your letter regarding a stop sign at the bottom of Bayview St. I have lived here nearly 20 years and would say no sign is needed as I have never seen an accident there.

I was traveling, so this is late but I wanted to express my view.

Thank you,
Shayne Lynn
32 Bayview St

Phillip Peterson

From: Phillip Peterson
Sent: Wednesday, November 29, 2017 3:03 PM
To: Peter Thwaite
Subject: RE: Request for a Stop Sign on Beech Street

Peter,

There have been no decisions as of yet. There is no documentation to share yet. The flyer is simply seeking your opinion should we move forward. Once we decide what our recommendation is I will let you know what the next steps will be. Feel free to call with questions.

Best,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

From: Peter Thwaite [mailto:pthwaite@gmail.com]
Sent: Wednesday, November 29, 2017 2:56 PM
To: Phillip Peterson <ppeterson@burlingtonvt.gov>
Subject: Re: Request for a Stop Sign on Beech Street

Hi Phillip,

Could you tell me how I can find out what the decision was on this matter? Is there documentation of the reasoning behind the decision?

Thanks,
Peter.

On Sun, Nov 5, 2017 at 3:33 PM, Peter Thwaite <pthwaite@gmail.com> wrote:

Hello Phillip,

I know this is a couple of days late. I lost the sheet on my kitchen counter and just found it again while tidying up. If there is still time to consider my input I'd appreciate it.

My thoughts are that a stop sign is unnecessary because:

- 1) Traffic has to slow significantly anyway to make sure it is safe. Forcing it to stop doesn't seem to add any value.
- 2) I have never seen an accident there in the 15 years I've lived in Beech Street. Perhaps you have better data on that.
- 3) There is already a crosswalk, so pedestrians can cross safely.

Thanks for taking the time to solicit my input.

Peter.

14 Beech Street.



"STOP" SIGN
MUTCD R1-1

~21'

Beech Street

S Union Street



SCALE: 1" = 20'



BEECH STREET & S UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

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

DESIGNED PMP	RFS NO. 9375
DRAWN PMP	SCALE 1"=20'
CHECKED NLB	DRAWING NO.
DATE	
01/08/18	SHEET 1 OF 6



"STOP" SIGN
MUTCD R1-1

~14'

Bayview Street

S Union Street



SCALE: 1" = 20'



BAYVIEW STREET & S UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0488 (Fax)

DESIGNED PMP	RFS NO. 9375
DRAWN PMP	SCALE 1"=20'
CHECKED NLB	DRAWING NO.
DATE	
01/08/18	SHEET 2 OF 6



"STOP" SIGN
MUTCD R1-1

-9'

Kingsland Terrace

S Union Street



SCALE: 1" = 20'



KINGSLAND TERRACE & S UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0486 (Fax)

DESIGNED PMP	RFS NO. 9375
DRAWN PMP	SCALE 1"=20'
CHECKED NLB	DRAWING NO.
DATE 01/08/18	SHEET 3 OF 6



"STOP" SIGN
MUTCD R1-1

~13'



INSTALL 24" WIDE STOP BAR

Hickok Place

N Union Street



SCALE: 1" = 20'



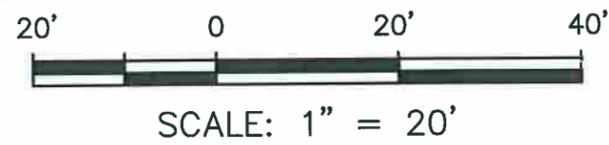
HICKOK PLACE & N UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0488 (Fax)

