



**CITY OF BURLINGTON  
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A  
Post Office Box 849  
Burlington, VT 05402-0849  
802.863.9094 VOX  
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[www.dpw.ci.burlington.vt.us](http://www.dpw.ci.burlington.vt.us)

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**Steven Goodkind, P.E.**  
DIRECTOR OF PUBLIC WORKS  
CITY ENGINEER

## MEMORANDUM

TO: PUBLIC WORKS COMMISSION  
FM: STEVEN GOODKIND, DIRECTOR  
DATE: MARCH 13, 2012  
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on March 21, 2012 at 6:15 PM at 645 Pine St, Main Conference Room.

1. Agenda
2. 4-Way Stop Control On Pine St at Lyman Ave
3. 194 North Street – Removal of 30 Minute Parking
4. 80 Church Street – Handicap Parking Request
5. Stop Sign Control Along Willard St
6. Crossing Guard Request – Union St & Pearl St
7. Accessibility Improvement Program
8. Wayfinding Update
9. Minutes of 2/15/12

An Equal Opportunity Employer

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



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**Steven Goodkind, P.E.**  
DIRECTOR OF PUBLIC WORKS  
CITY ENGINEER

## **M E M O R A N D U M**

To: Martha Gile, Clerks Office  
From: Steve Goodkind, Director  
Date: March 13, 2012  
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **March 21, 2012**  
Time: 6:15 – 9:00 p.m.  
Place: 645 Pine Street – Main Conference Room

## **A G E N D A**

### **ITEM**

- 1 Agenda
- 2 Public Forum – 5 Minutes
- 3 30 Min Meeting with Parks Commission – Oakledge Park Parking Issues
  - 3.10 Oral Communication
  - 3.20 Discussion
- 4 10 Min 4-Way Stop Control on Pine St at Lyman Ave
  - 4.10 Communication, J. Fleming
  - 4.20 Discussion
  - 4.30 Decision
- 5 10 Min 194 North Street - Removal of 30 Minute Parking
  - 5.10 Communication, J. Fleming
  - 5.20 Discussion
  - 5.30 Decision

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- 6    10 Min    80 Church Street – Handicap Parking Space Request
  - 6.10    Communication, J. Fleming
  - 6.20    Discussion
  - 6.30    Decision
  
- 7    10 Min    Stop Sign Control Along Willard St
  - 7.10    Communication, J. Fleming
  - 7.20    Discussion
  - 7.30    Decision
  
- 8    5 Min    Pedestrian Crash Reports & Safety
  - 8.10    Oral Communication, N. Losch
  - 8.20    Discussion
  
- 9    20 Min    Crossing Guard Request – Union St & Pearl St
  - 9.10    Communication, N. Baldwin
  - 9.20    Discussion
  - 9.30    Decision
  
- 10   10 Min    2012 Street Reconstruction Program Bid Results
  - 10.10   Oral Communication, E. Demers
  - 10.20   Discussion
  - 10.30   Decision
  
- 11   5 Min    Accessibility Improvement Program
  - 11.10   Communication, N. Losch
  - 11.20   Discussion
  
- 12   10 Min    Wayfinding Update
  - 12.10   Communication, S. Goodkind
  - 12.20   Discussion
  
- 13   10 Min    Sidewalk Plowing
  - 13.10   Oral Communication, J. Wood
  - 13.20   Discussion
  
- 14            Minutes of 2/15/12
  
- 15            Chair's Report
  
- 16            Director's Report
  
- 17            Commissioner Communications
  
- 18            Committee Reports
  
- 19            Policy Update
  
- 20            Adjournment



## MEMORANDUM

March 21, 2012

**TO:** Public Works Commission  
**FROM:** Joel Fleming JF  
**RE:** 4-way stop control on Pine Street at Lyman Avenue

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### Background:

At January's Commission meeting a resident from the south end presented a request for stop signs on **Pine Street at Lyman Avenue**. The resident got a petition signed by 34 different residents in the surrounding neighborhood.

