



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.dpw.ci.burlington.vt.us

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: SEPTEMBER 12, 2013
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on September 18, 2013 at 6:30 PM at 645 Pine St, Main Conference Room.

1. Agenda
2. South Champlain St & Maple St Parking Request
3. North Williams St Resident Parking Request
4. No Parking on North Ave Adjacent to Existing Bike Lanes
5. Extending a Loading Zone at Main St & Church St.
6. Stop Sign Request – St. Louis at Willow St
7. Parking Removal on Ward St & Drew St
8. Main St Side Street Stop Control
9. South Champlain St. Tour Bus Parking
10. 110 Riverside Ave Proposed Rapid Flashing Beacon
11. Minutes of 6/19/3 & 7/17/13

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: Amy Bovee, Clerks Office
From: Chapin Spencer, Director
Date: September 12, 2013
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **September 18, 2013**
Time: 6:30 – 9:00 p.m.
Place: 645 Pine Street – Main Conference Room

A G E N D A

ITEM

- 1 Agenda
- 2 5 Min Public Forum
- 3 15 Min Burlington's Advisory Committee on Accessibility
 - 3.10 Oral Communication, R. Montefusco, Chair
 - 3.20 Discussion
- 4 15 Min South Champlain St. & Maple St. Parking Request
 - 4.10 Communication, J. Fleming
 - 4.20 Discussion
 - 4.30 Decision
- 5 15 Min North Williams Street Resident Parking Request
 - 5.10 Communication, J. Fleming
 - 5.20 Discussion
 - 5.30 Decision

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- 6 5 Min No Parking on North Ave Adjacent to Existing Bike Lanes
6.10 Communication, N. Losch
6.20 Discussion
6.30 Decision
- 7 5 Min Extending a Loading Zone at Main St & Church St
7.10 Communication, J. Fleming
7.20 Discussion
7.30 Decision
- 8 10 Min Stop Sign Request – St. Louis St. at Willow St.
8.10 Communication, J. Fleming
8.20 Discussion
8.30 Decision
- 9 5 Min Parking Removal on Ward St at Drew St
9.10 Communication, J.Fleming
9.20 Discussion
9.30 Decision
- 10 5 Min Main Street Side Street Stop Control
10.10 Communication, J. Fleming
10.20 Discussion
10.30 Decision
- 11 10 Min South Champlain St. Tour Bus Parking
11.10 Communication, J. Fleming
11.20 Discussion
11.30 Decision
- 12 10 Min 110 Riverside Ave Proposed Rapid Flashing Beacon
12.10 Communication, G. Gomez
12.20 Discussion
- 13 20 Min Solid Waste Licensing
13.10 Oral Communication, N. Losch
13.20 Discussion
13.30 Decision
- 14 15 Min Stormwater Update: (Citywide & N. Willard St)
14.10 Oral Communication, N. Baldwin
14.20 Discussion
- 15 10 Min Resident Parking Update
15.10 Oral Communication, Commission
15.20 Discussion

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- 16 Minutes of 6/19/13 & 7/17/13
- 17 5 Min Director's Report - Hyde St Update
- 18 5 Min Commissioner Communications
- 19 10 Min Adjournment & Next Meeting Date – 10/16/2013

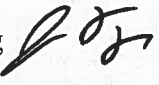
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MEMORANDUM

July 17, 2013

TO: Public Works Commission
FROM: Joel Fleming 
RE: South Champlain Street and Maple Street parking Request

Background:

Staff received a request from Handy's Lunch, located at 202 South Champlain Street, asking for more short term parking surrounding their business. They are asking for three more 30 minute parking space on Maple Street east of South Champlain Street and to move the handicapped parking space on South Champlain street one space to the north and add two 30 minute parking spaces in the spaces just north on the loading zone on the corner of South Champlain Street and Maple Street. Maple Street is an arterial roadway on this part of the street with a mixture of residential and commercial uses. South Champlain Street is a local street with mostly residential uses. There is parking on the north side of Maple Street and the east side of South Champlain Street.

Observations:

There are currently nine 30 minute parking spaces and one hour parking space adjacent to the Maple and South Champlain Street intersection. Handy's Lunch is asking that the 60 feet of unrestricted parking on the north side of Maple Street converted to three 30 minute parking spaces, so their customers have a place to park when visiting the business. There is also a handicapped space on South Champlain Street, that if it were moved one space north on South Champlain Street would leave 35 feet for two more 30 minute parking spaces on South Champlain Street.

Staff sent out a letter, dated June 26th, to the residents of Maple Street, from Pine Street to South Champlain Street, and South Champlain Street, Maple Street to King Street, asking for feedback on the possible changes to the existing parking on the streets. Staff did not receive anything feedback from these residents. Staff sent a second letter out dated July 9th, letting these

NB 6/7/13

same residents know that this item was on the Department of Public Works Commission Agenda on July 27th. They were informed that they would have time to voice any concerns or support for the proposed parking changes.

Conclusion:

With the large amount of short term parking already available near this intersection staff feels that it would be good to put a time restriction on the current short term spaces and any new short term parking space that go up in this area. Handy's Lunch is open from 7:00 am to 3:00 pm; staff feels that there should be a time restriction on the short term spaces in that time frame. This would ensure that the parking spaces on Maple and South Champlain Street are filled even during the off hours for the businesses on these streets.

Staff Recommendation:

Staff recommends that the commission adopt a time restriction on the current short term parking at this intersection from 7:00 am to 3:00 pm and adopt three additional 30 minute parking spaces on the north side of Maple Street with a time restriction from 7:00 am to 3:00pm.



CITY OF BURLINGTON - DEPARTMENT OF PUBLIC WORKS

Request
997**SERVICE REQUEST****Name and
Address**

Name: Diana Colangelo

Request Date: 03/28/2013 12:37 PM

Due Date: 4/27/2013

Address: CEDO

Phone Number: 865-7187

Email Address: dcolangelo@burlingtonvt.gov

Request

Location: 202 South Champlain Street

Request Description: Per e-mail to Nicole, forwarded to Joel: Parking issues on South Champlain and Maple Streets. See attachment.

Assign History**Date****Assigned To****Description**

3/28/2013 12:37:05 PM

Joel Fleming

Request Assigned

Work History**Date****Staff Person****Description**

03/28/2013

Helen Plumley

I attached e-mail chain to RFS

(Entered on 3/28/2013 12:48:10 PM by Helen Plumley)

Customer Service

Status: New

Request created by: Helen Plumley

Print Date: 3/28/2013 12:48:29 PM

Helen Plumley

From: Joel Fleming
Sent: Thursday, March 28, 2013 10:36 AM
To: Helen Plumley
Subject: FW: South Champlain and Maple

Helen,

Could you put this request in the RFS system for me?

Thanks,

Joel

From: Nicole Losch
Sent: Friday, March 22, 2013 1:01 PM
To: Diana Colangelo
Cc: Joel Fleming
Subject: RE: South Champlain and Maple

Hi Diana,

I'm actually going to put you in touch with Joel Fleming in our office – copied here already. He's out until the 28th, but try to follow up with him after he gets back. Joel is probably your best point of contact for all things related to adjusting on-street parking.

Thanks!

Nicole Losch // Transportation Planner, Bicycle & Pedestrian Program Manager, Environmental Planner
645 Pine Street Suite A, Burlington VT 05401
p 802.865.5833 // f 802.863.0466
Please note the new email address: nlosch@burlingtonvt.gov

From: Diana Colangelo
Sent: Thursday, March 21, 2013 4:02 PM
To: Nicole Losch
Subject: South Champlain and Maple

Hey Nicole,

I just met with Earl Handy of Handy's Lunch and he had some ideas for creating more parking on South Champlain and Maple. He had three specific ideas/questions, and I wanted to run them by you to see if you had thoughts or could direct me to anyone else at DPW that I should be connecting with.

1. Does there need to be as much residential parking as there is on the north side of Maple? Looks like there's parking for that building in the back (limited), so could any of those spots be converted to other types of spaces? Not sure what the residential parking requirements are for that building. Earl was saying it would be helpful even to make them residential parking only after 4pm or 6pm or whatever so it doesn't interfere with business hours.
2. There is a little gap on the north side of Maple where there are 3 spots with no signage, so people park there for really long stretches. Could those be made into 30-minute spots? Seems like that could be an easy fix.

3. Could 2 or 3 spots be made on the west side of South Champlain right near the intersection with Maple? It's basically the little stretch of curb in between the 2 entrances to the parking lot there. I know that whole street is no parking on the west side, but Earl was wondering why that is and thought there would be room. Not sure if he is correct, but I assume you know the street widths and whether or not that would be possible, and any other problems with putting parking on both sides of that street.

I wanted to give you a heads-up about these issues, but I'm also happy to call and chat about it. It seems like there might be solutions to at least one or two of these issues.

Thanks,

Diana

Diana Colangelo
Economic Development Specialist
Community & Economic Development Office
149 Church St, Room 32, City Hall
Burlington, VT 05401

802-865-7187 - Direct Line

802-865-7144 - Front Desk

802-865-7024 - Fax

802-865-7142 - TTY

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OFFICE OF PLANNING
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JOEL FLEMING, E.I.T.
ENGINEER TECHNICIAN