DESIGNED PMP	RFS NO. 9375
DRAWN PMP	SCALE 1"=20'
CHECKED NLB	DRAWING NO.
DATE	
01/08/18	SHEET 4 OF 8



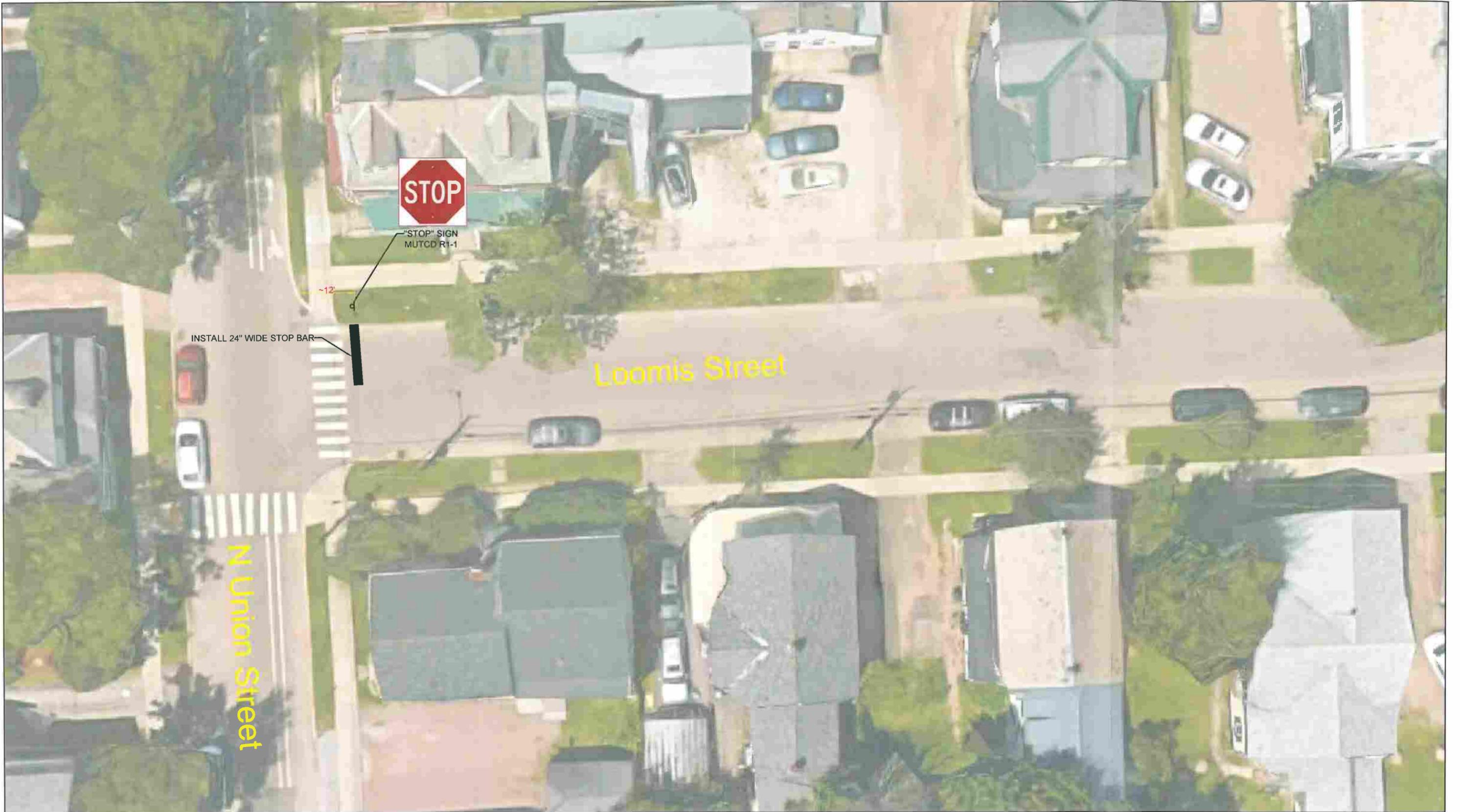
GRANT STREET & N UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 863-9024
(802) 863-0466 (Fax)

DESIGNED PMP	RFS NO. 9375
DRAWN NLB	SCALE 1"=20'
CHECKED DKA	DRAWING NO.
DATE 01/08/18	SHEET 5 OF 6



"STOP" SIGN
MUTCD R1-1

-12'

INSTALL 24" WIDE STOP BAR

Loomis Street

N Union Street



SCALE: 1" = 20'



LOOMIS STREET & N UNION STREET
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 883-9004
(802) 883-0486 (Fax)

DESIGNED PMP	RFS NO. 9375
DRAWN PMP	SCALE 1"=20'
CHECKED NLB	DRAWING NO.
DATE	
01/08/18	SHEET 6 OF 6



MEMORANDUM

January 11, 2018

TO: Public Works Commission

FROM: Phillip Peterson, DPW Engineer Technician *PPA 1/11/18*

CC: Nicole Losch PTP, Senior Transportation Planner *NL 1/11/18*

RE: Stop Sign on Ferguson Avenue at Briggs Street

Recommendations:

Staff recommends the Commission adopt:

- A stop sign at the intersection of Briggs Street and Ferguson Avenue causing traffic on Ferguson Avenue to stop.

