

COMMISSION MEETING SIGN IN SHEET

Date: 21 February 2018

NAME - (<u>PRINTED</u>)	ITEM #	EMAIL ADDRESS	PHONE #	WARD
<u>Eric Coker</u>	<u>5</u>	<u>teranahand@yale.com</u>	<u>802 355-0627</u>	
<u>Maximund Wood</u>	<u>3</u>	<u>mjm@burliingtontelecom.net</u>	<u>802-611-1102</u>	<u>7</u>
<u>Paul Aveill</u>	<u>5</u>	<u>P.AVEILL@COMCAST.NET</u>	<u>8645315</u>	<u>7?</u>
<u>Richard Wafts</u>	<u>5</u>	<u>r.wafts@nw.edu</u>	<u>873-1131</u>	
<u>Erik Brotz</u>	<u>5</u>	<u>erik@burliingtontelecom.net</u>	<u>864-9572</u>	<u>5</u>
<u>Matthew Vaughan</u>	<u>5</u>	<u>vaughanmatt@gmail.com</u>	<u>566-0085</u>	<u>2</u>
<u>RS Lalumierd</u>	<u>5</u>	<u>rs@smic.net</u>		<u>7</u>
<u>Jan A-K</u>	<u>5</u>	<u>JANASKLITZ@GMAIL.COM</u>	<u>233.1168</u>	<u>5</u>
<u>Laura Wentz</u>	<u>1</u>	<u>laura.o.watz@gmail.com</u>	<u>802-825-6025</u>	<u>7</u>
<u>Bruce Baker</u>	<u>5</u>	<u>bruce@baker.org</u>	<u>316-0852</u>	<u>6</u>
<u>Sarah Goodrich</u>	<u>5</u>	<u>ssgoodrich@gmail.com</u>	<u>802-310-2061</u>	<u>7</u>
<u>Max Tracy</u>	<u>5</u>	<u>maxtracy@burliingtonvt.gov</u>	<u>373-1900</u>	<u>2</u>
<u>Gabriel Arnold</u>	<u>5</u>	<u>garnold@burlingtonvt.gov</u>	<u>802-238-2244</u>	<u>5</u>
<u>JOSEAN FERRERO</u>	<u>1</u>			

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Memo

Date: February 21, 2018

To: DPW Commission

From: Laura Wheelock, P.E.
Public Works Engineer
Street Capital Program Manager

Subject: Calendar Year 2018 Street Reconstruction Paving List
Paving update – additional streets

Program Update

The Department of Public Works (DPW) has been closely monitoring the condition of the street network and deterioration that has occurred over this winter. As such we are planning to augment our previously proposed paving plan with the following street segments:

Street	Section	Length (miles)	Type of Work
Pine Street	Flynn-Lakeside	0.42	Reclaim
	Kilburn-Lakeside	0.40	Mill/Fill
North Ave	Lakeview Cemetery-Ethan Allen Parkway	1.05	Mill/Fill
	Ethan Allen Parkway-Shore Road		Patching
	Strong-Crowley		Patching
Colchester Ave	Nash-East	0.19	Mill/Fill
	East-University Place		Patching
North Street	Union-Russell		Patching
Maple Street	Church-Winooski		Patching
College Street	Union-Willard		Patching
Flynn Ave	Pine-Shelburne		Patching
Park Street	Manhattan-North	0.19	Reclaim or Patching
Depot Street	All	0.24	Mill/Fill

The work presented in the table above represents an additional 2.75 miles of paving work, not including the proposed areas for patching for this season. DPW recognizes that it may be necessary to reprioritize some of our 2018 paving work to afford the work that is required on the City's arterial corridors to occur this summer. If DPW needed to reprioritize streets we would seek to move Curtis and/or Pleasant from the current paving work plan from 2018 until 2019. In addition while we have listed Depot Street in the list above we recognize that it is not an arterial and would only include it in the 2018 work plan if funding allows for both the original work plan as well as the proposed additional work listed above.

Original - Summer 2018 Street Reconstruction List

Cal Year 2018 Paving Plan					
Branch ID	Section	PCI	Width	Length	Type of Work
Austin Dr	All	13	30	0.32	Reclaim
Birch Ct	All	52	30	0.38	Reclaim
Cayuga Ct	All	52	30	0.25	Reclaim
Colchester Ave	Barrett St – Nash Pl	56	35	0.34	Mill & Fill
Crescent	Prospect - Hillcrest	37	30	0.38	Reclaim
Curtis	All	30	30	0.47	Reclaim
Dorset Ln	All	68	30	0.05	Reclaim
Dunder Rd	All	25	30	0.29	Reclaim
Maple	Battery – St. Paul East of Intersection	35-53	30	0.22	Reclaim
Oakbeach Dr	Flynn – Ledgewood Cir	51	30	0.21	Reclaim
Pleasant	All	23	30	0.44	Reclaim
South Cove	All	44	30	0.66	Reclaim
Total				3.67	MILES Reclaim
Total				0.34	MILES Mill/Fill