### Observations:

Staff conducted a warrant analysis for the intersection of Pine Street and Lyman Avenue and determined that:

- ▲ The intersection did not meet the minimum entering intersection volume requirements for multi-way stop control.
- ▲ The intersection did not have a documented history of being accident prone, 5 or more accidents over a two year period. In fact there were only 3 documented accidents that had been reported for the last 2 years.
- ▲ Examining the sight distance required against the existing condition and the sight distance requirements were met. The minimum required sight distance for the design speed for this intersection is 147 feet as compared to the existing sight distance of 165 feet.
- ▲ According to the standard engineering practice, entering traffic should be equal for both major and minor streets, in order to reasonably considering the installation of 4-Way Stop Control. Where there is a significant difference in the entering traffic volumes between the two intersecting streets, it would normally be the standard practice to suggest placing stop control on the minor street, while allowing unrestricted movement of the major street.



- ▲ At this particular intersection we have traffic volumes that distinguish Pine Street as the major street. While there is a much lower volume of entering traffic on what would define Lyman as the minor street.

### **Conclusion:**

There is no documented evidence that suggests that the intersection is an accident prone intersection.

### **4-Way Stop Control-Advantages/Disadvantages**

#### **Advantages**

- There could be benefit to installing stop control to provision another controlled crossing point for pedestrians walking between neighborhoods.

#### **Disadvantage**

- There is concern that placing 4 way stop control at the intersection of Pine Street and Lyman Street will not improve pedestrian safety for those seeking to cross in an east-west direction. Given there a limited number of occurrences of either side street traffic (Lyman Avenue) seeking to enter the intersection, or the very low occurrence of pedestrians seeking to cross at this particular location. Traffic frequenting that particular location will no understand or appreciate the need for stop control and will routinely roll through the intersection or not stop at all. Leading to unpredictable assignment of the right of way leading to more accidents.
- Forcing traffic to stop on Pine Street throughout most of the day for the occasion that more often than not there is:
  - no side street traffic seeking to enter Pine Street or
  - Pedestrians seeking to cross in an east west direction.
- Noise
- Increased traffic emissions
- We could end up shifting more through traffic into the core neighborhood streets.

### **Staff Recommendation:**

Staff would recommend that no additional stop control be placed at **Pine Street and Lyman Avenue**. As the disadvantages are far greater the advantages to installing a 4 way stop. Staff would suggest that a striped and marked crosswalk be installed similar to what was placed a Howard and Pine Street.









## CITY OF BURLINGTON - DEPARTMENT OF PUBLIC WORKS

**SERVICE REQUEST**

Use this form to request services from the Department of Public Works.

Today is: 1/19/2012

Entered By Helen Plumley Request # 12886**Name and Address**

Reminder 4/18/2012

First Name Evzen Last Name Holas Date 1/19/2012  
Street Number 55 Street Address Lyman Avenue  
Phone Number 540-0726 e-mail

**Request**

Location of Request Pine Street/Home Avenue/Lyman Avenue  
Location Street Number 55 Location Street Pine Street/Home Avenue/Lyman Avenue

Please describe the request.  
Use additional space on back of form, if necessary

SR # 12886  
Mr. Holas presented a 3-page petition supporting the installation of " STOP signs on Pine Street making the intersection a 4 way stop or to install speed bumps on Pine St. between Home Ave. and Lyman, on the north bound lane..."  
See attached petition. Joel has been communicating with Mr. Holas.

**Resolution**

For Office use only

Referred to Engineering Dept. Staff Assigned Joel Fleming  
Date Staff Contact 1/19/2012

Staff Assessment

**Customer Service**Follow Up Date 2/3/2012

Comments

**Status**

Status Investigation Close out date 1/19/2012  
Follow-up Pending

Due to the high occurrence of traffic accidents on the intersection of Pine St and Lyman Ave we would like to ask the town to either put stop signs on Pine St, making the intersection a 4 way stop, or to install speed bumps on Pine St between Home Ave and Lyman, on the north bound lane. Accidents are mainly caused by cars turning on Pine from Lyman, either not seeing or misjudging the speed of cars coming down the hill on Pine St from Home Ave, the view being obscured by a line of trees. The occupants of the cars are usually fine, but in all the accident the cars travelled over the sidewalks and this is an area with many children walking to and from The Champlain School. There are also at least three home based day care centers in this neighborhood and they like to take walks on this stretch of Pine St. On top of that there is a bus stop on each side of the street. It is just a tragedy waiting to happen and it is going to happen soon. (On Friday January 6th around 3.30 pm it almost happened, one car was going in a direction of a young woman but it got stopped by a tree).