Background:

Staff received a request in November 2017 from Sam Lednický, a resident in Burlington's south end, requesting DPW put a stop signs at the intersections along Briggs Street from Morse Place to Flynn Avenue. Ms. Lednický avoided a potential accident at the Briggs Street and Ferguson Avenue intersection, and she believes stop control would have prevented it, so we are evaluating the Ferguson Avenue and Briggs Street intersection. Ms. Lednický believes this is an issue due to the increase of traffic from the new City Market on Flynn Avenue. Ms. Lednický is concerned that drivers on Ferguson and Briggs do not know who has the right of way at the intersection, and there may be a potential for future accidents at this intersection.

Observations:

1. **Street Characteristics:** Briggs Street is an approximately 30-foot-wide unpaved low volume local roadway with parking allowed on both sides of the street. Briggs Street is also within the Champlain Parkway project area; the future Champlain Parkway project would make any side streets intersecting Briggs into a Cul-de-sac, which includes Ferguson Avenue. The new City Market opened at the end of Briggs Avenue in November 2017. Ferguson Avenue is an approximately 30-foot-wide low volume residential street. There are no meters on Briggs Street and Ferguson Avenue.
2. **Public Outreach:** Using the DPW Public Engagement Plan spectrum of engagement, Staff appropriately identified this project as an INVOLVE Project type. Consequently, Staff

distributed flyers to the homes and businesses on Ferguson Avenue at Briggs Street on December 22, 2017. Staff received one email responses from a local resident, the respondent supports the proposal.

Conclusions:

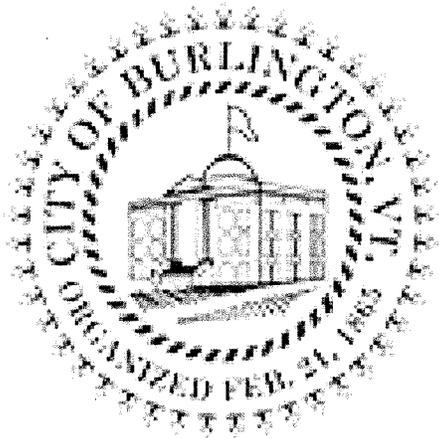
According to the Manual on Uniform Traffic Control Devices (MUTCD):

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD signs or STOP (R1-1) signs on one or more approaches. When establishing intersection control, the following factors are considered: multi-modal traffic volumes, number of / angle of approach, approach speeds, sight distance, and reported crash experience. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway;
- C. An unsignalized intersection in a signalized area.

The on street parking demand has increased on Briggs Street, this is most likely due to the new City Market. Staff initially found the Briggs Street and Fergusson Avenue intersection was not in line with our code of ordinance in terms of sightline issues. In the Burlington Code of Ordinances: "Chapter 20 MOTOR VEHICLES AND TRAFFIC, 20-55 General prohibitions. (b) No person shall park any vehicle at any time: (1) On any street within fifty (50) feet of the curblineline of another street, or within such other distance as the traffic commission shall, based upon existing traffic conditions and sight lines at intersections, determine and cause to be indicated as provided in section 20-53."

Obviously, cars parking within the 50-foot intersection buffer block sight lines for cars turning onto Briggs from Fergusson, and vice versa. This was due to a lack of appropriate signage, see the attached photo (Image-1) of vehicles parking within the 50-foot buffer at the Briggs Street and Fergusson Avenue intersection. Staff coordinated with our streets crew and the correct signage was installed. Even with the 50-foot buffer in place the excess parked vehicles create a restricted view, see (Image-2) the attached photo. Although Briggs Street is a low volume street, further analysis was deemed appropriate. Staff examined the Lyman Avenue and Briggs Street intersection to see if there is a restricted view due to an excess amount of vehicles as well, and there is not; therefore, application of the normal right-of-way rule would be expected to provide reasonable compliance with the law, and stop control at the Lyman Avenue and Briggs Street intersection is unnecessary. Ultimately, staff recommend the DPW Commission adopt a stop sign at the intersection of Briggs Street and Fergusson Avenue causing traffic on Ferguson Avenue to stop.



CITY OF BURLINGTON

SERVICE REQUEST

Name and Address

Name: Sam Lednicky

Request Date: 11/29/2017 3:33 PM

Due Date: 11/30/2017

Address:

Phone Number:

Email Address: slednicky@drm.com

Request

Location: Briggs St

Request Description: Mr. Lednicky is looking for Stop Signs to be added at the end of all streets ending their western travel on Briggs. He is specifically looking for this to be done via 20-3(c) of City Code - DPW Director's temporary special authorities.