July 9, 2013

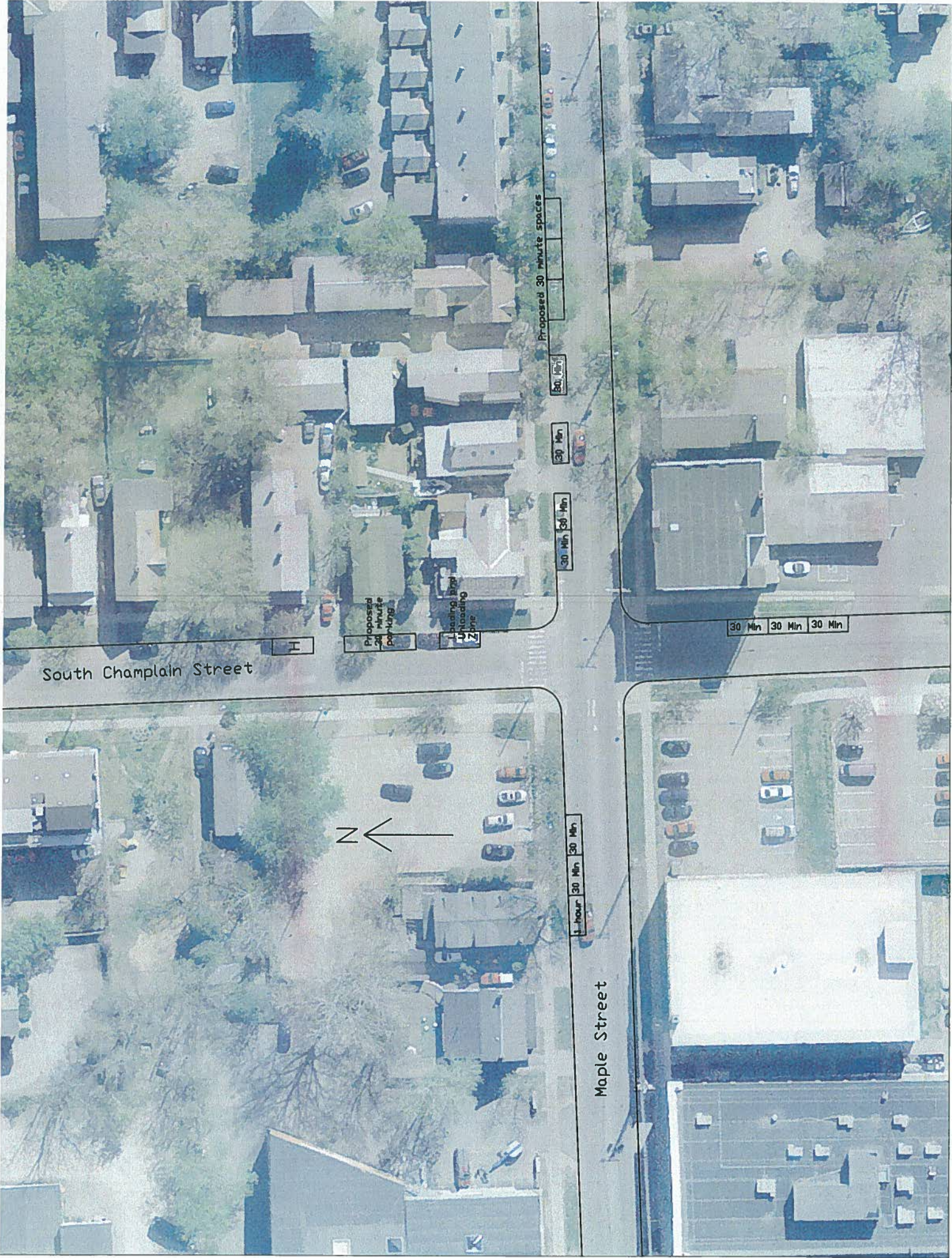
Dear Maple and South Champlain Street Residents:

Public Works would like to inform you of a public meeting that is coming up to discuss some possible parking changes on Maple and South Champlain Street's. I have attached a map of the proposed changes. The Department of Public Works Commission will listen to both sides of the issue on July 17th, 2013 at the front conference room of DPW starting at 6:30 pm. This meeting is open to the public and I encouraged you all to go voice your opinion on these possible changes. If you have any questions regarding this issue please contact me at 865-5832 or jfleming@burlingtonvt.gov.

Thanks for your time,

Joel Fleming, EIT
Department of Public Works
865-5832
jfleming@burlingtonvt.gov

JF/mcb



South Champlain Street

Maple Street



Proposed
30 minute
parking

Loading and
Unloading
Zone

Proposed 30 minute spaces

30 Min

30 Min

30 Min 30 Min

30 Min 30 Min 30 Min

1 hour 30 Min 30 Min



MEMORANDUM

July 17, 2013

TO: Public Works Commission
FROM: Joel Fleming *JF*
RE: North Williams Street resident parking request

Background:

Staff received a request and a petition from the residents of North Williams Street to make the street from Pearl Street to Brookes Avenue resident parking only. Staff brought this item to the Department of Public Works Commission in June of 2013 and the commission asked staff to bring it back to them in July because there were only 4 commissioners at the meeting. The residents are in consensus, all asking for 24 hour a day resident parking all week long. North Williams Street is a low volume, low speed, and a residential street off of Pearl Street close to the downtown and the University. North Williams Street is in Zone 1 of the resident parking ordinance making it eligible for resident parking.

Observations:

Staff conducted a resident parking license plate survey of North Williams Street. The purpose of this count is to figure out who is parking on the street and when. To do this staff did a count at 7:00 am, 11:00 am and 3:00 pm for a total of 5 different days. There are a total of 19 parking spaces on the street. During the 5 days of counts the spaces were 89% full; on average there was one available parking space on the street during the counts. This may not have always been the case since these parking spaces are not marked out and residents may have parked in a way where 100% capacity was not possible.

Staff conducted 2 more days of counts, changing the count times to 7:00 am, 1:00 pm, and 6:00 pm. Staff wanted to get a wider range of times because commuters working at the hospital could possibly have a shift from 6:00 am to 3:00 pm. The wider time range would give staff a better idea whether vehicles are commuters or not. During the two days of counts it was staff's interpretation that nearly 50% of the vehicles parking on North Williams Street were commuters or at least only parking on the street for short periods of time. This often can be a

VJB 7/14/13

problem for residents who come home from work and are forced to park further away from their house pushing a parking problem onto to another street.

Conclusions:

North Williams Street is in zone 1 of the resident parking ordinance making it eligible for resident only parking. The street is nearly at full occupancy at all times of the day and with the pressure of external parking uses it is a perfect candidate for resident only parking.

Recommendations:

Staff recommends that the commission adopts a 24 hours a day 7 days a week resident parking restriction on the west side of North Williams Street.



CITY OF BURLINGTON - DEPARTMENT OF PUBLIC WORKS

Request
809**SERVICE REQUEST****Name and
Address**

Name: Leslie Allen

Request Date: 02/22/2013 10:55 AM

Due Date: 2/22/2013

Address: 15 North Williams ST

Phone Number: 324-0013

Email Address:

Request

Location: 15 North Williams Street

Request Description: On North Williams St - Customer is requesting Resident Only Parking.

Assign History

Date	Assigned To	Description
2/22/2013 10:55:55 AM	Joel Fleming	Request Assigned

Work History**Customer Service**

Status: New

Request created by: Valerie Ducharme

Print Date: 2/22/2013 11:07:27 AM

**RESIDENT PARKING
BURLINGTON, VERMONT
STREET SELECTION PETITION**

DPW
645 Pine ST
Burlington 809

Date: 2/12/13

Street: North Williams

From House Number: 8

To House Number: 34

From Street: Pearl

To Street: Brookes Ave

Total single dwelling Units:

Total apartment Buildings: 1

Total Apartment Units: 2

Person~~s~~ Conducting Petition: Leslie P Allen 15 N. Williams, BTV
Name: 802-304-0013

Address: Maria D Sciancalepore 21 N. Williams BTV

Telephone: Mary S. Pierce 21 N. Williams 802 865 8057
802 373 9675

House #	Apt #	Name	Resident Parking	Hours Day	Days Week
15		Leslie P Allen	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
15		Andrew F Allen	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
15		Betsy Allen-Pennelsaker	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
21		Maria Sciancalepore	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
20		Sarah Snuddlen	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
20		Victor Thompson	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
31		Sophia Morton	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
21		Mary Pierce	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
33		Morgan Savage	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
43		Judith Gervais	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
43		Robert Luby	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
28		William H Young	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week
28		Sally S Young	<input checked="" type="radio"/> Yes	24 Hrs	Mon-Fri
			<input type="radio"/> No	6AM-6PM	All Week

[illegible]

Brookes Avenue

Resident's garage requested on the plan of the street.

North Williams Street

Pearl Street

South Williams Street



Plate Count 2013, N. Williams Street

	Tuesday 5/21/2013			Wednesday 5/22/2013		
	7:00 AM	1:00 PM	4:00 PM	7:00 AM	1:00 PM	6:00 PM
West Side	FRN 753	ENW 538	ENG 745	79IHI	EMB 932	EMB 932
	8586 XZ	8586 XZ	307 9086	GBU 7530	FPL 311	GBU 7530
	AEV 8969	DSS 501	8Y802	ESE 512	FAF 382	307 9086
	6PPJ683	FLT COAT	CW 1239	8Y802	458 ZFO	FGR 105
	ESE 512	ETL 694	14BA4	CW1239	EPH 358	CW 1239
	386 464	386 464	FLY 213	14BA4	CW 1239	14BA4
	CWV 9185	FLY 213	9940 RV	5FIF829	14BA4	5FIF 829
	GBU 7530	FPL 311	EYN 818	9940 RV	5FIF829	FNE 291
	CW 1239	14BA4	BMF 683	FNE 291	ENG 747	FGR 492
	EYE 640	CW1239	411 CRZ	FWG 852	FPL 552	FLR 465
	DTP 587	ZHZ 236	APF 5508	FRN 753	9940 RV	FWG 852
	BWV 9537	BWV 9537		APF 5508	FNE 291	APF 5508
	14031Y	14031Y			FAE 792	
		ENG 745			FWG 852	
		APF 5508			APF 5508	
		FRG 121				
Percent of spaces used	72%	89%	61%	67%	83%	67%
Percent Residents	46%	31%	45%	83%	47%	67%
Percent Commuters	54%	69%	55%	17%	53%	33%

[illegible]