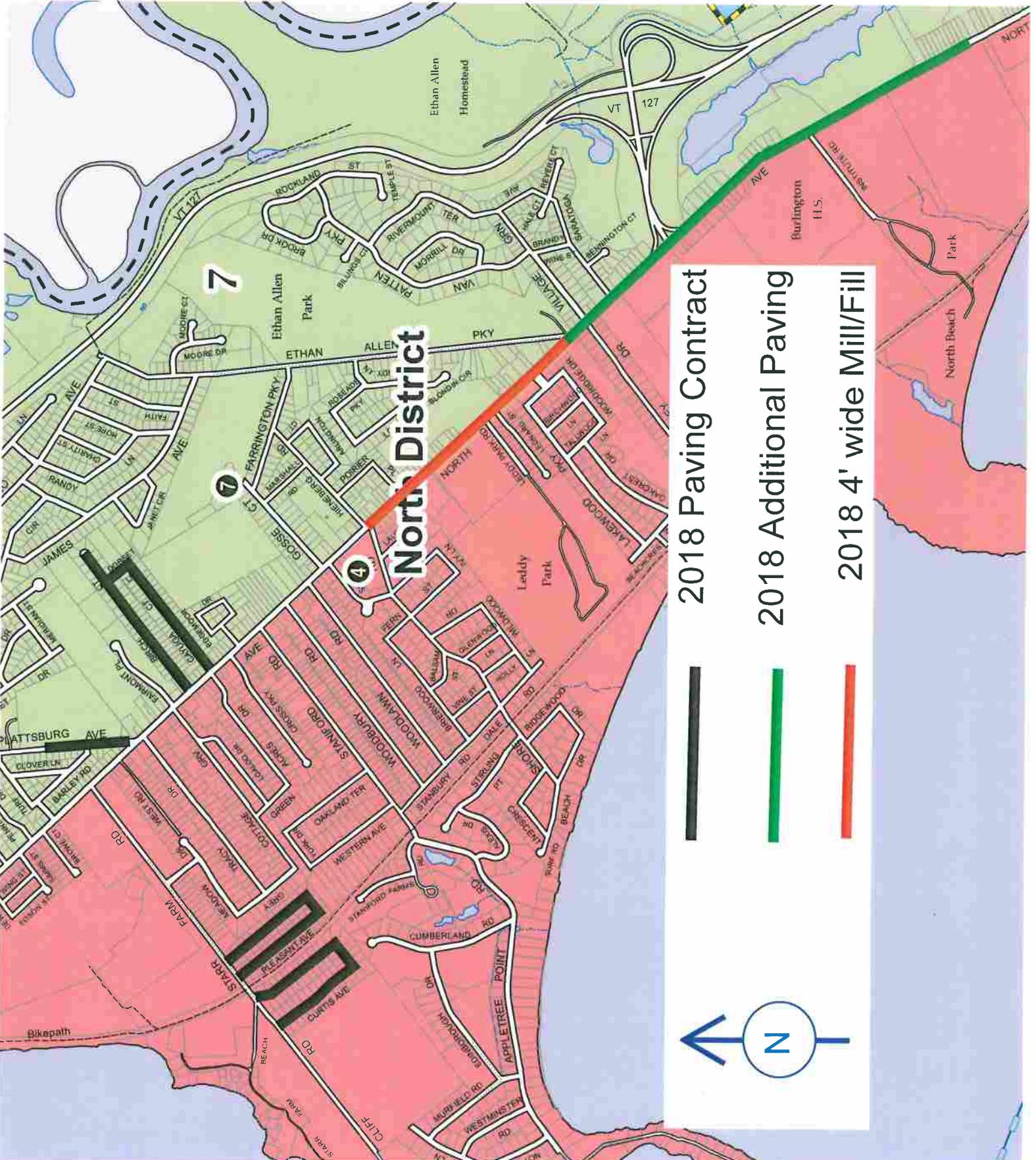
Coordination with Water Resources

DPW Technical Services and DPW Water Resources have been working closely together on both the original paving plan, as well as the additional work to ensure that we have the opportunity to make any necessary improvements to our water, stormwater, and sewer infrastructure ahead of paving. While it is challenging to make such last minute changes we are working to coordinate any water resource work that is needed on the additional paving streets to occur along with paving.

Complete Streets

Once DPW has a finalized work plan for 2018 we will come back to the DPW Commission with an update and request to review the complete streets reporting documents that would accompany our paving work.

In conclusion, if you have any questions regarding the proposed street paving list, please do not hesitate to contact me directly at LWheelock@burlingtonvt.gov or 802-863-9094.



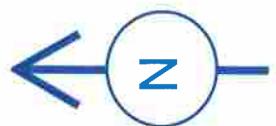
2018 Paving Contract



2018 Additional Paving



2018 4' wide Mill/Fill



FW: Summit Street

Marianne Ward

Wed 2/21/2018 2:26 PM

To: The UPS Store #4618 <store4618@theupsstore.com>;

From: Marianne Ward [mailto:mjw@burlingtotelecom.net]
Sent: Wednesday, February 14, 2018 7:48 AM
To: 'store4618@theupsstore.com'
Subject: FW: Summit Street

From: Marianne Ward [mailto:mjw@burlingtotelecom.net]
Sent: Tuesday, February 13, 2018 4:57 PM
To: 'Phillip Peterson'
Cc: 'Brian Lowe'
Subject: RE: Summit Street

Phillip: I requested that you send me the link to DPW's SOP for parking. I did not ask you to remove the restricted signs from Summit Street. Your email is inappropriate and over-reaching. I am not pleased about it.