Assign History

Date	Assigned To	Description
11/29/2017 5:11:01 PM	Phillip Peterson	Does it meet warrant?,
11/29/2017 3:33:44 PM	Chapin Spencer	Request Assigned

Work History

Date	Staff Person	Description
12/01/2017	Phillip Peterson	Evaluation conducted. For more information please see attachments. (Entered on 12/1/2017 10:18:52 AM by Phillip Peterson)
11/29/2017	Chapin Spencer	I understand the request but need to know if the locations warrant stop signs. Phillip, can you evaluate? (Entered on 11/29/2017 4:57:09 PM by Chapin Spencer)
11/29/2017	Chapin Spencer	I understand the request but need to know if the locations warrant stop signs. Phillip, can you evaluate? (Entered on 11/29/2017 4:56:56 PM by Chapin Spencer)
11/29/2017	Steve Cormier	Email and attached map are uploaded in attachment. (Entered on 11/29/2017 3:34:02 PM by Steve Cormier)

Phillip Peterson

From: Allison Hope <AHope@citymarket.coop>
Sent: Friday, January 05, 2018 3:22 PM
To: Phillip Peterson
Subject: Stop sign at Briggs and Ferguson

Hi Phillip – I received your flyer about DPW considering a stop sign at the corner of Ferguson and Briggs. City Market is certainly in favor of this addition and agree that it would make the intersection safer for cars, bicycles and pedestrians.

Best,
Allison

Allison Hope (formerly Weinhausen)
Director of Community Engagement
City Market, Onion River Co-op
82 South Winooski Ave
Burlington, VT 05401
802-777-2667 (cell)
www.citymarket.coop

We're growing in Burlington; find out more at www.citymarket.coop/expansion!

Phillip Peterson

From: Phillip Peterson
Sent: Friday, December 01, 2017 2:08 PM
To: 'Samantha VH. Lednicky'; Chapin Spencer; DPW-Pine Customer Service
Cc: Tiki-Jon Archambeau; Christopher Gillman; Norm Baldwin; William Burns
Subject: RE: Immediate Action Needed--Briggs St [DRM-ID.FID921648]

Sam,

A STOP sign is still a possibility, just not immediately. A multi-way STOP application is not a possibility according to standard; nevertheless a STOP sign application may be what this situation calls for. In particular, a STOP sign at the intersection of Ferguson and Briggs causing traffic on Ferguson to stop. Based on the Manual on Uniform Traffic Control Devices (MUTCD), the use of a STOP sign on the minor street (Ferguson) could be considered if a restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street (Briggs). I have not finished a full analysis of the existing site conditions, but I had to get the ball rolling for the 50-foot buffer and I wanted to give you some kind of update. Feel free to call with any questions.

Best,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

From: Samantha VH. Lednicky [mailto:SLednicky@drm.com]
Sent: Friday, December 01, 2017 10:48 AM
To: Phillip Peterson <ppeterson@burlingtonvt.gov>; Chapin Spencer <cspencer@burlingtonvt.gov>; DPW-Pine Customer Service <dpw-pinecustomerservice@burlingtonvt.gov>
Cc: Tiki-Jon Archambeau <tarchambeau@burlingtonvt.gov>; Christopher Gillman <cgillman@burlingtonvt.gov>; Norm Baldwin <nbaldwin@burlingtonvt.gov>; William Burns <WBurns@burlingtonvt.gov>
Subject: RE: Immediate Action Needed--Briggs St [DRM-ID.FID921648]

Phillip,

Thank you for your prompt response and evaluation. The no parking signs are a good first step to solving this problem. However it concerns me that drivers on both Ferguson and Briggs still do not know who has the right of way at that intersection. Since "A STOP sign is intended to help drivers and pedestrians at an intersection decide who has the right-of-way" this would seem like the most logical, cost effective, and practical action to take.

It also concerns me that only the number of actual crashes is used as the measure of whether or not to install a stop sign. From a simple liability stand point, the fact that I have complained of the unsafe conditions and that an accident almost occurred, it is now foreseeable that accident are likely at this location. Unless stop signs are installed (or the road is barricaded or dead ended) drivers will continue not to know who has the right of way. As you have admitted, this area is only going to increase in the volume of traffic it sees as City Market only just opened.

I hope that you will reconsider your refusal to install temporary stop signs and not wait until 5 actual accidents occur. I hoped that by raising my concern the City could proactively prevent its citizens from personal injury and property damage.

Thank you again for considering my concerns and promptly responding.