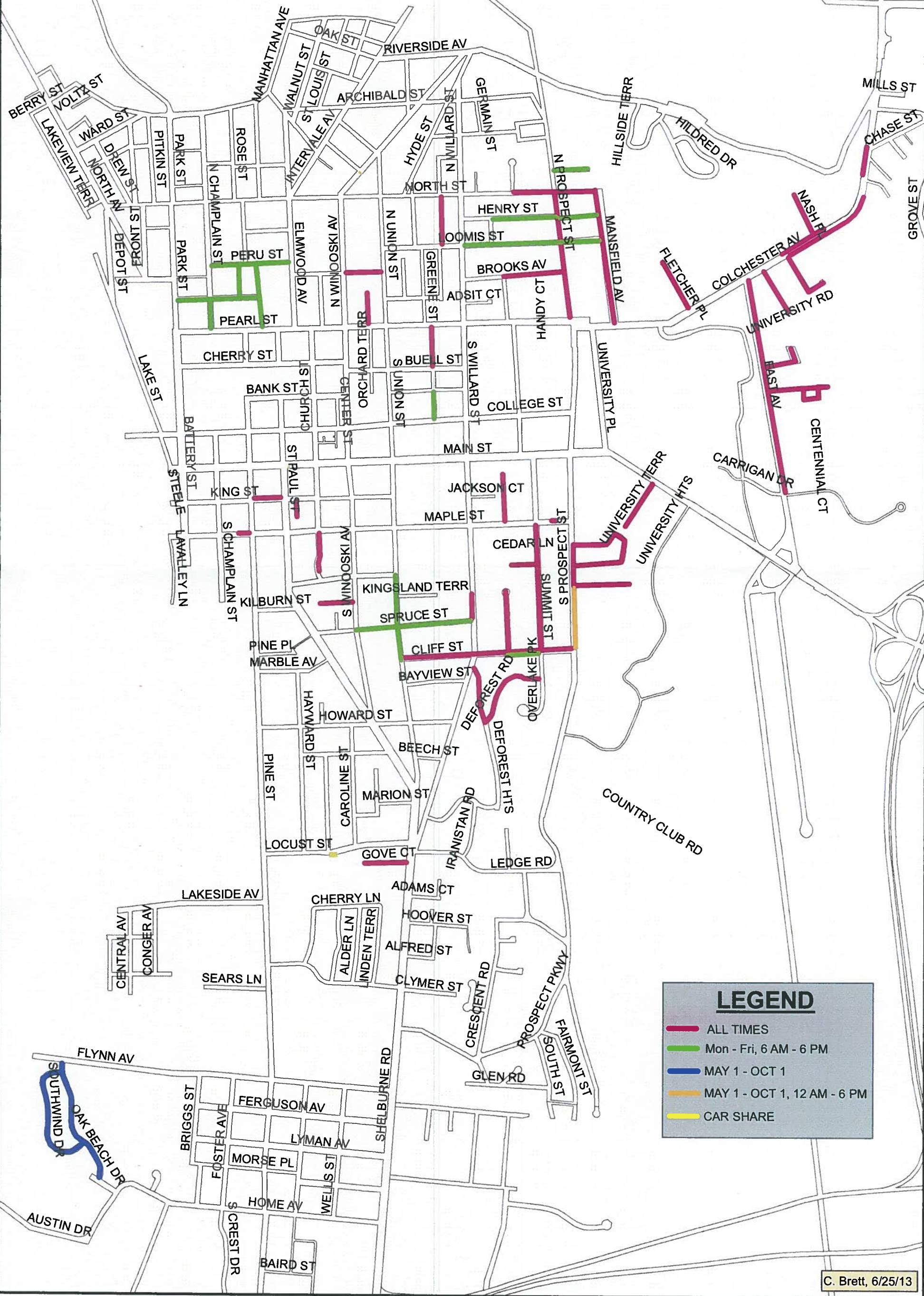
Percent of spaces used	94%	89%	72%	94%	89%	100%	94%	89%	83%	89%	94%	89%	89%
Percent Residents	88%	63%	54%	76%	47%	44%	85%	67%	71%	88%	80%	56%	65%

Percent of spaces used	94%	89%	72%	94%	94%	89%	72%	100%	94%	89%	83%	89%	94%	89%	89%
Percent Residents	88%	63%	54%	76%	47%	44%	85%	67%	71%	88%	80%	56%	82%	75%	65%



STREETS WITH RESIDENT PARKING

IN ACCORDANCE WITH THE CODE OF ORDINANCES, APPENDIX C, SEC. 27



LEGEND

- ALL TIMES
- Mon - Fri, 6 AM - 6 PM
- MAY 1 - OCT 1
- MAY 1 - OCT 1, 12 AM - 6 PM
- CAR SHARE



MEMORANDUM

September 9, 2013

TO: Public Works Commission

FROM: Nicole Losch, Transportation Planner

Cc: Gene Bergman, Sr. Asst. City Attorney
John King, Burlington Police Department

RE: North Avenue parking prohibition

Background

Northbound and southbound bike lanes were installed on North Avenue south of Institute Road between 1997 and 2005. Bike lanes on North Willard Street, Pine Street, Mansfield Avenue were also installed, and parking prohibitions currently exist for the areas adjacent to these bike lanes. However, no specific parking prohibition exists for the area adjacent to the existing North Avenue bike lanes (northbound from North Street to Institute Road and southbound from Institute Road to Berry Street).

Observations

The city has received complaints from cyclists of motorists parking in the North Avenue bike lanes since 2005. MUTCD-issued "No Parking Bike Lane" signs were installed in the most problematic areas. However, due to conflicting interpretations of Section 20-55 and related Section 20-1, enforcement has not occurred.

Conclusions

Although Section 20-55 allows the enforcement of vehicles parked in the bike lanes, Sr. Asst. City Attorney Gene Bergman has advised the installation of additional "no parking" signs as well as ordinance amendments to specifically prohibit parking and prevent future ambiguity.


Recommendations

1. Establish no parking areas on the east side of North Avenue between North Street and Institute Road and on the west side of North Avenue between Institute Road and Berry Street.
2. Amend the General Prohibitions (§ 20-55) to include "No Parking Bike Lane."



MEMORANDUM

October 16, 2013

TO: Public Works Commission
FROM: Joel Fleming 
RE: Extending loading zone at Main Street and Church Street

Background:

The Traffic division of Public Works brought this issue to staff. They are asking staff to extend the Vehicle Loading Zone on the north side of Main street just east of Church Street for a total of 10 feet to the west. This will make the loading zone 30 feet long which will be large enough that vehicles using it won't be blocking the first metered parking space.

Observations:

This loading zone currently is 20 feet wide with metered parking to the east and restricted parking to the west with a bump out 24 feet to the west. This means that there is room to lengthen this bump out so it can accommodate the larger vehicles that currently use it.

Conclusions:

Extending this vehicle loading zone 10 feet to the west will allow vehicles to load and unload with-out blocking part of a metered parking space.

Recommendations:

Staff recommends that the commission adopt a 30 foot Vehicle loading zone in the first space east of Church Street on the north side of Main Street.

NB 9/11/13





MEMORANDUM

July 17, 2013

TO: Public Works Commission
FROM: Joel Fleming *JF*
RE: St Louis Street at Willow Street Stop Sign request

Background:

Staff received a request from a resident of St Louis Street asking for three-way stop control for the intersection of Willow Street at St Louis Street. Both Streets are low volume and low speed residential streets in the city's old north end.

Observations:

This intersection meets a warrant from the MUTCD section 2B.07: multi-way Stop Applications; there is a need to control Vehicle/pedestrian conflicts because of the high use of the crosswalk into Roosevelt Park. This intersection is adjacent to Roosevelt Park and H.O. Wheeler School, both of which attract both pedestrian and vehicular traffic to the area. Willow Street splits Roosevelt park in half, Ball Park and Basketball courts to the north and play ground to the south. Currently there is no control at the crosswalk that connects the 2 sections of the park as well as the main connection to the Park from the school and parking.

Conclusions:

Although this intersection does not see large amounts of vehicular traffic the amount of Pedestrians going in and out of the park warrants 3-way stop control.

Recommendations:

Staff recommends that the commission adopt a 3-way stop control at the intersection of Willow Street and St Louis Street.

WBS 7/11/13



CITY OF BURLINGTON - DEPARTMENT OF PUBLIC WORKS

Request # 1276

SERVICE REQUEST

Name and Address

Name: Jeremy B. Owens

Request Date: 04/29/2013 1:14 PM

Due Date: 5/29/2013

Address: via e-mail from Joel Fleming

Phone Number: 658-3555

Email Address: jeremy@tjboyle.com

Request

Location: St. Louis St

Request Description: Per e-mail: ...To slightly change topics, if safety in this area is truly a factor, it seems that putting a 3-way stop next to the playground at the north end of St. Louis is warranted. Throughout the summer, many children on bikes, tricycles, and other wheeled toys roam around this intersection, and it's hard to see them due to their low profile. Kids and young adults tend to walk or run around unaware that this is a vehicular intersection without stop signs. Given the proximity of the baseball, volleyball, tennis, and playground facilities, plus the fact that the path through the park leads to a cross-walk at this intersection, stop signs might be a prudent and affordable safety solution at this location.

Assign History

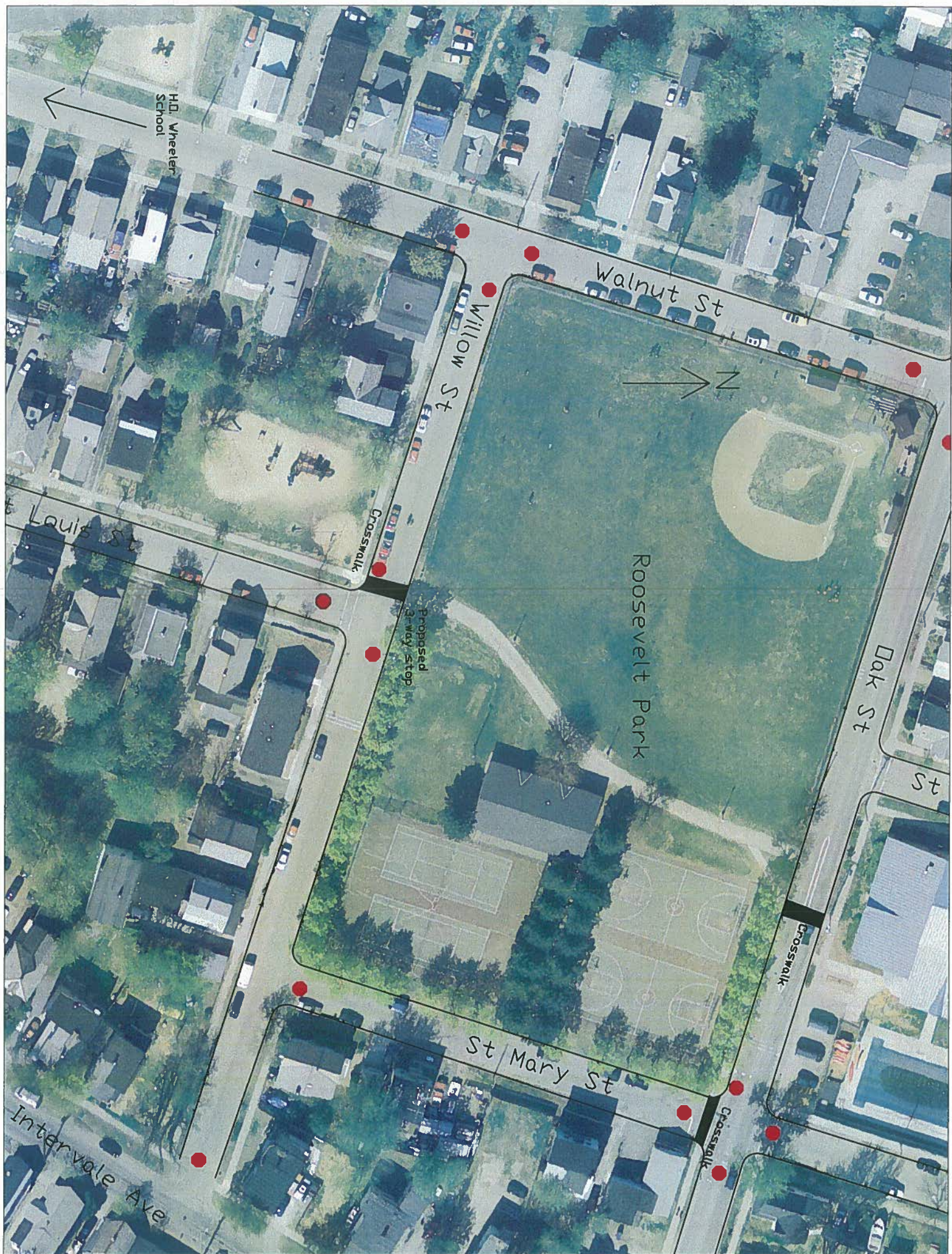
Date	Assigned To	Description
4/29/2013 1:14:59 PM	Joel Fleming	Request Assigned