Marianne Ward

From: Phillip Peterson [mailto:ppeterson@burlingtonvt.gov]
Sent: Tuesday, February 13, 2018 4:28 PM
To: mjw@burlingtotelecom.net
Cc: Nicole Losch
Subject: Summit Street

Ms. Ward,

Thank you for taking my call this afternoon. I am writing you in regards to your request for help to open up parking along Summit Street. You would like the Department of Public Works (DPW) to remove the Resident Parking designation on Summit Street. As it turns out we would not consider changing the designation for Summit Street at this time. The city has a Residential Parking Management Plan in place, and Summit Street is within the Residential Parking District. The Residential Parking Management Plan is located at the following link <https://parkburlington.com/residential-parking/residential-parking-management-plan/>.

Neighborhoods that are located near parking generators are prone to spillover parking demands from non-residents. As you told me, there is evidence that spillover does not seem to be an issue on Summit Street, however this is evidence that restrictions are working. One of the purposes of the Residential Permit Program

(RPP) in Burlington is to help provide adequate curbside parking space in front of their homes, there are other reasons for the Residential Parking District.

The City Council considers the negative impact of the vehicles parked by persons not residing in the area on: a) environmental characteristics such as ambient noise levels and air pollution levels; b) pedestrian and vehicular traffic safety in the area; and c) the burden on persons residing in the area gaining access to their residences.

You have the right to request the DPW Commission change the ordinance; however, because of the ordinance and DPW Technical Services Staff observations, DPW will not support your request to remove the resident only parking designated areas on Summit Street. Please advise me on how you would like to proceed, if I do not hear anything within the next week I will consider the matter resolved.

I am available to meet with you or any UVM students to discuss this further. Please feel free to contact me should you have any other 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.”

TO: DPW Commissioners

RE: Summit Street Parking

- The **Residential Parking Management Plan was completed in 2015**. Yet, one councilor in 2018 says this, "few if any of the recommendations from that study have been implemented to date because of strong opposition to change from many neighbors."
- Parking in Burlington makes me crazy. I sometimes do not attend meetings, classes and community events because it is just too frustrating to deal with.
- I am a lifelong Burlington resident, not a student, taking a class twice a week. The lack of parking on Summit Street causes me to think about dropping the class. It's impossible to find parking, even while the south side of Summit Street is empty of parked cars.
- Residents on SS are private homeowners with ample private parking on their own property, forbidding me from using a street that my tax dollars maintain.
- Even when Champlain College students are on break, there is a serious parking shortage. I did a 3-day training on campus in January when the students were on break, even then parking was not available. With or without college students - 24/7 - there simply are not enough parking spaces available in the SS area to allow the present situation to continue. I was not the only one complaining.
- The fact is SS homes are pricey. Given that, residents feel entitled to live on a quiet street - even adjacent to a college - with no traffic, and ample parking for guests.
- Not sure when SS was first plastered with 'resident only parking' signs, and it may have made sense back then, but it doesn't now.
- Students' cars are registered with the college and they are not allowed to park on the street, there is a penalty for doing so. And, the college now provides off-site parking for employees.
- It is no longer reasonable for DPW to continue to endorse private parking on a public street when there is no justifiable need. Summit Street residents have ample private parking with driveways and garages.
- Ward 6 NPA and other guests of Champlain College have moved off campus primarily because of lack of parking.
- Without the PWC hearing my request to make more parking available on Summit Street, possibly with 2-hour signs, it was flatly stated by DPW, in an email, that changing the status quo will not be considered.

THIS LETTER IS A REQUEST THAT THIS COMMISSION TAKE UP THE PARKING ISSUES ON SUMMIT STREET AGAIN.

Submitted by Marianne Ward, mjw@burlingtontelecom.net, 862-6102

2/21/2018

Matt Plays

961 Pine Street

keep the bikers

safe all the way

down Pine. I support

removing parking on

the block where I live.

Maggie Fein

Jon Tribeault

Jordan Debevoise

938 Pine

we support removing

parking on Pine #1

adding Bike lanes.

margaretmfein@gmail.com

Jason Siegel

960 Pine St

I support

the
bike
lane

hinda & David Lapper

71 Lyman Ave
Burlington, VT

803-2403

There is just not enough
rooms for traffic and
park lanes on some streets
at night the much
safety for all if there were
no parking.

Will Adams

981 Pine St

I Support the

Removal of parking for

Bike lanes on Pine!

~~Will Adams~~

Jessica & Jeremy Reinink

We would support a
dedicated bike lane only
if traffic calming measures
are concurrently put in place.
Our concern is the speed
of traffic when not naturally
slowed by parked cars.

964 Pine St

Burlington, VT

05401

Windy

997 Pine

In favor

sent email to open
seat and

Don + Sarah

Adam - Koltz

991 Pine

In favor —

Sammy to mfs



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pine Street

Jason Van Driesche <jason@localmotion.org>
To: Jason Van Driesche <jason@localmotion.org>

Wed, Feb 21, 2018 at 4:19 PM

Forwarded conversation

Subject: Re: Your voice needed for better biking on Pine Street

From: Jan Lea <janlea@burlingtontelecom.net>
Date: Sat, Feb 17, 2018 at 4:40 PM
To: Jason at Local Motion <campaigns@localmotion.org>

9 - 8 inputs

Sorry Jason, but, I cannot support this proposal. I live at 130 Foster Street, one block west of Pine.

I don't park my car or ride my bike on Pine Street. However, Foster Street has an incredible amount of speeding cars that want to bypass the corners of Pine and Home Ave. I think the proposal should wait until the Champlain Parkway is completed which is designed to relieve traffic flow on Pine.