Best,
Sam

Samantha VH Lednicky | Associate | Litigation Group
Downs Rachlin Martin PLLC | Business Sense · Legal Ingenuity
199 Main Street, PO Box 190 | Burlington, VT 05402-0190
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From: Phillip Peterson [<mailto:ppeterson@burlingtonvt.gov>]
Sent: Friday, December 01, 2017 10:15 AM
To: Chapin Spencer; Samantha VH. Lednicky; DPW-Pine Customer Service
Cc: Tiki-Jon Archambeau; Christopher Gillman; Norm Baldwin; William Burns
Subject: RE: Immediate Action Needed--Briggs St

Ms. Lednicky,

I conducted a site visit yesterday, and have designed action items we can take now. As it turns out the Briggs Street and Fergusson Avenue intersection is not in line with our code of ordinance in terms of sightline issues. In the Burlington Code of Ordinances: "Chapter 20 MOTOR VEHICLES AND TRAFFIC, 20-55 General prohibitions. (b) No person shall park any vehicle at any time: (1) On any street within fifty (50) feet of the curbline of another street, or within such other distance as the traffic commission shall, based upon existing traffic conditions and sight lines at intersections, determine and cause to be indicated as provided in section 20-53."

Obviously, cars parking within the 50-foot intersection buffer block sight lines for cars turning onto Briggs from Fergusson, and vice versa. This is due to a lack of appropriate signage, I attached a photo of vehicles parking within the 50-foot buffer at the Briggs Street and Fergusson Avenue intersection. We have coordinated with our Traffic foreman and streets crew to install the correct signage as soon as they have an opportunity. I have attached a drawing which shows where the signs will go.

Under the current traffic conditions, the Briggs Street and Ferguson Avenue intersection does not meet the warrant analysis for STOP control. Consequently, DPW will not recommend placing STOP control at this intersection. Given the dynamic nature of traffic and growth in the area, traffic conditions can change and the Briggs/Ferguson intersection could meet the warrant analysis in the future.

Based on the Manual on Uniform Traffic Control Devices (MUTCD), multi-way STOP control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. MUTCD multi-way STOP application requires five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. Based on VTrans data I collected, here is a link <http://apps.vtrans.vermont.gov/CrashPublicQueryTool/>, I found zero reported accidents at the Briggs Street and Ferguson Ave intersection in the past five years; consequently, we do not meet the requirements based off accident data.

You had mentioned your concern due to a lack of STOP control along Briggs Street. That Briggs Street is open to traffic and contains no STOP signs between Morse Place and Flynn Avenue. A STOP sign is one of our most valuable and effective control devices when used at the right place and under the right conditions. A STOP sign is intended to help drivers and pedestrians at an intersection decide who has the right-of-way. However, a STOP sign is not good for speed control nor is a STOP sign a good traffic calming device.

The traffic calming process has been initiated in the Briggs Street and Ferguson Avenue neighborhood, however it is still in the project queue and staff have not developed any designs. The DPW manages an average of four traffic calming projects at any one time and new projects are advanced in the order they are received. The process generally takes a minimum of 2 years and up to 4 years to complete, while the City balances staff to manage projects and budgets to install traffic calming.

Lastly, I would suggest that if you feel unsafe at any time please call the police department. I have a good contact with the Burlington Police Department (BPD); his name is John King and he is the BPD Parking Enforcement Manager. Here is Mr. King's contact information jking@bpdvt.org, (802)540-2185.

Kind Regards,

Phillip Peterson, Engineering Technician
Burlington Department of Public Works
645 Pine Street
Burlington, VT 05402
802-865-5832 (phone)
ppeterson@burlingtonvt.gov

"Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act."

From: Chapin Spencer

Sent: Wednesday, November 29, 2017 5:10 PM

To: Samantha VH. Lednicky <SLednicky@drm.com>; DPW-Pine Customer Service <dpw-pinecustomerservice@burlingtonvt.gov>

Cc: Tiki-Jon Archambeau <tarchambeau@burlingtonvt.gov>; Christopher Gillman <cgillman@burlingtonvt.gov>; Norm Baldwin <nbaldwin@burlingtonvt.gov>; Phillip Peterson <ppeterson@burlingtonvt.gov>

Subject: RE: Immediate Action Needed--Briggs St

Hello Sam,

Please call me Chapin. Thank you for your correspondence. Sorry to hear of your close call. Glad you are OK.

I will have our Technical Services Division review this and determine whether it meets a warrant for a stop sign. There are standards we must follow. Before we consider an installation, whether temporary or permanent, we need to do this due diligence. Once this evaluation is complete, we can then determine the best path to implementation.