Work History**Customer Service**

Status: New

Request created by: Helen Plumley

Print Date: 4/29/2013 1:44:56 PM



H.D. Wheeler
School

Walnut St

Willow St



Roosevelt Park

Crosswalk

Proposed
3-way stop

St Louis St

Oak St

St

Crosswalk

St Mary St

Crosswalk

Intervale Ave

Stop Sign Warrant
MUTCD 2B.07 Multi-way Stop Application:
Willow Street, St Louis Street

01. 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. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02. The restrictions on the use of STOP signs described in Section 2B.04 also apply to Multi-way stop applications.

Guidance:

03. The decision to install multi-way stop control should be based on an engineering study.

04. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where the traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

This intersection does not require a traffic light. --- Does not meet the warrant threshold

B. 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

C. Minimum Volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages 300 vehicles per hour for any 8 hours of an average day; and

---During AM and PM Peak hour counts the Major Street, Willow Street, had 23 and 15 vehicles respectively.

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

---During the Am and PM Peak hour counts the minor Street, St Louis Street, had 7 and 2 cars respectively. Does Not Meet Warrant Threshold

3. if the 85th-percentile approach speed of the major -street exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the volumes provided and Items 1 and 2.

---Does not meet the warrant threshold

D. Where no single criterion is satisfied, but criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this criterion.

---Does not meet the warrant threshold

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

---Does not meet Warrant.

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

---Meets the warrant threshold. This intersection is adjacent to Roosevelt Park. This park is extremely busy with Pedestrian traffic who enter the park at the crosswalk on the west side of this intersection.

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

---does not meet the warrant.

D. in intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve operational characteristics of the intersection.

--- Meets the Warrant. Adding a 3-way stop at this intersection will improve the flow of pedestrians and make it safer for them to cross Willow Street into the park.

5/16/2013, PM count, C. Brett						
Time		Major: Willow			Minor: St. Louis	
Start	Stop	E	W	S	E	W
4:30	4:45	0	2	0	0	0
4:45	5:00	0	1	1	0	0
5:00	5:15	1	2	1	0	0
5:15	5:30	4	1	2	2	0
Totals:		5	6	4	2	0

5/30/2013, AM count, C. Brett						
Time		Major: Willow			Minor: St. Louis	
Start	Stop	E	W	S	E	W
7:30	7:45	2	3	0	1	0
7:45	8:00	0	2	1	2	0
8:00	8:15	4	5	0	1	2
8:15	8:30	5	1	0	1	0
Totals:		11	11	1	5	2



MEMORANDUM

September 18, 2013

TO: Public Works Commission
FROM: Joel Fleming *JF*
RE: Parking removal on Ward Street at Drew Street

Background:

Staff received a request from the traffic division of DPW asking to prohibit parking on the north side of Ward Street at its intersection with Drew Street. Both Ward and Drew Streets are low volume and low speed residential streets in the City's old north end.

Observations:

On the north side of Ward Street at the three-way intersection of Ward Street and Drew Street, there exists a 105 foot parking prohibition established using the 50 foot blanket ordinance of No Parking Here to Corner. Given the signage of No Parking Here to Corner has existed for many years and no one has challenged the prohibition and the public at large has accepted the prohibition. However it is clear from staff's prospective this segment should be properly written and adopted as a no parking area describing the precise location and distance for the prohibition to ensure proper posting and enforcement. This prohibition will provide the proper sight lines for pedestrians crossing at the crosswalks that exist today.

Conclusions:

We believe that making these narrow administrative changes will ensure the parking restriction is respected and readily enforceable. Removing parking around the crosswalks will give pedestrians greater sight distance when crossing.

Recommendations:

Staff recommends that the Commission adopt a parking restriction on the North Side of Ward Street starting 35 feet west of Drew Street extending east 105 feet.

JS 9/13/13



Drew Street

Ward Street

North Avenue


Proposed No Parking
Between Signs
Existing No
Parking Here





MEMORANDUM


September 18, 2013

TO: Public Works Commission
FROM: Joel Fleming 
RE: Main Street Side Street Stop Control

The State of Vermont had sponsored paving projects on main thoroughfares within the city, Route 2 (Main Street). As part of preparing design and bid documents The State of Vermont had identified 2 side streets that meet the criteria established and defined as "an intersection of a less important road with a main road where application of the normal right-of-way rule is unruly hazardous." Under the maintenance agreement we are obligated to accept these changes to meet MUTCD standards for the state to participate. As Staff we agree with the State of Vermont's assessment that stop control on the side streets is warranted.

Staff would recommend the formalized adoption of the following side streets along Main Street.

- Southbound traffic at the intersection of South Williams Street and Main Street
- Northbound traffic at the intersection of Summit Street and Main Street

 9/13/13

parking of motor vehicles...signs indicating the special regulations must be conspicuously posted in and near all areas affected."

Engineering judgment should be used in the determination whether vehicles are required to stop or yield at an intersection approach. The MUTCD has recommendations on when stop or yield signs should be considered, in Section 2B.04:

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

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 (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

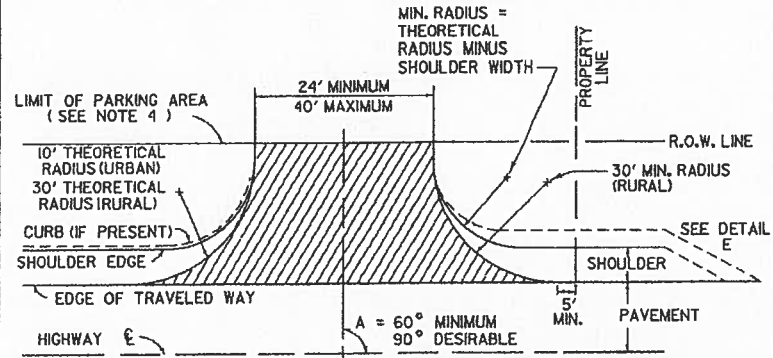
- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized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

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

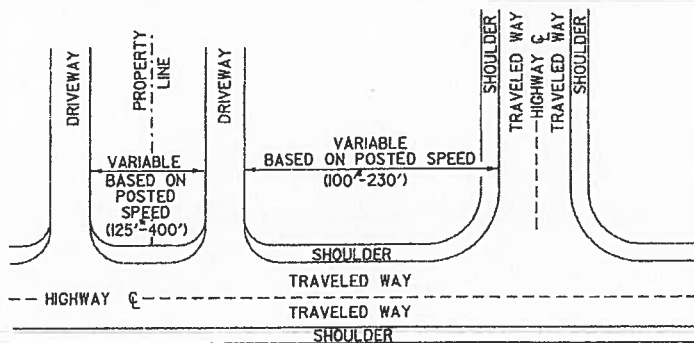
Amy L. Gamble, PE
Traffic Operations Engineer
(802) 828-1055
(802) 828-2437 fax

DETAIL C TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS



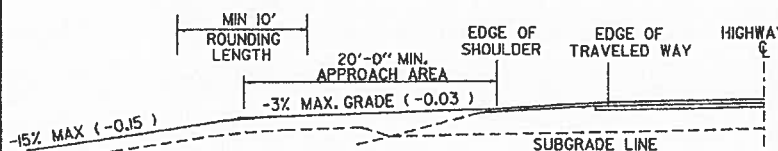
THIS DETAIL WILL ALSO APPLY TO COMMERCIAL SERVICE DRIVES, WHEN AUTHORIZED, HAVING A MAXIMUM WIDTH OF 20'. THE SERVICE DRIVE WILL HAVE A "SERVICE VEHICLES ONLY" SIGN PLACED AT THE HIGHWAY R.O.W. LINE. SIGN SHALL BE 18" X 24" AS PRESCRIBED IN THE "STANDARD HIGHWAY SIGNS BOOK", A SUPPLEMENTAL PUBLICATION TO MUTCD.

DETAIL F MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS



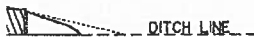
* MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS GRANTED BY THE VDOT ITEMS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES, OR FUNCTIONAL CLASS OF HIGHWAY SHOULD BE CONSIDERED WHEN DETERMINING APPROPRIATE SEPARATION DISTANCE. WHEN CURRENT RECOMMENDED SEPARATION DISTANCE CANNOT BE OBTAINED RESTRICTION OF TURNING MOVEMENTS MAY BE REQUIRED.

DETAIL I PROFILE OF DRIVE INTERSECTION (FILL SECTION)



IF PAVED DRIVE: SURFACE WITH 2" BITUMINOUS CONCRETE PAVEMENT.
IF GRAVEL DRIVE: SURFACE WITH 3" AGGREGATE SURFACE COURSE.