My concern is that more city buses, more fuel semi-trucks, and more car traffic will take a detour on Foster. And, something you should know is that Foster Street does not have sidewalks. So pedestrians, dog walkers, baby carriages and commuting & recreational bikers have to share the road with the increased traffic on Foster Street. And, this has proven to be a challenge at times.

I think first the community should be educated on safety, respect and slowing down.

Sincerely communicated hopefully,
Jan Lea Bertrand

From: Jason Van Driesche <jason@localmotion.org>
Date: Mon, Feb 19, 2018 at 11:21 AM
To: Jan Lea <janlea@burlingtontelecom.net>

Hi Jan,

Thanks for writing. I appreciate your concern about additional traffic on Foster. I'm a little confused, though, as I don't see how bike lanes on Pine will shift traffic to Foster. Is there something I'm missing here?

Jason

From: Jan Lea <janlea@burlingtontelecom.net>
Date: Mon, Feb 19, 2018 at 3:59 PM
To: Jason Van Driesche <jason@localmotion.org>

Hi Jason,

I think bike lanes on both sides would squeeze the traffic mix too close together on Pine Street. Therefore, traffic will want to avoid additional congestion. When cars get backed up on Pine Street, drivers start taking detours through the neighborhood streets.

I would rather see bike lanes on Foster Street that pedestrians and bikers both could use.

Cordially,
Jan Lea

From: **Jason Van Driesche** <jason@localmotion.org>
Date: Mon, Feb 19, 2018 at 4:33 PM
To: Jan Lea <janlea@burlingtontelecom.net>

Hi Jan,

I appreciate your concern, but in my professional opinion (and that of the folks at DPW as well), this will make traffic flow work better for both cars and bikes on Pine Street, and may in fact decrease cut-through traffic on Foster. The only downside is the loss of parking which is not heavily used in any case.

Here's why. Pine Street is 30 feet wide for the section in question. A standard traffic lane on a city street like this one is 10 feet, and a standard bike lane is 5 feet. The proposal is to stripe the street with two 5 foot bike lanes and two 10 foot car lanes. It will be less of a squeeze than at present, where people biking on Pine Street on the side without parking are sharing a +/- 12' lane with cars, and people biking on the side with parking basically have to ride in the middle of the travel lane to stay out of the way of opening doors from parked cars.

Regarding biking on Foster: the reality is that people on bikes will predominantly use Pine, not Foster. Pine is the more direct route. So putting bike lanes on Foster will not solve any issues on Pine.

I hope this is helpful.

Best,
Jason

From: **Jan Lea** <janlea@burlingtontelecom.net>
Date: Mon, Feb 19, 2018 at 8:29 PM
To: Jason Van Driesche <jason@localmotion.org>

Well, what ever happens I will (and do) slow down and keep the safety of bikers in mind. But, it will not decrease traffic on Foster.

Jan Lea



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike lane/parking

Peggy O'Neill <peggyov5@gmail.com>
To: Jason Van Driesche <jason@localmotion.org>

Tue, Feb 20, 2018 at 2:04 PM

Hi Jason,

I commute by bike year-round.
My address is 52 Overlake Park in Burlington.

On the days that I drop my kids off at Edmunds, or head to the Y or downtown for a meeting (at least 2-3 times/week), I travel from the protected bike lanes on Union Street and turn east to head up Pearl Street and Colchester Ave. It is a white knuckle ride as I pump up the hill to avoid being doored or slammed by a car from behind. A bike lane would make that very tight stretch of Pearl Street more easy to navigate.

Our family dentist is on Pearl Street, so with a family of 5 we are there pretty regularly. Our family pharmacy is Lakeside on Pearl St., and we hit Pearl Street Beverage for libations. Our eye doctor is on N. Willard Street, just north of Pearl St. When I have driven to the dentist or eye doctor (slightly outside the range of this), I have not had a problem finding a spot on the street. I'm not sure if having some metered spots in the parking lot of Pearl Street Beverage/Lakeside Pharmacy would be an option to provide some parking. Even on a hopping night, I haven't seen that car park completely full.

Best,
Peggy

Riders on Pearl

Preferred business on Pearl



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike Lane

Daniel Scheidt <DanielScheidt1@outlook.com>
To: Jason Van Driesche <jason@localmotion.org>

Tue, Feb 20, 2018 at 8:26 AM

Jason,

I saw your posting about Pearl Street bike lane heading eastbound from Winooski ave. Here are my comments:

1. I never park along this stretch of Pearl Street. When driving, I usually park closer to Church Street.
2. I frequently ride a bike along this stretch of Pearl Street March-December connecting bike lane on South Winooski with Hungerford Terrace, a low volume street that works well for bikes. I estimate I bike this 2x per week.
3. Yes, I patronize Asiana House and Duino Deinde and this change would probably increase the frequency that I patronize these businesses, since it makes biking safer for me.
4. To me, the removal of this small number of parking spots (which seem to be rarely fully used) is an acceptable tradeoff to greatly increase safety along this short stretch of Pearl Street. Right now, I have to block cars behind me on Pearl Street when biking between South Winooski and Hungerford Terrace. Adding this short stretch of bike lane increases bike safety while allowing cars to travel with fewer delays without worrying about bikes in their path.)