Customer Service has put this service request into our system (#19595) and I will follow up with our Tech Services team to do this review.

Extra credit to you for your thorough review of City ordinance. Have a good evening.

Best,
Chapin

Chapin Spencer, Director
Department of Public Works
645 Pine Street, Burlington, VT
www.burlingtonvt.gov/DPW
802-863-9094

Our Mission: To steward Burlington's infrastructure and environment by delivering efficient, effective, and equitable public services.

From: Samantha VH. Lednicky [<mailto:SLednicky@drm.com>]
Sent: Wednesday, November 29, 2017 3:17 PM
To: Chapin Spencer <cspencer@burlingtonvt.gov>; DPW-Pine Customer Service <dpw-pinecustomerservice@burlingtonvt.gov>
Cc: Tiki-Jon Archambeau <tarchambeau@burlingtonvt.gov>; Christopher Gillman <cgillman@burlingtonvt.gov>
Subject: Immediate Action Needed--Briggs St

Mr. Spencer,

I would like to make a formal complaint and request for immediate action by the public works director. I was driving on Briggs Street, right in front of the new City Market location. Briggs Street is open to traffic and contains no stop signs between Morse Place and Flynn Avenue. I live off of Austin Drive and I was driving to the new city market for the first time and had a near death experience. It was last Wednesday night before thanksgiving just after sundown, around 5PM. As I drove north on Briggs St a gray Jeep traveling very fast west on Ferguson Avenue was inches from t-boning me. They noticed me at the last second and we avoided a potentially catastrophic collision.

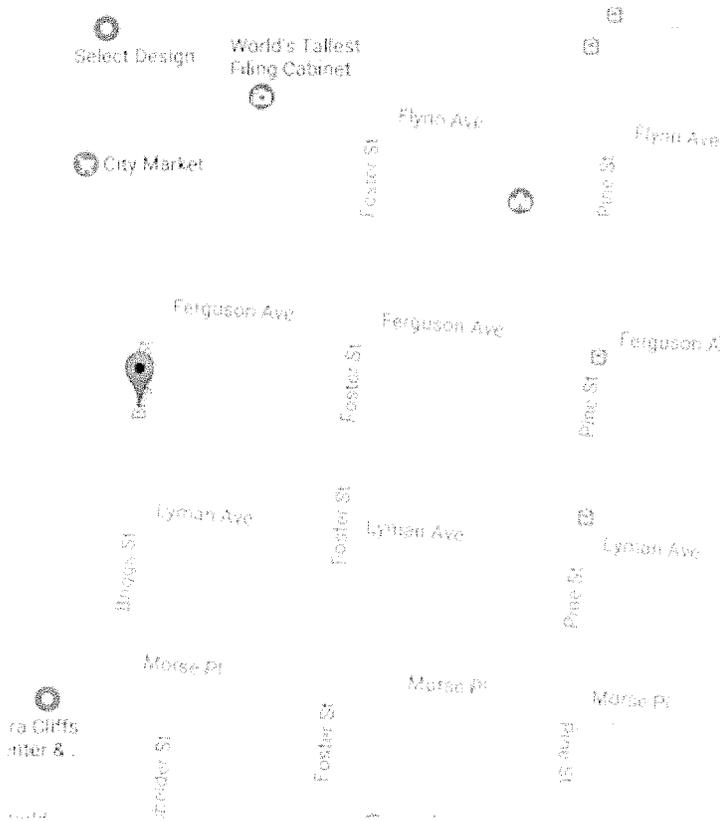
After this traumatizing event, I investigated both Lyman Avenue and Ferguson Avenue and discovered that neither streets have stop signs where they intersect with Briggs Street. This is extremely dangerous, especially given the increased traffic to and from the new City Market location. I would ask that you accept this email as a complaint and a request for immediate action.

Pursuant to Burlington City ordinances, "The public works director shall have authority to adopt temporary vehicular traffic and parking regulations on all public streets. This authority is given for the exclusive purpose of establishing parking and transportation pilot programs and evaluating the merits of such programs. A parking or transportation pilot program shall be limited to no more than thirty (30) calendar days." 20-3(c). I urge you to consider at your very next meeting to start an emergency pilot project and install two temporary stop signs at the end of the Lyman and Ferguson avenues.

I understand that the eventual plan is to barricade or dead end those two street, however, more immediate action must be taken to ensure that we do not have any accidents like the one I almost endured. I am happy to appear at your next meeting and describe my experience. Please let me know when your next meeting is and if there is anything else you need from me so that this issue is addressed promptly and put on your next meeting agenda.