SEE DRIVE SIDE SLOPES TABLE



DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V > 40 MPH	1:6 OR FLATTER
URBAN AREAS, OR V ≤ 40 MPH	1:4 DESIRABLE 1:2 ALLOWABLE
OUTSIDE CLEAR ZONE	1:2 OR FLATTER

NOTES:

- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VT. AGENCY OF TRANSPORTATION, WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT. THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND GEOMETRIC CHARACTERISTICS.
- ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE FARTHEST POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. THIS PAVING IS INDICATED IN DETAILS (B THRU E) BY HATCHING.
- DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
- VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
- IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
- WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY WILL DETERMINE SPECIFIC TREATMENT TO BE USED. ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
- CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE.
- THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
- DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)
- INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.

SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE (FT)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

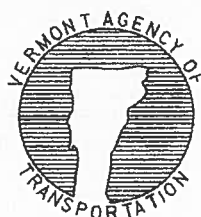
THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

NOTE: ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

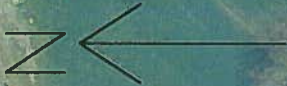
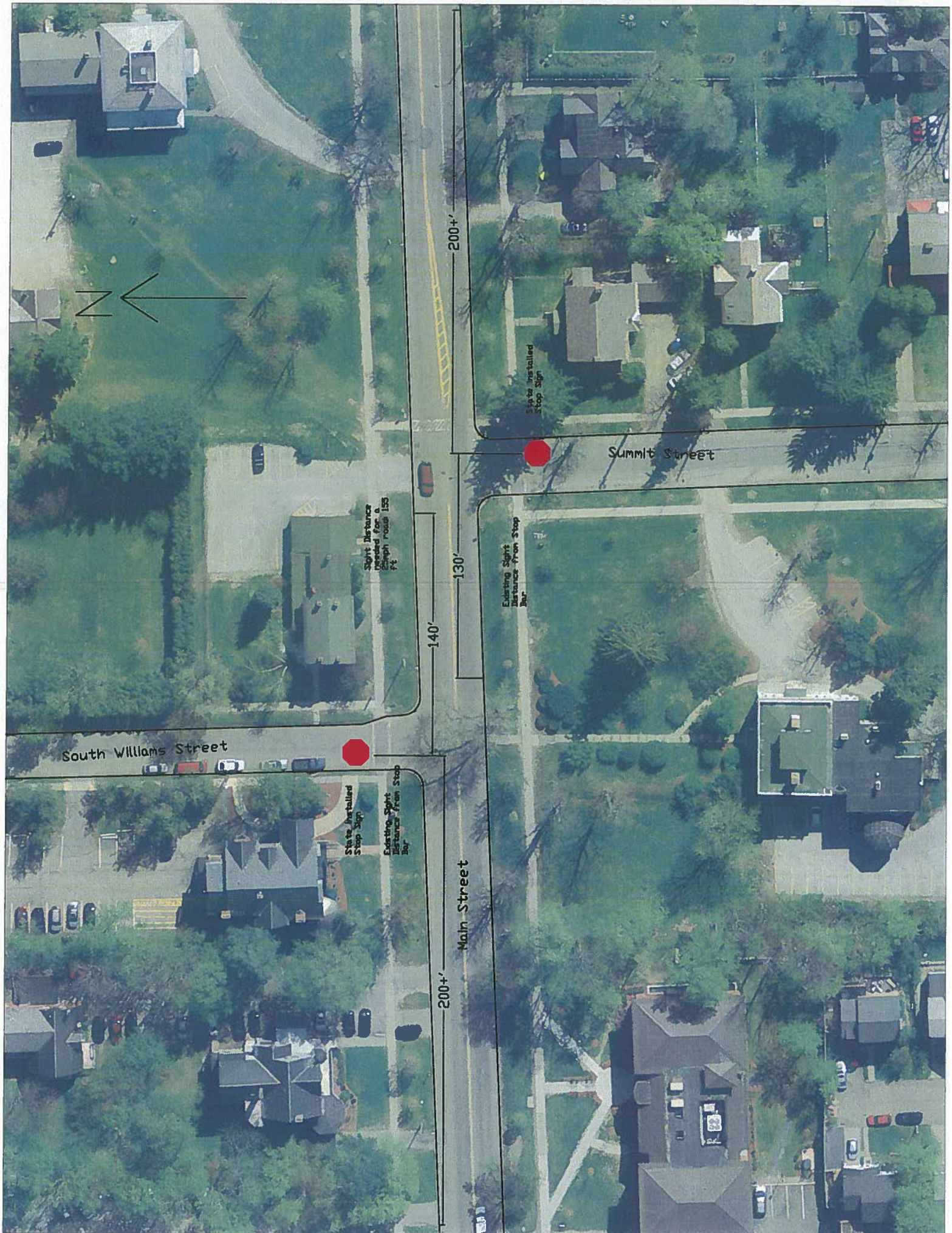
THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH.

* ASSUMES A GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED IN MPH. THIS ALLOWS A STOPPED PASSENGER VEHICLE TO ENTER THE MAINLINE FROM THE DRIVE WITHOUT UNDULY INTERFERING WITH THE HIGHWAY OPERATIONS.

FOR RESIDENTIAL
AND
IAL DRIVES



STANDARD
B-71



South Williams Street

Summit Street

Main Street

Sight Distance
Needed for a
25mph road 195
ft

Stop Installed
Stop Sign

Existing Sight
Distance from Stop
Bar

Existing Sight
Distance from Stop
Bar

Stop Installed
Stop Sign

140'

130'

200+'

200+'



MEMORANDUM

September 18, 2013

TO: Public Works Commission

FROM: Joel Fleming

RE: South Champlain Street Tour Bus Parking

Background:

Staff received a request from Mari Palace, an employee at the Hilton Hotel on Battery Street asking to make the tour bus parking on South Champlain Street no longer have a time limit. The Hilton Hotel regularly has performers playing on the water front or other venues in Burlington stay there. These tour buses do not fit into any of the parking garages so they are forced to park on the street. The only parking available to these buses is the tour bus parking spaces around the downtown. The performers have been forced to park in these time restricted spaces and get tickets when parking overnight.

Observations:

Currently 2 of the three tour bus parking locations, South Champlain Street and Lavalley Lane, in the City have a 3 hour time limit on them. The other, Cherry Street, has a 15 minute time limit. This leaves tour buses with no place to park over night when performers or tours stay in Burlington. The existing tour bus parking in the downtown has been adequate in serving the needs of tour buses until this point. There is a need to provide a location for tour busses to park overnight. The current tour bus parking on South Champlain Street would be a preferred location to remove a time limit for overnight tour bus parking. The proposed provision for overnight tour bus parking will in no way impact the short term tour bus parking during the day.

Conclusion:

Removing the time limit on the tour bus parking would allow tour buses to park for longer periods without being forced to move spaces or receive a parking ticket. This space is available to all tour busses seeking overnight parking accommodations including the Hilton,

UB 9/12/13

Flynn, and any other unknown transit carrier.

Staff Recommendation:

Staff recommends the commission adopt a change in the tour bus parking on South Champlain Street to a 3 hour restriction between the hours of 8:00 am and 6:00 pm and all other hours restricted to tour buses only, with no time limit.





CITY OF BURLINGTON - DEPARTMENT OF PUBLIC WORKS

Request # 1887

SERVICE REQUEST

Name and Address

Request Date:

Name: Mari Breen Palace, Dir, Sales & Mktng, Motorcoach/Tour Bus P 06/19/2013 9:04 AM

Due Date: 7/19/2013

Address: 60 Battery St

Phone Number: 859-5033

Email Address:

Mari.Palace@interstatehotels.com

Request

Location: 150 South Champlain Street

Request Description: Per Joel's request, see attached e-mail from Ms. Palace dated 6/18/13 requesting a change in ordinance (overnight parking for motor coach/tour bus parking) on South Champlain St.

Assign History**Date****Assigned To****Description**

6/19/2013 9:04:35 AM

Joel Fleming

Request Assigned

Work History**Customer Service**

Status: New

Request created by: Helen Plumley

Print Date: 6/19/2013 9:09:14 AM

RFS #1881

Helen Plumley

From: Joel Fleming
Sent: Tuesday, June 18, 2013 4:27 PM
To: Helen Plumley
Subject: FW: Motorcoach/Tour Bus Parking

Helen,

Can you put this into the RFS system for me?

Thank you,

Joel

From: Palace, Mari [<mailto:Mari.Palace@interstatehotels.com>]
Sent: Tuesday, June 18, 2013 3:00 PM
To: Joel Fleming
Cc: Webb, Jeff
Subject: Motorcoach/Tour Bus Parking

Good afternoon Joel,

Thank you for returning my call regarding the existing motor coach/tour bus parking on South Champlain Street. Currently, the signs permit **3 hour** parking only. However, the hotel hosts entertainers performing at the Flynn Center and Waterfront that need **overnight** parking for their buses. The hotel hosts motor coach tours that also need overnight parking. I am requesting a change in ordinance for tour bus parking on South Champlain Street.

As you may be aware, our competitor hotels in South Burlington provide on-site complimentary overnight parking for all vehicles. If the Hilton Burlington cannot offer the same overnight parking for motor coach and tour buses, the hotel and the city of Burlington will lose that revenue to South Burlington.

Please let me know if you need any further information from me. I look forward to the next step in the process.

Thank you,

Mari

Regards,

MARI BREEN PALACE | Director – Sales & Marketing

Hilton Burlington Hotel
60 Battery Street | Burlington VT 05401
t: 1 802 859 5033 | m: 1 802 658 6500 | f: 1 802 863 7818
hilton.com | burlington.hilton.com | [facebook.com/hiltonburlington](https://www.facebook.com/hiltonburlington)



AMERICAS • EUROPE • MIDDLE EAST • AFRICA • ASIA • AUSTRALASIA



MEMORANDUM

Sept 10, 2013

TO: Public Works Commission

FROM: Guillermo Gomez, Public Works Engineer

RE: 110 Riverside Avenue – Pedestrian crossing in front of proposed development

The Sisters and Brothers Investment Group has recently received approval from the Development Review Board for the construction of a 57-unit apartment building and to be located at 110 Riverside Avenue, on the former site of the M & H Auto Building.

DPW took part of the design review process and made recommendations that were implemented by the engineering consultant for the project, as a condition for approval.