Daniel Scheidt
104 Ledge Rd
Burlington VT 05401
DanielScheidt1@outlook.com

Bikes on Pearl
Patronizes Linnick



Jason Van Driesche <jason@localmotion.org>

Pearl Street

Michelle Hobbs <mhobbs72@gmail.com>

Mon, Feb 19, 2018 at 8:19 PM

To: "jason@localmotion.org" <jason@localmotion.org>

- * What is your current address? 20 Adsit Court
- * Do you regularly park your car on Pearl street on this specific block? no
- * Do you regularly ride your bike along Pearl Street? yes
- * Do you work at or regularly patronize businesses on this block? yes
- * How would removing parking and adding a bike lane make your life better? Removing parking would create much less congestion, especially during work commute hours. I often feel squished and vulnerable as I ride home going east. Worried about patrons pulling in and out of the liquor store/pharmacy building.

Michelle Hobbs

Bike
stop



Jason Van Driesche <jason@localmotion.org>

Pearl Street Bike Lane

Jason Segelman <jsegelman@netzero.net>
To: jason@localmotion.org

Mon, Feb 19, 2018 at 3:48 PM

Hi, Jason,

I am writing in support of the proposed eastbound bike lane on Pearl Street. I would find this such a refreshing and welcome upgrade. Here are my answers to the questions suggested by Local Motion:

* What is your current address?

445 Colchester Ave.

Do you regularly park your car on Pearl street on this specific block?

No, almost never.

Do you regularly ride your bike along Pearl Street?

Yes, almost every day.

Do you work at or regularly patronize businesses on this block?

No, but I use this block as part of my (bike) route home after patronizing City Market, or from anywhere downtown, very frequently.

How would removing parking and adding a bike lane make your life better?

It would save me from having to merge with car traffic and from unsafe passing by cars when I'm sharing the lane with them.

Thank you for what you do. I hope for and look forward to eventual improvements to Colchester Ave. between East Ave and the Winooski River bridge.

Jason Segelman
Burlington, Vermont

Buckingham Confirms Unfortunate News

risingstarnewspaper.com

<http://thirdpartyoffers.netzero.net/TGL3232/5a8b3872660bd38723b00st01vuc>

Sponsored Links 

Bike only



Jason Van Driesche <jason@localmotion.org>

DPW meeting on Wednesday

Holly H. Pedrini <holly_pedrini@comcast.net>
Reply-To: "Holly H. Pedrini" <holly_pedrini@comcast.net>
To: jason@localmotion.org

Mon, Feb 19, 2018 at 12:22 PM

- * What is your current address? *72 North Prospect St.*
- * Do you regularly park your car on Pearl street on this specific block? *No*
- * Do you regularly ride your bike along Pearl Street? *Yes - May-November*
- * Do you work at or regularly patronize businesses on this block? *No*
- * How would removing parking and adding a bike lane make your life better?
We need north-south & east-west major thoroughfares for safe biking.

[There is a lot of bike traffic between UVM and downtown on this street so having a bike lane with NO cars

would be a major plus] It's only ONE BLOCK....

Bike only



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pearl Street

Wayne Sornberger <whsornberger@gmail.com>
To: Jason at Local Motion <campaigns@localmotion.org>

Mon, Feb 19, 2018 at 12:10 PM

Jason,

My name is **Wayne H. Sornberger**.

1. My **current home address** is 267 Pearl Street, Unit #A-2.
2. I **park my car** in our private parking lot off of Pearl Street.
3. I **do not own a bike**.
4. I do not **work at or regularly patronize businesses** on this block.
5. Removing parking and adding a bike lane would **make my life better** by reducing the chance of a collision with traffic that is sometimes hidden, while we are exiting our driveway. One of our residents vehicle was totaled recently and a neighbors was totaled exiting their driveway, a few weeks before.

I can't make the meeting due to a previous commitment.

On Sat, Feb 17, 2018 at 10:57 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Wayne—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives on or near Pearl Street between Union and Hungerford. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to remove parking on the south side of Pearl Street between Union and Hungerford in order to create space for an eastbound bike lane on Pearl all the way from downtown to UVM. There will most definitely be residents of this block who come to the

meeting to oppose the addition of a bike lane, and it is absolutely crucial that the Commission hear from *people who live on or very close to this block* who are supportive of this change.

If you are in favor of removing parking on one side of the street for this one block to make a downtown-to-UVM bike lane possible, please email me back with answers to the following questions:

1. What is your **current address**? (Your home address if you live in this area, or your work address if you work here.)
2. Do you regularly **park your car** on Pearl street on this specific block?
3. Do you regularly **ride your bike** along Pearl Street?
4. Do you **work at or regularly patronize businesses** on this block?
5. How would removing parking and adding a bike lane **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.**

Something along the lines of, "As a resident of 123 Pearl Street who frequently XXX and YYY, I support removing parking on this block. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking on Pearl Street

Andy Sebranek <sebran34@gmail.com>

Sat, Feb 17, 2018 at 2:42 PM

To: Jason at Local Motion <campaigns@localmotion.org>

Hi Jason,

I have to work that evening, so I won't be able to make it. But I am in support of removing parking on that block so that they're can be a safe biking lane. Here are my answers to the 5 questions:

1. 35 Converse Court, Burlington, VT 05401
2. No, I do not have a car, I do not regularly park on that block of Pearl St.
3. Yes, I bike on Pearl Street almost daily.
4. No, I do not work or patronize near that block.
5. Removing parking, and adding a bike lane would increase my safety as a biker, and it would keep others, especially children who bike along there, safe. It would encourage more to bike, which has many wonderful benefits for everyone.