Thank you,

1. 14. 2012

Name (print please)	Street address	Signature
EVZEN HOLAS	55 LYMAN	<i>Evzen Holas</i>
KARINE POULIN	55 LYMAN	<i>Karine Poulin</i>
Arin Reiter	61 Lyman Ave	<i>Arin Reiter</i>
Christina Ruder	61 Lyman Ave	<i>Christina Ruder</i>
Laura Merriam	67 Lyman Ave	<i>Laura Merriam</i>
Linda Clapper	71 Lyman Ave	<i>Linda Clapper</i>
David R Clapper	" "	<i>David R Clapper</i>
Wendy Kinsak	70 Lyman Ave	<i>Wendy Kinsak</i>
Wanda Loney	915 Pine St	<i>Wanda J Loney</i>
William E Loney	915 Pine St	<i>William E Loney</i>
Chris McDaniel	135 Richardson St	<i>Chris McDaniel</i>
David Bates	52 Lyman	<i>David Bates</i>
David Sauer	86 Lyman	<i>David Sauer</i>
Leena Rabinoitz	95 Lyman	<i>Leena Rabinoitz</i>

Due to the high occurrence of traffic accidents on the intersection of Pine St and Lyman Ave we would like to ask the town to either put stop signs on Pine St, making the intersection a 4 way stop, or to install speed bumps on Pine St between Home Ave and Lyman, on the north bound lane. Accidents are mainly caused by cars turning on Pine from Lyman, either not seeing or misjudging the speed of cars coming down the hill on Pine St from Home Ave, the view being obscured by a line of trees. The occupants of the cars are usually fine, but in all the accident the cars travelled over the sidewalks and this is an area with many children walking to and from The Champlain School. There are also at least three home based day care centers in this neighborhood and they like to take walks on this stretch of Pine St. On top of that there is a bus stop on each side of the street. It is just a tragedy waiting to happen and it is going to happen soon. (On Friday January 6th around 3.30 pm it almost happened, one car was going in a direction of a young woman but it got stopped by a tree).

Thank you,

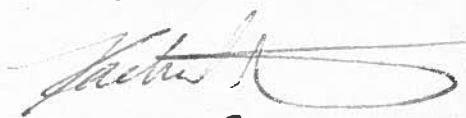
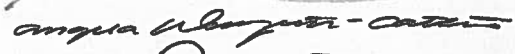
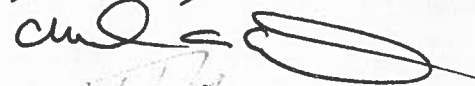



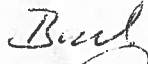
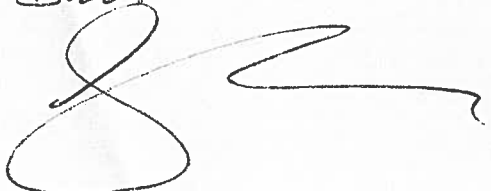
1. 14. 2012

Name (print please)	Street address	Signature
Amy Danielson	52 Lyman Ave Burlington	[Signature]
FELICE C. RIBEIRO	40 LYMAN AVE APT#1 BURLINGTON	[Signature]
GILLIAN BEAL	55 Foster St Burlington VT	[Signature]
DANE WINSLOW	44 Ferguson Ave Burlington VT	[Signature]
Julia Langstreet	39 Ferguson Ave Burl. VT.	[Signature]
Michael Langstreet	39 Ferguson Ave Burl VT.	[Signature]
Petra Smejkal	44 Ferguson 05401	[Signature]
K. Riedman	40 Ferguson 05401	[Signature]
Sen Staples	34 Lyman Ave Burlington	[Signature]
JOHN LUCE	57 Morse pl.	[Signature]
SUCAN FLETCHER	57 Morse Pl.	[Signature]

Due to the high occurrence of traffic accidents on the intersection of Pine St and Lyman Ave we would like to ask the town to either put stop signs on Pine St, making the intersection a 4 way stop, or to install speed bumps on Pine St between Home Ave and Lyman, on the north bound lane. Accidents are mainly caused by cars turning on Pine from Lyman, either not seeing or misjudging the speed of cars coming down the hill on Pine St from Home Ave, the view being obscured by a line of trees. The occupants of the cars are usually fine, but in all the accident the cars travelled over the sidewalks and this is an area with many children walking to and from The Champlain School. There are also at least three home based day care centers in this neighborhood and they like to take walks on this stretch of Pine St. On top of that there is a bus stop on each side of the street. It is just a tragedy waiting to happen and it is going to happen soon. (On Friday January 6th around 3.30 pm it almost happened, one car was going in a direction of a young woman but it got stopped by a tree).