Best,
Sam Lednicky

Map below of the intersections described above.



Samantha VH Lednicky | Associate | Litigation Group

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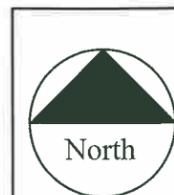
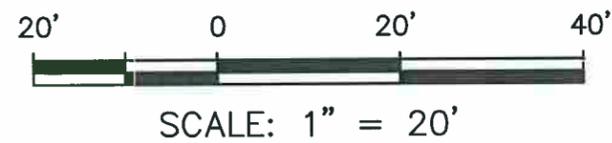
Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.



NOTES:

Staff recommends the following

- A stop sign is authorized at the intersection of Briggs Street and Ferguson Avenue causing traffic on Ferguson Avenue to stop.



BRIGGS STREET
&
FERGUSON AVENUE
PROPOSED "STOP" SIGN



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

845 PINE STREET
BURLINGTON, VT 05401
(802) 863-8084
(802) 863-0486 (Fax)

DESIGNED PMP	RFS NO. 19595
DRAWN PMP	SCALE 1"=20'
CHECKED MLB	DRAWING NO.
DATE 01/08/17	SHEET 1 OF 1



January 11, 2018

TO: Public Works Commission

FROM: Nicole Losch, Senior Planner
Elizabeth Gohringer, Associate Planner
Phillip Peterson, Engineering Technician

RE: Establishing Policies for Narrow Street Conditions

Recommendations

No action is required by the Commission.

Future actions related to potential parking revisions may be informed by these draft policies, so Commission feedback on the guidelines and standards is appreciated.

Purpose & Need

Narrow Streets with On-Street Parking

The purpose of this policy is to establish guidelines and standards for emergency access and snow removal on narrow streets with on-street parking. The need for this policy is to ensure equitable consideration of parking needs and public safety.

Yield Streets

The purpose of this policy is to define Yield Streets and establish guidelines and standards for their consideration as a traffic calming technique. The need for this policy is to expand the options for traffic calming techniques without negatively impacting public safety in the roadway.

Introduction

Both DPW staff and the Commission have been challenged to consistently apply parking standards on narrow streets. As a result, two policies have been drafted that identify procedures to guide on-street parking considerations as it relates to 1) traffic calming and 2) emergency access and snow removal operations in winter months. These policies were drafted after consultation with the Burlington Fire Department and the Assistant Director of Street Maintenance at DPW. The intent of these policies are to outline procedures that can be considered when specific issues are presented; not to issue new citywide parking standards.

	<p>POLICY & PROCEDURE MANUAL</p> <p>Title: Narrow Streets with On-Street Parking</p>
<p>Effective Date:</p>	<p>Approved by:</p>
<p>Number:</p>	<p>Signature:</p>

Purpose

This policy and procedure is intended to codify the City’s use of on-street parking on narrow streets as it relates to emergency service access and snow removal operations, as per the City Engineer’s directive. Additionally, this policy should be considered in parallel with the City’s use of Yield Streets when traffic calming is considered.

Background

The American Association of State Highway and Transportation Officials (AASHTO) is an organization which sets standards for protocols and guidelines on highway construction and design, air, rail, water, and public transportation.

In the AASHTO *A Policy on Geometric Design of Highways and Streets*:

- Page 4-74, Section 4.20 On-Street Parking:
 - On-street parking is generally permitted on local streets. A 26-foot-wide roadway is the typical cross-section used in many urban residential areas. This width assures one through-lane, even where parking occurs on both sides. Specific parking lanes are not usually designated on such local streets. The lack of two moving lanes may be inconvenient to the user in some cases; however, the frequency of such concern has been found to be remarkably low. Random intermittent parking on both sides of the street usually results in areas where two-way movement can be accommodated.

A narrow street offers a place for better human interaction; where neighbors can meet, children can play, and residents can safely use bicycles for transportation. Narrow streets are less expensive to maintain, they reduce runoff and improve water quality, and slow travel speeds. However, street width affects the capability of emergency service vehicles to rapidly reach a fire or medical emergency and for emergency personnel to efficiently set up and use their equipment. The access requirements for emergency response vehicles are driven, in part, by National Fire Protection Codes. Similarly, street width affects the capability of snow removal operations. Narrow streets may limit access by plow trucks and may increase the risk of damage to vehicles and to plow drivers’ driving records.