And here is a statement, if you'd like to use one:

"As a resident of 35 Converse Court who frequently commutes by bike on that stretch of Pearl Street I support removing parking on this block to increase my safety on my commute. I do not own (and cannot afford) a car, and I am very happy with my bike as my main mode of transportation. I think biking has many benefits for myself, as well as my community. I love it here. I use my bike to get to work, the grocery store, the beach, and to my garden at the Intervale. Making Burlington more bike friendly would keep me safe. Thank you!"

-Andy

On Sat, Feb 17, 2018 at 11:03 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Bike

Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Andy—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives near Pearl Street in Burlington. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to remove parking on the south

side of Pearl Street between Union and Hungerford in order to create space for an eastbound bike lane on Pearl all the way from downtown to UVM. There will most definitely be residents of this block who come to the meeting to oppose the addition of a bike lane, and it is absolutely crucial that the Commission hear from *people with a direct connection to this block* who are supportive of this change—that is, people who live close by, who work or park on Pearl, or who bike regularly along this street.

If you are in favor of removing parking on one side of the street for this one block to make a downtown-to-UVM bike lane possible, please email me back with answers to the following questions:

1. What is your **current address**? (Your home address if you live in this area, or your work address if you work here.)
2. Do you regularly **park your car** on Pearl street on this specific block?
3. Do you regularly **ride your bike** along Pearl Street?
4. Do you **work at or regularly patronize businesses** on this block?
5. How would removing parking and adding a bike lane **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.** Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support removing parking on this block. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Fwd: Wednesday meeting

Andrea Todd <andreatodd77@yahoo.com>
To: jason@localmotion.org

Wed, Feb 21, 2018 at 3:53 PM

Hi Jason,

I hope this helps, I just sent in case it's not too late.

Thanks,
Andrea

Begin forwarded message:

From: Andrea Todd <andreatodd77@yahoo.com>
Date: February 21, 2018 at 3:51:16 PM EST
To: NLosch@burlingtonvt.gov, justinessears@yahoo.com
Subject: Wednesday meeting

Hi Nicole and Justine,

I hope you're well! In this wild warm spell it's nice to be outside enjoying the warm temps!

I want to make sure that the Public Works Commission is made aware of my feelings about Pearl Street—under discussion tonight. I was not sure how to convey this information, so I am reaching out to you and hoping it's ok. Unfortunately, I won't be able to attend the meeting tonight.

Public Input:

Pearl Street is one of the major arteries to UVM, the hospital, and to Winooski, and this main road ushers people on bikes, people waiting for the bus, people in cars, and people walking, and people bussing up and down the hill. Additionally, it also where there are storm drains attempting to collect the urban runoff.

By eliminating the parking spots, the flow of traffic will be dramatically safer. Additionally, and it will allow for better road maintenance of sweeping, drains, and plowing, and ultimately, improving the infrastructure of this street.

I would also like to request that there is a stronger presence of GMT in the city transportation and public works processes. Until there is a strong public transportation system that allows people to get throughout town without needing to park, this conversation will continue to be emphasizing parking all the people driving, rather than how to shuttle, park and ride, and transport people throughout town.

Thanks,
Andrea

Bike



Jason Van Driesche <jason@localmotion.org>

Pearl Street - remove parking

Bryan Davis <b_davis9@hotmail.com>

Wed, Feb 21, 2018 at 12:55 PM

To: "jason@localmotion.org" <jason@localmotion.org>

I support removing on-street parking on Pearl Street to provide a more connected and safe bicycle network in Burlington.

Bryan Davis

* What is your current address?

75 Henry Street

* Do you regularly park your car on Pearl street on this specific block?

No

* Do you regularly ride your bike along Pearl Street?

Not consistently but Pearl Street is a regular bike route for our family that connects our neighborhood to downtown.

* Do you work at or regularly patronize businesses on this block?

Lakeside Pharmacy, Pearl Street Beverage

* How would removing parking and adding a bike lane make your life better?

Pearl Street is a convenient, direct route connecting the top of the hill to downtown and beyond. Removing on-street parking will provide additional space needed to create bike lanes and provide a safer ride for cyclists. It's scary and tight through this section given the auto, bus and truck traffic, and the extra space for a bike lane is yet another gap filled in completing a local and regional biking network.

Business



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking in Ledgewood/Oak Beach neighborhood

Susan Robbins <sjrobbins3@gmail.com>

Sat, Feb 17, 2018 at 12:05 PM

To: jason@localmotion.org

Hi Jason,

Thank you very much for the important work that you're doing. I'm writing in response to your request as a resident of this neighborhood, my response paragraph is below. As a side note, when asking people to email you letters of support generally it's helpful to include your email address. Although it was easy enough to look up on the website, many people around here are older and not as technically proficient as most.

My current address is 14 Lake Forest Drive in Burlington. I don't regularly park on Oak Beach but I have friends that do. We regularly ride bikes along Oak Beach and I'm very supportive of bike routes throughout my neighborhood and the entire city. Around the world the most progressive and thriving cities have wonderful, safe and convenient bike routes. Burlington is known as a progressive city but unfortunately we lag behind in safe biking. I would ride my bike more if I felt safer, and it would improve my quality of life significantly to improve bike riding in this neighborhood. Adding the bike lane on Flynn Ave was a huge improvement and so appreciated by all residents. Having this extend to Oak Beach would be wonderful. We live in this neighborhood because the vast majority love the lake and the bike path, it's hard for me to imagine anyone who wouldn't be supportive of safer and easier biking connected throughout Burlington. Thank you!