Thank you,

1. 14. 2012

Name (print please)	Street address	Signature
Rachael Montesano	53 Foster St.	
Angela Duggett-Cattell	27 Ferguson Ave	
CHARLES ANDERSON CATTILL	27 FERGUSON AVE	
Michael Salvo	20 1/2 Ferguson Ave.	
Richard J. Minard	63 Foster St	
KORAJKIC SEAD	<del>Foster St</del>	
Norman Dion	96 Foster St	
Sara Downes/ Wish upon A Star Preschool	103 Ferguson Ave	

**Stop Sign Warrant**  
**MUTCD 2B.07 Multi-way Stop Application**

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.

Not Warranted: Traffic signal is not warranted at this location.

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

Not Warranted: There were three minor Crashes over the past two years.

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

Pine Street Averages well over 300 cars per hour

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

Not Warranted: Lyman Avenue has well under 200 units, even when including pedestrians and bikes.

3. if the 85<sup>th</sup>-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.

N/A: Speed Data is not available at this time.

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.

Not warranted:

Option:

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

A. The need to control left-turn conflicts;

Not Warranted

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

Not Warranted: Pedestrian traffic is not crossing Pine Street at this location.

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

Not Warranted:

B. 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.

Not Warranted: Lyman Avenue has a small fraction of the traffic Pine Street has.

Date: 2/1/2012

Counter: Joel Fleming

AM

PM

Major: <u>Pine Street</u>				Minor: <u>Lyman Avenue</u>				Pedestrians	Bikes
Time		Direction	Direction	Time		Direction	Direction		
Start	Stop	North	South	Start	Stop	West	East	All	All
7:55	8:10	107	92	7:55	8:10	3	1	22	0
8:11	8:25	78	89	8:11	8:25	3	3	27	0
8:26	8:40	107	84	8:26	8:40	3	6	4	0
8:41	8:55	93	73	8:41	8:55	4	3	4	0

Note: 15 minute time intervals



Date: 2/1/2012  
Counter: Ron Gore

AM

PM

Major: <u>Pine Street</u>				Minor: <u>Lyman Avenue</u>				Pedestrians	Bikes
Time		Direction	Direction	Time		Direction	Direction		
Start	Stop	<u>North</u>	<u>South</u>	Start	Stop	<u>East</u>	<u>West</u>	All	All
4:00	4:17	83	199	4:00	4:17	1	0	n/a	n/a
4:18	4:35	79	161	4:18	4:35	0	1	n/a	n/a
4:36	4:53	74	178	4:36	4:53	0	2	n/a	n/a
4:54	5:11	72	139	4:54	5:11	0	1	n/a	n/a
5:12	5:29	75	197	5:12	5:29	1	4	n/a	n/a

Note: 15 minute time intervals

INCIDENT SEARCH

Print Date/Time: 2/2/2012 6:34:40 AM

Incident Number Location	Call Date/Time	Review Date/Time	Officers	Incident Type	ORI	Dispositions	Review Type
2011-00020421 LYMAN AVE / PINE ST, Burlington	09/03/2011 18:56:00	09/05/2011 10:11:35	B471 Bottino	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor
2010-00014072 LYMAN AVE / PINE ST, Burlington	06/15/2010 20:05:00	07/17/2010 07:27:23	B294 Olofson	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor
2010-00006736 LYMAN AVE / PINE ST, Burlington	03/24/2010 15:32:00	03/25/2010 14:45:49	B299 Sweeney, B109 Morrison	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor

Total Rows: 3

## Incident Search Results

Displaying 1 Incident					
Incident Number	Call Type	Call Date	Call Time	Officer	Address
<u>12BU000478</u>	Accident - Property damage only	01/06/12	15:36	103	Pine St/Lyman Ave, Burlington