Guidance

Within Burlington, narrow streets with parking on one or both sides may be considered for parking restrictions – either seasonally or permanently – when sufficient space may not be available for emergency services or for snow removal operations. Every potential change as it relates to emergency services and snow removal operations must be evaluated based on existing

site conditions, and the standards described herein are not meant to provide a definitive list of all possible relevant conditions.

Standards

1. In this context, a narrow street is defined as a street which:
 - a. Is 28 feet wide or less;
 - b. Has on-street parking on one or both sides;
 - c. Has one-way or two-way traffic;
 - d. Is not typically a transit route; and
 - e. Is categorized as a local or neighborhood street.
2. When snow presents challenges on narrow roads and on-street parking utilization is greater than 40%, seasonal parking restrictions on one side of the street may be considered during winter months (December 1 – March 31) to allow adequate width for plowing, emergency vehicle access, and trash / recycling service.
 - a. Parking restrictions seeking to address a perceived issue of safety or appropriate serviceability of a street can be proposed by either staff or members of the public. A process of vetting of the proposed restriction through meetings with affected residents, emergency service providers, and City Staff responsible for street maintenance will be part of the fact finding and consideration in rendering a recommendation to the Public Works Commission for their deliberations.
3. It is preferred that 14' of clear travel width is retained, however travel widths may be narrower depending on site conditions.

	<p>POLICY & PROCEDURE MANUAL</p> <p>Title: Yield Streets</p>
<p>Effective Date:</p>	<p>Approved by:</p>
<p>Number:</p>	<p>Signature:</p>

Purpose

This policy and procedure is intended to codify the City’s use of Yield Streets, as per the City Engineer’s directive. A yield street is typically a two-way local road with parking on both sides and a shared travel lane. In some situations, a two-way local road with parking on only one side can also create a Yield Street. The narrow width of the travel lane may force opposing vehicles to slow down and yield to one another while passing, causing a traffic calming effect.

Background

The National Association of City Transportation Officials (NACTO) is one of the leading organizations representing cities on transportation issues. It is one of the guiding voices for cities regarding urban planning and design best practices.

In the NACTO *Urban Street Design Guide*:

- Page 17, Yield Street indicates:
 - 2-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds. Many yield streets have significant off-street parking provisions and on-street parking utilization of 40–60% or less.
 - A yield street with parking on both sides functions most effectively at 24–28 feet.
 - Parking utilization on yield streets should be monitored closely. Before and after conversion, cities should consult with local residents to see whether or not a “checkered” parking scheme should be striped or remain unofficial.

The American Association of State Highway and Transportation Officials (AASHTO) is an organization which sets standards for protocols and guidelines on highway construction and design, air, rail, water, and public transportation.

In the AASHTO *A Policy on Geometric Design of Highways and Streets*:

- Page 4-74, Section 4.20 On-Street Parking:
 - On-street parking is generally permitted on local streets. A 26-foot-wide roadway is the typical cross-section used in many urban residential areas. This width assures one through-lane, even where parking occurs on both sides. Specific parking lanes are not usually designated on such local streets. The lack of two moving lanes may be inconvenient to the user in some cases; however, the frequency of such concern has been found to be remarkably low. Random intermittent parking on both sides of the street usually results in areas where two-way movement can be accommodated.

Guidance

Within Burlington, a Yield Street may be created, through the addition of parking on one or both sides of the street. Every potential creation of a yield street must be evaluated based on existing site conditions, and the standards described herein are not meant to provide a definitive list of all possible relevant conditions.

Standards

1. Yield streets are narrow local streets (typically between 24'-28' wide).
 - a. Note: Given the challenges that snow presents on narrow roads, 24' wide streets would only be considered for yield street conditions if the street has very low automobile volume and low levels of parking utilization.
2. On-street parking utilization on both sides of the street should be less than 60%.
3. Yield streets are not typically part of the transit network.
4. Yield streets should be created only on roads which have the functional classification of local roads. The Federal Highway Administration (FHWA) considers local roads to have between 80-700 AADT.
5. Emergency response vehicles must be able to travel the through lane at reasonable speeds.
6. Yield streets may not interfere with trash and recycling collection, snow plowing, and emergency response operations. Depending on the width of the street, parking may be limited to one side of the street during winter months (December 1 – March 31) to allow adequate width for plowing and emergency vehicle access.
7. It is preferred that 14' of clear travel width is retained, however travel widths may be narrower depending on site conditions.
8. Representatives of DPW's Traffic Division and Engineering Division shall review any and all proposals for Yield Streets.