One of the issues identified by DPW Staff during the development review process is the issue of pedestrian connectivity of the proposed site. The development will be located on the south side of Riverside Avenue. Under the initial plan, future residents of the development didn't have a reasonable option to cross Riverside Avenue and use the existing sidewalk or the shared use path.

After evaluating the proposed conditions by the developer, DPW staff recommended the construction of a striped pedestrian crossing directly in front of the proposed development. This crossing will include the installation of a Rectangular Rapid Flashing Beacon. DPW will work closely with the Engineering Consultant to make sure the design of the crossing meets design standards.

Attached you will find information about Rectangular Rapid Flashing Beacons (RRFB), and a site plan developed by the Trudell Consulting Engineers, consultants for the Sisters and Brothers Investment Group, reflecting the recommendations made by DPW staff.



Rectangular Rapid Flash Beacon (RRFB)

Purpose

According to the National Highway Traffic Safety Administration, there were a total of 14,340 pedestrian fatalities and 193,000 pedestrian injuries resulting from pedestrian-vehicle crashes nationwide during the 2004-2006 period. Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

Alternative Names

Light Emitting Diode (LED) Rapid-Flash System, Stutter Flash or LED Beacons.

Operation

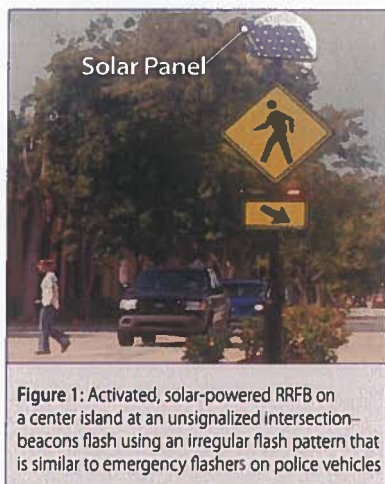
- RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.
- RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles.
- RRFBs may be installed on either two-lane or multi-lane roadways.

Potential Benefits

- RRFBs are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings.
- An official FHWA-sponsored experimental implementation and evaluation conducted in St. Petersburg, Florida found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional overhead beacons.
- The novelty and unique nature of the stutter flash may elicit a greater response from drivers than traditional methods.
- The addition of RRFB may also increase the safety effectiveness of other treatments, such as the use of advance yield markings with YIELD (or STOP) HERE FOR PEDESTRIANS signs. These signs and markings are used to reduce the incidence of multiple-threat crashes at crosswalks on multi-lane roads (i.e., crashes where a vehicle in one lane stops to allow a pedestrian to cross the street while a vehicle in an adjacent lane, traveling in the same direction, strikes the pedestrian), but alone they only have a small effect on overall driver yielding rates.



This summary is one in a series describing Innovative Intersection Safety Treatments. The summaries identify new technologies and techniques to improve intersection safety developed since NCHRP Report 500, Volumes 5 and 12, were published in 2003 and 2004, respectively. These treatments show promise for improving safety but comprehensive effectiveness evaluations are not yet available.



Learn More

Michael Frederick, St. Petersburg Neighborhood Transportation Manager

727.893.7843

michael.frederick@stpete.org

Ed Rice, Intersection Safety Team Leader
FHWA Office of Safety

202.366.9064

ed.rice@dot.gov

See Also:

http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/stpetersburgprpt/intra.htm
http://www.stpete.org/pdf/ite_paper_07.pdf

Agency Experience

"An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks," along with "The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks," presented at the Transportation Research Board Annual Meeting in 2008, summarized the results of two studies on the effects of RRFBs when used to supplement standard pedestrian crossing warning signs at crosswalks¹.

The former found that going from a no-beacon arrangement to a two-beacon system, mounted on the supplementary warning sign on the right side of the crossing, increased yielding from 18 percent to 81 percent. There was a further increase in yielding behavior, with a four-beacon system (with two beacons on both the right and left side of the crossing) to 88 percent. "An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks" also evaluated the sites over a 1-year period, and found that there was little to no decrease in yielding behavior over time.

Implementation Considerations

- Including RRFBs on the roadside increases driver yielding behavior significantly. Including RRFBs on a center island or median as well can further increase driver yielding behavior, although with a lower marginal benefit than roadside beacons.
- RRFBs can use manual push-buttons or automated passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.
- RRFBs typically receive power by standalone solar panel units, but may also be wired to a traditional power source.

Manual on Uniform Traffic Control Devices (MUTCD) Specifications

- The MUTCD gave interim approval to RRFBs for optional use in limited circumstances in July 2008. The interim approval allows for usage as a warning beacon to supplement standard pedestrian crossing warning signs and markings at either a pedestrian or school crossing; where the crosswalk approach is not controlled by a yield sign, stop sign, or traffic-control signal; or at a crosswalk at a roundabout.
- The MUTCD interim approval memo also contains other provisions for the implementation of the device and should be reviewed (http://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/fhwamemo.htm).

Costs

- Cost is approximately \$10,000 to \$15,000 for purchase and installation of two units (one on either side of a street). This includes solar panels for powering the units, pad lighting, indication units (for both sides of street) with RRFBs in the back and front of each unit, signage on both approaches, all posts, and either passive infrared detection or push buttons with audio instructions.
- Costs would be proportionately higher for additional units placed on a median island, etc.

¹The two known studies of stutter flash were both conducted in Florida—one in Miami Beach and one in St. Petersburg. They are:

Sherbutt, J., R. Van Houten, and S. Turner. "An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks." Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.

Van Houten, R., R. Ellis, and E. Marmolejo. "The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks." Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008.



TRUDELL CONSULTING ENGINEERS
478 BLAIR PARK ROAD | WILSTON, VERMONT 05495
802.879.6331 | WWW.TCEVT.COM

Revisions	No.	Description	Date	By
	1	Conservation Board	1/17/13	AAD
	2	Crosswalk & Driveway	3/28/13	AAD

Use of These Drawings
1. Unless otherwise noted, these Drawings are intended for preliminary planning, coordination with other disciplines or utilities, and/or approval from the regulatory authorities. They are not intended as construction drawings unless noted as such.

2. Only drawings specifically marked "For Construction" are intended to be used in conjunction with contract documents, specifications, owner/contractor agreements and to be fully coordinated with other disciplines, including but not limited to, the Architect, if applicable. These Drawings shall not be used for construction layout. Contact TCE for any construction surveying services or to obtain electronic data suitable for construction layout.

3. These Drawings are specific to the Project and are not transferable. As instruments of service, these drawings, and copies thereof, furnished by TCE are its exclusive property. Changes to the drawings may only be made by TCE. If errors or omissions are discovered, they shall be brought to the attention of TCE immediately.

4. By use of these drawings for construction of the Project, the Owner represents that they have reviewed, approved, and accepted the drawings and have met with all applicable parties/disciplines to ensure these plans are properly coordinated with other aspects of the Project. The Owner and Architect are responsible for any buildings shown, including an area measured a minimum five (5) feet around any building.

5. It is the User's responsibility to ensure this copy contains the most current revisions.



For Permitting Only

Project Title

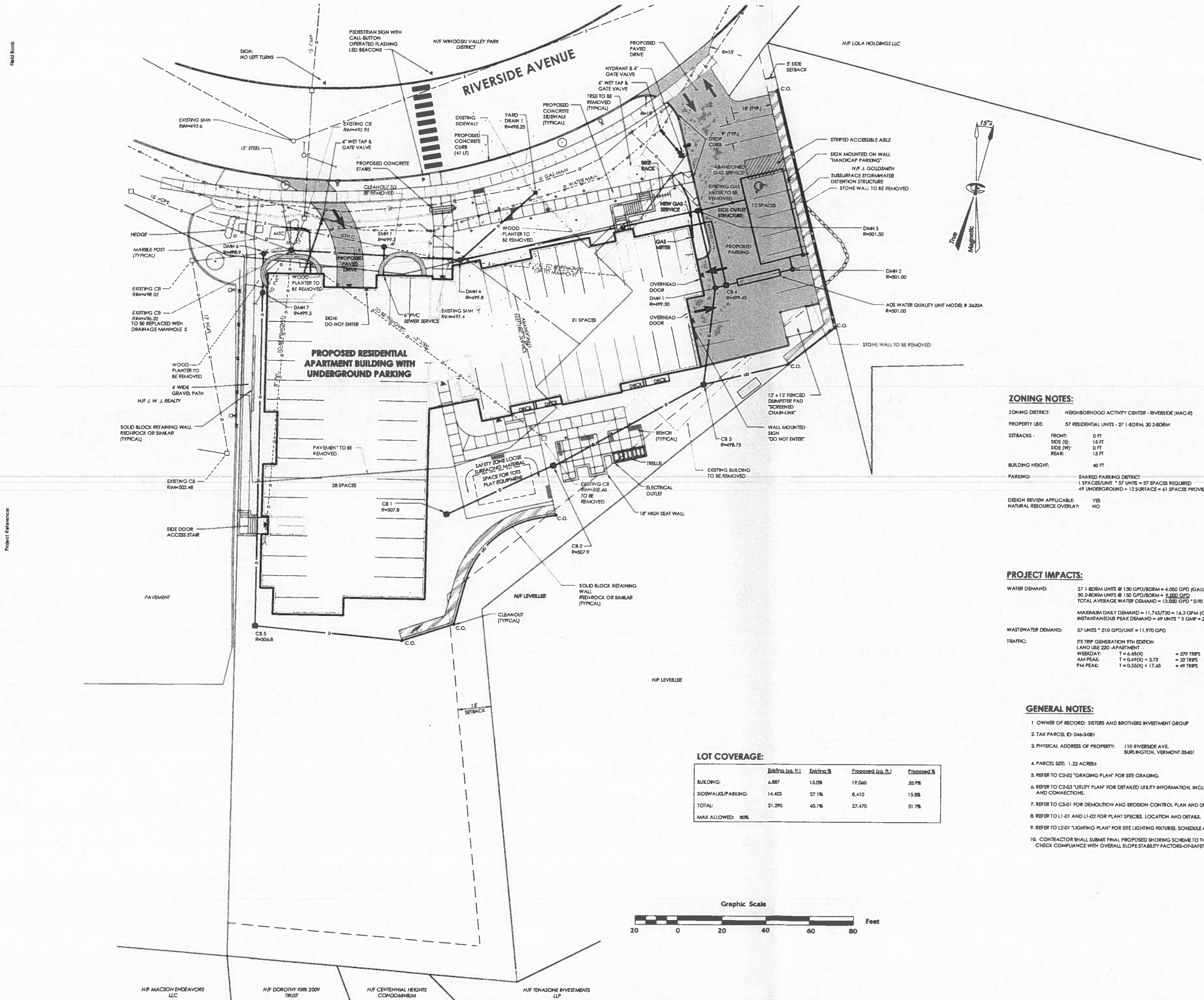
**Sisters and Brothers
Investment Group**
110 Riverside Ave.
Burlington, Vermont