On Feb 17, 2018, at 11:39 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:



Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018



Susan—

I'm writing to you about an opportunity this week to make a difference for safer biking in Burlington—specifically as someone who lives in the Ledgewood and Oak Beach neighborhood. Read on to learn more about why your voice matters right now!

This Wednesday, February 21st, the Burlington Public Works Commission will be voting on whether to designate Oak Beach Drive as a "neighborhood greenway" for safer biking. There may be neighbors who come to the meeting to oppose this designation, and it is absolutely

crucial that the Commission hear from *people who live in the neighborhood* who are supportive of this change.

First a few words about what is meant by a "neighborhood greenway."

Simply put, a neighborhood greenway is a street with traffic calming that makes it safer for biking. It does not include actual bike lanes, and it generally does not result in removal of parking. (Along Oak Beach Drive, there is absolutely no plan to remove parking.) For more details about how neighborhood greenways work and what they look like, visit www.burlingtonvt.gov/DPW/NeighborhoodGreenways.

If you are in favor of designating Oak Beach Drive as a neighborhood greenway in order to improve safety for biking and calm traffic generally, please email me back with answers to the following questions:

1. What is your **current address**?
2. Do you regularly **park your car** on Oak Beach Drive?
3. Do you regularly **ride your bike** along Oak Beach Drive?
4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**?

Finally, let me know if you can attend the Commission meeting (details below) and voice your support. **If you can't make the meeting, please consider phrasing your response to the above questions in the form of a couple of sentences that I can read on your behalf to the Commission.** Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support designating Oak Beach Drive as a neighborhood greenway. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

Thanks so much for your help. Together, we can and will build a bikeable Burlington.

Best,
Jason



Jason Van Driesche <jason@localmotion.org>

Re: Your voice needed for better biking in Ledgewood/Oak Beach neighborhood

Some Aminzade <somebody@aminzade.com>

Sun, Feb 18, 2018 at 9:38 PM

To: Jason at Local Motion <campaigns@localmotion.org>

Hi, Jason. I'm in Minnesota dealing with a death in the family, so I won't be able to come to the hearing this Wednesday. I really wish I could!

Here are the answers to your questions:

1. What is your **current address**? **80 Austin Drive, Apartment 192**
2. Do you regularly **park your car** on Oak Beach Drive? **No**
3. Do you regularly ride your bike along Oak Beach Drive? **Yes**
4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**? see the statement below.

Here's what I'd like you to read on my behalf. Please let me know if you have any edits you'd like to make. You can call or text me at 802-658-4357 or email me at :

My name is Russell Aminzade. I am a resident of Ledgewood South (unit 192) and a member of the Ledgewood South board of directors. One of the reasons I chose to live in Ledgewood is because it is a pedestrian and bicycle-friendly neighborhood with easy access to downtown via the bicycle path. I regularly walk or ride my bike on Oak Beach Drive on my way downtown, to shop at City Market, or just to have a beer at Switchback or one of the Pine Street brew pubs. In the summer I occasionally tow my kayak to Oakledge Park on a bike trailer. I love the location and the access to green space, the lake and the bicycle path, but I find the road, especially where it meets Flynn Avenue, can have problems for bicyclists and pedestrians. The traffic calming, pavement marking, and other features of a neighborhood greenway would really make a d positive difference. I urge you to support this designation.

On Sat, Feb 17, 2018 at 10:39 AM, Jason at Local Motion <campaigns@localmotion.org> wrote:

Biking and
Walking for a
Better Vermont

Saturday, February 17, 2018

Russell—

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Ledgewood and Oak Beach neighborhood. Read on to learn more about why your voice matters right now!

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4. How would designation of Oak Beach Drive as a "neighborhood greenway" **make your life better**?

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Something along the lines of, "As a resident of 123 XXXX Street who frequently XXX and YYY, I support designating Oak Beach Drive as a neighborhood greenway. It will make a difference for me because of ABC."

Meeting details:

Public Works Commission meeting
Wednesday, February 21 at 6:30 PM
Burlington DPW (corner of Pine and Lakeside)

From: Chip Mason
Sent: Wednesday, February 21, 2018 7:59 AM
To: dpwplanning
Cc: Joan Shannon
Subject: Removal of Parking on Pine St

Dear DPW Staff and Commissioners,

I am reaching out regarding the proposed removal of parking on Pine Street that is scheduled to be taken up this evening. I regret that I will not be able to attend tonight's meeting due to a scheduling conflict.

Knocking on doors this past weekend I learned of this proposal for the first time. Not a single person that I spoke with on the western side of Pine Street expressed support for the timing of the proposal. Rather, they expressed a desire to remove parking and install the bike lanes as part of the Champlain Parkway when traffic calming measures and crosswalks were installed. In my opinion, further outreach to the neighbors and some work on solutions for the neighbors parking challenges are needed before moving this project forward. I share the view of the residents that delaying until the Champlain Parkway is built may be a better time to consider parking changes.

Thank you for your consideration.