Sheet Title

Site Plan

Date: 11/21/2012
Scale: 1" = 20'
Project Number: 2010063
Drawn By: PJA
Project Engineer: AAL
Approved By:

C2-01



ZONING NOTES:

ZONING DISTRICT: NEIGHBORHOOD ACTIVITY CENTER - RIVERSIDE (NAC-R)
PROPERTY USE: 57 RESIDENTIAL UNITS - 27 1-BDRM, 30 2-BDRM
SETBACKS: FRONT: 0 FT, SIDE (R): 15 FT, SIDE (W): 0 FT, REAR: 15 FT
BUILDING HEIGHT: 40 FT
PARKING: SHARED PARKING DISTRICT, 1 SPACES/UNIT * 57 UNITS = 57 SPACES REQUIRED, 49 UNDERGROUND + 12 SURFACE = 61 SPACES PROVIDED.
DESIGN REVIEW APPLICABLE: YES
NATURAL RESOURCE OVERLAY: NO

PROJECT IMPACTS:

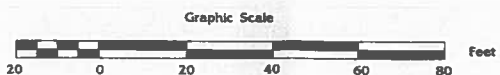
WATER DEMAND: 27 1-BDRM UNITS @ 150 GPD/BDRM = 4,050 GPD (GALLONS PER DAY), 30 2-BDRM UNITS @ 150 GPD/BDRM = 4,500 GPD, TOTAL AVERAGE WATER DEMAND = 8,550 GPD * 0.90 = 7,695 GPD, MAXIMUM DAILY DEMAND = 11,745/720 = 16.3 GPM (GALLONS PER MINUTE), INSTANTANEOUS PEAK DEMAND = 49 UNITS * 5 GPM = 245 GPM
WASTEWATER DEMAND: 57 UNITS * 210 GPD/UNIT = 11,970 GPD
TRAFFIC: ITE TRIP GENERATION 9TH EDITION, LAND USE 220 - APARTMENT, WEEKDAY: T = 4.68(X) = 379 TRIPS, AM PEAK: T = 0.49(X) * 3.73 = 32 TRIPS, PM PEAK: T = 0.55(X) * 17.65 = 49 TRIPS

GENERAL NOTES:

- OWNER OF RECORD: SISTERS AND BROTHERS INVESTMENT GROUP
- TAX PARCEL ID: 046-3-081
- PHYSICAL ADDRESS OF PROPERTY: 110 RIVERSIDE AVE, BURLINGTON, VERMONT 05401
- PARCEL SIZE: 1.22 ACRES
- REFER TO C2-02 "GRADING PLAN" FOR SITE GRADING.
- REFER TO C2-03 "UTILITY PLAN" FOR DETAILED UTILITY INFORMATION, INCLUDING RWS, INVERTS, CROSSINGS, AND CONNECTIONS.
- REFER TO C2-01 FOR DEMOLITION AND EROSION CONTROL PLAN AND DETAILS.
- REFER TO L1-01 AND L1-02 FOR PLANT SPECIES, LOCATION AND DETAILS.
- REFER TO L2-01 "LIGHTING PLAN" FOR SITE LIGHTING FIXTURES, SCHEDULE AND DETAILS.
- CONTRACTOR SHALL SUBMIT FINAL PROPOSED SHORING SCHEME TO THE GEOTECHNICAL ENGINEER TO CHECK COMPLIANCE WITH OVERALL SLOPE STABILITY FACTORS-OF-SAFETY.

LOT COVERAGE:

	Existing (sq. ft.)	Existing %	Proposed (sq. ft.)	Proposed %
BUILDING:	6,887	13.0%	19,060	35.9%
SIDEWALKS/PARKING:	14,403	27.1%	6,410	15.8%
TOTAL:	21,290	40.1%	27,470	51.7%
MAX ALLOWED:	80%			



BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION
MONTHLY MEETING – MINUTES, June 19, 2013
645 Pine Street
(DVD of meeting on file at DPW)

COMMISSIONERS PRESENT: Bob Alberry, Tiki Archambeau, Nathan Lavery (Chair) and Solveig Overby

ABSENT: Matt Conger (Secretary), Asa Hopkins and Mark Porter (Vice Chair)

Commissioner Lavery called the meeting to order at 6:40 p.m.

ITEM 1 – AGENDA – No changes.

ITEM 2 – PUBLIC FORUM

Martha Lang – Distributed and read a one-page document which she compiled, “Residential Parking Sharing the Burden,” citing an overload in parking/parking passes issued on Colchester Avenue, more so than Fletcher Pl, Thibault Pkwy, Latham Ct and Nash Pl.

Christopher Leicht – Resident of Flynn Avenue, north side of street. He submitted a document at this meeting with 14 signatures, entitled, “Petition to stop the construction of a sidewalk on the north side of Flynn Avenue” and several e-mails from residents commenting on the issue.

ITEM 3 – CHAMPLAIN COLLEGE PARKING REQUEST

(John Caulo, Champlain College, and Shadde Rosenblum, RSG)

At its last meeting, the Commission requested that Mr. Caulo and Ms. Isler continue to reach out to the public through NPA meetings and contact with area residents. Mr. Rosenblum, who replaced Beth Isler, reported on responses received.

The College has revamped its on-campus parking regulations so that its off-street parking spaces will be managed by metered, short-term parking. The College will observe in the coming months the success of their newly-implemented plant. The proposal tonight is to *not* make any changes to *on-street* parking at this time. This issue will be revisited in approximately one year; in the meantime, DPW staff will continue to work with Champlain College and the DPW Commission on this issue.

ITEM 4 – NORTH AVE SIDE OF STRET – STOP SIGN ADDITIONS

(Joel Fleming, DPW Engineer)

Commissioner Alberry moved to accept staff recommendation: That the Commission adopt stop control at each of the following side streets where they meet with North Avenue: North Cove Rd, Derway Dr, Woods St, Morgan St, Dewey Dr, Algird St, Simms St, Pennington Dr, Browe Ct, West Rd, Loaldo Dr, Fairmount Pl, Birch Ct, Green Acres Dr, Cayuga Ct, Cross Pkwy, Edgemoor Dr, Woodlawn Rd, Gosse Ct, Dodds Ct, Poirier Pl, Leonard St, Lakewood Pkwy and Saratoga Ave. Commissioner Archambeau seconded. Unanimous.

Mr. Fleming will review the streets off North Avenue *south* of Institute Road and return at a future Commission meeting with staff recommendations for those streets.

ITEM 5 – ADDITION OF HANDICAP PARKING SPACE – MAIN ST.

(Joel Fleming, DPW Engineer)

Commissioner Alberry moved to adopt staff recommendation: That the Commission adopts a handicap parking space in the fifth (5th) space west of South Winooski Avenue on the north side of Main Street. Commissioner Archambeau seconded. Unanimous.

ITEM 6 – SO CHAMPLAIN ST - RESIDENT PARKING REQUEST

(Joel Fleming, DPW Engineer)

(Page 2, which was omitted from packet, was handed out at meeting)

South Champlain Street resident Declan Connolly collected signatures supporting this request. Mr. Connolly has also spoken to a nearby law firm (Primmer Piper Eggleston and Cramer) about the possibility of using space in their parking lot (not available). Staff recommendation: That the Commission adopts a resident parking prohibition form, 24-hours/day and 7 days/week on the east side of South Champlain Street starting at the driveway of #162, extending south to the intersection of South Champlain Street and King Street.

Because only four of the seven commissioners were present, and one of those commissioners is not in favor of staff recommendation, and more information is needed, Commissioner Alberry suggested that the issue be further reviewed and brought back at the next meeting. For the next Commission meeting, DPW staff will: 1) Identify eligibility of the corner parcel in terms of permits; i.e., does the building have a driveway that exits onto South Champlain St; and 2) Help facilitate a discussion between the owner of the lot (Primmer Piper Eggleston and Cramer) and the residents. Commissioner Lavery offered to draft a short memorandum to the law firm. Mr. Fleming will be in touch with Mr. Connolly.

ITEM 7 – NO WILLIAMS ST - ADD RESIDENT PARKING

(Joel Fleming, DPW Engineer)

Several members of the public were present to speak on the issue: Betsy Allen-Pennebaker, Jesse Paul, Andrew Allen, Mary Pierce and Dave Keelty of Fletcher Allen Health Care. Staff recommendation: That the Commission adopts a 24-hour/day, 7 days/week resident parking restriction on the west side of North Williams Street.

Commissioner Lavery suggested leaving this item open and working to find a resolution in the near future. This item will be put on either the July agenda or a future agenda. Mr. Fleming will stay in touch with the residents.

ITEM 8 – ARCHIBALD ST. – PARKING REMOVAL

(Joel Fleming, DPW Engineer)

The Commission agreed to allow the Code Enforcement office continue enforcing no parking on the greenbelt. Widening the road is financially prohibitive. No action is required because there is no recommendation for parking.

ITEM 9 – 200 CHURCH ST. – METER TIME CHANGE

(Joel Fleming, DPW Engineer)

Based on conditional approval, **Commissioner Alberry moved** to accept staff recommendation: That the Commission adopts a 15-minute parking meter in the first metered space south of King Street, on the east side of Church Street (converting the 3-hr. meter to 15-minutes). Further, on conditional approval, DPW will confirm with Burlington Telecom that they do *not* need the loading zone in front of their office and, if not, another 15-minute parking meter would be provided. Commissioner Archambeau seconded. Unanimous. Mr. Fleming will contact Burlington Telecom to confirm that they do *not* use/need the loading zone.

ITEM 10 – MOVE CAR SHARE ON NO. WINOOSKI AVE. TO OPPOSITE SIDE OF ST.
(Joel Fleming, DPW Engineer)

Rebecca Van Dyke, CarShare Vermont, further explained the reason for the request. **Commissioner Archambeau moved** to accept staff recommendation: That the Commission adopts a CarShare space in front of 189 North Winooski Avenue and to remove the CarShare space in front of #190 North Winooski Avenue leaving it unrestricted parking. Commissioner Overby seconded. Unanimous.

ITEM 11 – PROJECT SELECTION FOR VTRANS/BIKEPED GRANT – *Moved to Item 12*
(Nicole Losch, DPW Transportation Planner)

DPW staff has worked with other stakeholders to apply for the grant. They met with other City departments and got feedback on the projects. Two recommendations: 1) For scoping application: bicycle and pedestrian improvements; and 2) For construction application: Implement a recommendation from the Champlain Elementary School Safe Routes to School study: traffic calming for students trying to get to school from points north. This meeting is the public meeting required for the grant. Ms. Losch would like to hear from the public with suggestions for ideas for the grants. With the deadline of July 26th, Ms. Losch will accept suggestions as soon as possible.

ITEM 12 – PEARL/PROSPECT INTERSECTION UPDATES – *Moved to Item 11*
(Nicole Losch, DPW Transportation Planner)

Ms. Losch explained that the recommendation is now to restrict left turns from Pearl Street to North Prospect Street during the Pilot Project. No change is being recommended to the Commission's earlier approval to remove parking. Ms. Losch is asking the Commission to adopt this minor change to the Pilot, required in the event that the Pilot extends beyond 30 days. Councilor Sharon Bushor, Dave Keelty from FAHC and Charlene Wallace from LocalMotion came forward to speak on the issue. **Commissioner Archambeau moved** to accept this minor change to the Pilot Project. Commissioner Overby seconded. Unanimous.

ITEM 13 – RESIDENT PARKING PROGRAM CHANGES – UPDATE
(Nathan Lavery, DPW Commissioner)

Commissioners Lavery and Porter attended the Ward 6 NPA meeting with John King from Parking Enforcement. Word is starting to get out there regarding the proposed changes to resident parking. The program changes are just a proposal at this time. A timeline has not yet been set, as Mr. King is still

getting information out to the public. The Commission is not expected to vote on these changes until possibly October or November of this year.

ITEM 14 – MINUTES OF 5/15/13 & 6/05/13

Commissioner Alberry moved to accept the Minutes of 5/15/13 and 6/05/13. Commissioner Archambeau seconded. Unanimous.

ITEM 15 – DIRECTOR’S REPORT (Norman Baldwin, Assist. Dir. on behalf of Steven Goodkind)

- The late-May storm caused damage to the bank off Manhattan Drive east of the intersection of Route 127. The contractor, ECI has nearly completed the immediate work of replacing the drainage pipes and are working on long-term stabilization of the bank. DPW will then prepare for bidding out slope restoration and repaving the roadway.
- Building and Trades Appeal process and wording went into effect today, copies of which were left at commissioners’ tables.

ITEM 16 – COMMISSIONER COMMUNICATIONS - None offered.

ITEM 17 – ADJOURNMENT & NEXT MEETING DATE

Commissioner Archambeau moved to adjourn at 9:30 p.m. Commissioner Alberry seconded. Next meeting: July 17, 2013.

BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION
MONTHLY MEETING – MINUTES, July 17, 2013
645 Pine Street
(DVD of meeting on file at DPW)

COMMISSIONERS PRESENT: Bob Alberry, Nathan Lavery (Chair) and Mark Porter (Vice Chair)

ABSENT: Tiki Archambeau, Matt Conger (Secretary), Asa Hopkins and Solveig Overby

Commissioner Lavery called the meeting to order at 6:35 p.m.

ITEM 1 – AGENDA – No changes.

ITEM 2 – PUBLIC FORUM

Patrick O'Brien: On behalf of S.D. Ireland family, briefly outlined a planned housing development on Grove St. He handed out a map and asked to be placed on the next Commission meeting's agenda.

Barbara Headrick: Resident of So. Prospect St., sent an e-mail yesterday to Valerie Ducharme, DPW Customer Service, and hopes Ms. Ducharme will be forwarding the e-mail to the Commission, which concerns Item 6 on this meeting's agenda (Residential Parking Proposals Update). Ms. Headrick verbalized points of her e-mail.

Susan Weiss: Resident of Harrington Terrace, commenting on Item 6.

Tim Johnson: Resident of Harrington Terrace, commenting on Item 6.

Catherine Cain: Resident of Maple Street, commenting on Item 4 (South Champlain St. & Maple St. Parking Request).

David Klyszeiko: Resident of Robinson Parkway, asking for clarification on the process for Item 6.

Commissioner Lavery: It is in this Commission's prevue to vote on parking issues. The Commission will continue to take feedback on the proposed changes, put forth a 2nd or 3rd draft, and eventually vote. The proposed changes are in the early stage of the 1st draft at this point.

ITEM 3 – ACKNOWLEDGEMENT OF STEVEN GOODKIND

The Commission took a break from the formal meeting in order to acknowledge Director Steven Goodkind's 32-year career with the City.

NOTE: Commissioner Alberry left the meeting due to a previous commitment. Due to a lack of quorum at this meeting, no voting took place.

ITEM 4 – SOUTH CHAMPLAIN & MAPLE STREET PARKING REQUEST

(Joel Fleming, DPW Engineer)

Staff had sent letters to area residents requesting their presence at this meeting for this item.

Earl Handy, owner of Handy's Lunch (located at 202 South Champlain Street) was present and explained that he had requested three (3) more 30-minute parking spaces on Maple Street east of South Champlain Street, and to move the accessible parking space on South Champlain Street one (1) space to the north,

and add two (2), 30-minute parking spaces in the spaces just north of the loading zone on the corner of South Champlain

Staff recommendation: That the Commission adopt a time restriction on the current short-term parking at this intersection from 7:00 a.m. to 3:00 p.m., and adopt three (3) additional 30-minute parking spaces on the north side of Maple Street, with a time restriction from 7:00 a.m. to 3:00 p.m. **Due to a lack of a quorum, this Item was not voted on. Mr. Fleming will be in contact with Mr. Handy about the possibility of adding this Item to the September meeting.**

ITEM 5 – STOP SIGN REQUEST, ST LOUIS STREET AT WILLOW ST

(Joel Fleming, DPW Engineer)

Due to a lack of quorum, Commissioners Lavery and Porter decided not to address this Item.

ITEM 6 – RESIDENTIAL PARKING PROPOSALS UPDATE (Time Certain 7:30 p.m.)

(Oral Communication, DPW Commission)

Several residents came forward to comment on this issue, including David Smalley, City Councilors Karen Paul and Sharon Bushor, Scott Baldwin and Jay Ashman. Commissioners Lavery and Porter emphasized that the DPW Commission is in the process of soliciting comments at this point and encouraged residents to follow the process by e-mailing their comments to the appropriate address (vducharme@burlingtonvt.gov). Residents' comments will be forwarded to the Commissioners, John King in Parking Enforcement at the BPD and other designated DPW staff.

ITEM 7 – ANNUAL REPORT TO CITY COUNCIL (e-mailed before meeting)

(Steven Goodkind, Director)

Director Goodkind e-mailed the Report to the Commissioners as a courtesy before he forwards it on to the City Council.

ITEM 8 – HYDE STREET CLOSURE

(Norman Baldwin, Assistant Director)

Commissioner Lavery had asked for an update on this issue. Assistant Director Baldwin shared some of the complexities involved with traffic calming studies and sharing information with the public about ongoing progress. The goal is to use the Request For Service (RFS) system to communicate to the public on a monthly, rather than weekly basis due to the nature of the traffic calming process.

Ms. Losch initiated a pilot project to measure the effects of the concept of closing Hyde Street at the northern-most section and stated there is a possibility that the Hyde Street closure project will be completed this year. Coordination continues with the Burlington Fire Department, and the recently-completed conceptual plan for storm water management raised no red flags in pursuing the proposed concept. Next in the process is polling the neighborhood via letters (requiring 2/3rds support or 1/3 opposition), including the conceptual design and a note about the pending design of the storm water features. After the poll, the formal decision-making process will begin by updating the DPW Commission and the Transportation Energy Utilities Committee, and then seeking City Council approval by vote. The DPW Commission is not required to approve this item but the Commission's feedback is welcome.

ITEM 9 – MINUTES OF 6/19/13

Due to a lack of a quorum, the Minutes were not voted on.

ITEM 10 – DIRECTOR’S REPORT

(Assistant Director Norman Baldwin on behalf of Director Steven Goodkind)

Intense rain events have occurred this past spring and summer, resulting in sewer back-ups in some homes and businesses. DPW has prepared and posted on its Web site fact sheets and FAQ’s addressing sewage back-ups. Assistant Director Baldwin handed out copies of the information to Commissioners Lavery and Porter. DPW has recently purchased some pumps to assist property owners experiencing sewage back-ups with the immediate back-up; determining the cause of the back-up will follow.

ITEM 11 – COMMISSIONER COMMUNICATIONS

Commissioner Porter – Expressed appreciation for the street sweeping taking place which helps keep debris from running into the storm drains.

Commissioner Lavery – Expressed appreciation once more for Director Goodkind’s work, as well as other staff’s attendance at the Commission meetings.

ITEM 12 – ADJOURNMENT & NEXT MEETING DATE

Commissioner Lavery moved to adjourn at 9:10 p.m. Commissioner Porter seconded.

Next formal Commission meeting: September 18, 2013.

The Commission may hold a Planning Meeting for August or early September. No staff will be required to attend and the meeting will be warned in case members of the public would like to attend.

Commissioner Porter noted that the DPW Commission has been invited to the Planning Commission meeting next Tuesday, July 23rd, to discuss with them the Resident Parking Proposal.



freeman | french | freeman

September 9, 2013

Department of Public Works
PO Box 849
Burlington, VT. 05402-0849

Re: Maple Street Parking

To whom it may concern;

My business, Freeman French Freeman, is located at 81 Maple Street and like many Burlington businesses we have an issue with the lack of parking available to our clients, vendors, and visitors. There are a number of parking spaces on Maple Street that do not have time designations or meters. As a business owner and Burlington resident I would like to see more "two hour" designated parking spaces labeled along Maple Street to prevent all day parking and provide space for business visitors. Meters would be acceptable as well.

Thanks for your consideration of this matter. If you have any questions or would like to speak in person I can be reached by phone at 864-6844 ext 202.

Best Regards,

Jesse Beck, AIA, NCARB
President – Freeman French Freeman, Inc

Freeman French Freeman Inc. | Architecture · Planning · Interiors

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