Chip Mason
Ward 5 City Councilor

From: Joan Shannon
Sent: Tuesday, February 20, 2018 11:02:47 PM
To: dpwplanning
Cc: Chip Mason
Subject: Removal of Parking on Pine St
Dear DPW Staff and Commissioners,

I have been contacted by multiple neighbors concerned about the removal of parking on Pine St. I share their concern. I understand that you did not find parked cars there during your 3x daily spot checks. My own experience of parking on that street may be contradictory, or perhaps explanatory of the results.

The parking in this area is not ideal, nor are the driveways and off street parking facilities that the neighbors have to contend with. Most residents seem to use their driveways for parking cars as much as possible to get cars off the street. But the on street parking is still used and needed for shuffling cars in tandem driveways, visiting guests, and service people.

With the snow banks now, I think people really avoid using on street parking, because the on street parking has its own set of risks and the snow banks that push cars further into the street do

make you want to avoid parking there when possible. It may not be used a lot, or for all day/night parking, but it is very important for the residents that live there.

In my opinion, further assessment, and some work on solutions for the neighbors parking challenges are needed before moving this project forward. I also think the situation may change somewhat after the Champlain Parkway is built and that may be a better time to consider parking changes.

I will not be able to attend the Commission meeting and I know at least one of the concerned neighbors is also unable to attend. I hope you will postpone this decision and further engage the neighbors to understand why the parking is important to them, and if other solutions might work.

Thank you for your consideration.

Joan Shannon

Joan Shannon
Burlington City Councilor, South District

From: Andrea Messer
Sent: Tuesday, February 20, 2018 4:05 PM
To: dpwplanning
Subject: pine street parking ban

Good Afternoon,

I am a long-time resident of Pine Street just North of Home Avenue. I would like to express my concern about banning all parking on Pine Street btwn Ferguson and Flynn. My driveway is tiny, and there are numerous times when I park along Pine Street for a short while, to juggle materials or cars in and out of my driveway, to accommodate groceries, kids gear, repair vehicles, guests, etc. There are a few other drives on this little hill that are similar and I see neighbors doing the same thing all the time, especially in warmer months when we all move around a lot more. I'm surprised that you did not observe these same sorts of activity on your parking count days. A full time ban would be hard to work around. I expect it might cause some traffic delays occasionally. I am also concerned that since there are thousands of cars that pass my house each day, narrowing the available space for their movement will cause additional concerns. I would expect there to be more accidents as people get more aggravated, even when there is ample space to move around my little vehicle, I get honks and comments from drivers wanting more space and free from inconveniences... I expect that would only get worse... Backing in and out onto a narrower street would be challenging, as well. Especially during high-traffic times, it might become close to impossible.

Thanks for your consideration,

Andrea Messer
Inside Sales and Office Manager

1 Mill St., Unit 285
Burlington, VT 05401

From: Andrea Todd
Sent: Wednesday, February 21, 2018 3:51 PM
To: Nicole Losch
Subject: Wednesday meeting

Hi Nicole and Justine,

I hope you're well! In this wild warm spell it's nice to be outside enjoying the warm temps!

I want to make sure that the Public Works Commission is made aware of my feelings about Pearl Street—under discussion tonight. I was not sure how to convey this information, so I am reaching out to you and hoping it's ok. Unfortunately, I won't be able to attend the meeting tonight.

Public Input:

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I would also like to request that there is a stronger presence of GMT in the city transportation and public works processes. Until there is a strong public transportation system that allows people to get throughout town without needing to park, this conversation will continue to be emphasizing parking all the people driving, rather than how to shuttle, park and ride, and transport people throughout town.

Thanks,
Andrea

City of Burlington Public Works Commission

February 15, 2017

Dear Commissioners:

I am writing you in connection with the proposal to remove parking spaces on Pearl Street near the intersection of South Union Street. I own the building at 267-271 Pearl Street and I live on South Prospect Street. In my Pearl Street building I have tenants that provide essential services to the Burlington community, many of whom have done so for many decades. In this building, there are 7 therapists, 2 hair stylists, 2 massage therapists and a nutrition counselor. In the building next door to mine, there are two dentists. The area operates as a mini neighborhood activity center where small business owners provide essential services to our community. Many have done so for decades at this location. They maintain their businesses in Burlington despite the additional challenges associated with doing business in Burlington, that often do not exist in other nearby cities. At the very top of the list of challenges that these businesses face in Burlington is parking. This area is already parking challenged. This proposal will make the problem worse.

The loss of 12 spaces adjacent to these businesses puts further strain on businesses that are already challenged to stay in Burlington. By eliminating the spaces as proposed, you will be placing a substantial burden squarely on these businesses and the surrounding residences.

Please consider this my strong opposition to your proposal as written. I request that you provide an alternative that does not eliminate parking in this area of the City.

As a related matter, I am very concerned that this plan is something that cannot be stopped as planning is so far along. The fear is that regardless of input from adjacent landowners now being directly solicited, this is a foregone conclusion as the planning of this Pearl Street phase is really in its final implementation stages. When I received your notice, I looked at PlanBTV Bike Walk and now see that this Pearl Street intersection shows as a priority for a protected bike lane. I wish as an adjacent landowner, that we would have been notified well in advance that this means you would likely be removing our parking. You would have received drastically different commentary in connection with PlanBTV Bike Walk if adjacent landowners along these pre-planned corridors were told up front that parking was slated to be eliminated. Hopefully, our fears are unfounded and there is some hope that our input will be meaningfully considered.

Sincerely,



Bruce Baker