INCIDENT SEARCH

Print Date/Time: 2/2/2012 6:34:40 AM

Incident Number Location	Call Date/Time	Review Date/Time	Officers	Incident Type	ORI	Dispositions	Review Type
2011-00020421 LYMAN AVE / PINE	09/03/2011 18:56:00	09/05/2011 10:11:35	B171 Bottino	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor
2010-00014072 LYMAN AVE / PINE	06/15/2010 20:05:00	07/17/2010 07:27:23	B294 Olofson	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor
2010-00006736 LYMAN AVE / PINE	03/24/2010 15:32:00	03/25/2010 14:45:49	B299 Sweeney, B109 Morrison, B228 Brodeur	Accident	VT0040100	Accident - City Report - 1	RBS - Reviewed by Supervisor

Total Rows: 3

## Incident Search Results

Displaying 1 Incident					
Incident Number	Call Type	Call Date	Call Time	Officer	Address
<u>12BU000478</u>	Accident - Property damage only	01/06/12	15:36	103	Pine St/Lyman Ave, Burlington

# STATE OF VERMONT UNIFORM CRASH REPORT

Incident Number <b>BV-11-20421</b>		Reporting Agency <b>BURLINGTON</b>		Date <b>9.3.11</b>	Time <b>18:55</b>
City/Town <b>BURLINGTON</b>		Street Address <b>PINE STREET</b>		TH#	VT#
Intersection with <b>OR LYMAN AVE</b>		Operator Report Required * <input checked="" type="checkbox"/> N		Mile Marker	
Nearest Intersecting St or Landmark		Coordinates			
Distance (From Nearest Int. St) <input type="checkbox"/> Feet <input type="checkbox"/> Miles		Direction (From Nearest Int. St) N S E W		Longitude/Easting	
Posted Speed <b>30</b>		Latitude/Northing			
<b>VEHICLE #1</b>					
Name: <b>O'REILLY LEO P</b>		M.I.		License # <b>2590419</b>	
Address <b>11 BOWER ST</b>		City/Town <b>So. Burlington</b>		State <b>VT</b> Zip <b>05403</b>	
Telephone <b>338-2809</b>		DOB <b>08.08.92</b>		Sex <b>M</b>	
Restrictions		Unoccupied <input checked="" type="checkbox"/> Y <input type="checkbox"/> N		Seat Belt <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
CDL <input type="checkbox"/> Y <input type="checkbox"/> N					
<b>OWNER</b>					
Same as Operator <input checked="" type="checkbox"/> Name: Last <b>O'REILLY LEO + DFS TRUST</b>		M.I.			
Address		City/Town		State Zip <b>338-2809</b>	
Insurance Co <b>GENERAL INSURANCE CO</b>		Policy No. <b>X5078161</b>			
<b>VEHICLE #2</b>					
Registration No. <b>EGE-529</b>		Plate Type <b>A</b>		VIN <b>1S86R48K87C519235</b>	
Vehicle Yr <b>07</b>		State <b>VT</b>		Est. Speed <b>3</b>	
Make <b>Jag</b>		Model <b>CHK</b>		Direction of Travel <b>N S E W</b>	
ATV <input type="checkbox"/> Y <input type="checkbox"/> N		Snowmobile <input type="checkbox"/> Y <input type="checkbox"/> N		Comm Veh <input type="checkbox"/> Y <input type="checkbox"/> N	
Towed By <b>SPILLANES</b>		Towed Due to Disabling Damage: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N		If yes, see Overlay 2 and Page 3	
<b>VEHICLE #3</b>					
Name: <b>PILAV OMER</b>		M.I.		License # <b>7019686</b>	
Address <b>183 WAYBURY Rd</b>		City/Town <b>Colchester</b>		State <b>VT</b> Zip <b>05446</b>	
Telephone <b>660-8885</b>		DOB <b>5.25.65</b>		Sex <b>M</b>	
Restrictions		Unoccupied <input checked="" type="checkbox"/> Y <input type="checkbox"/> N		Seat Belt <input checked="" type="checkbox"/> Y <input type="checkbox"/> N	
CDL <input type="checkbox"/> Y <input type="checkbox"/> N					
<b>OWNER</b>					
Same as Operator <input checked="" type="checkbox"/> Name: Last		First		M.I.	
Address		City/Town		State Zip Tel <b>660-8885</b>	
Insurance Co <b>UNION MUTUAL</b>		Policy No. <b>PIP50415484</b>			
<b>VEHICLE #4</b>					
Registration No. <b>ENF-325</b>		Plate Type <b>A</b>		VIN <b>2B3HD56J8LA564797</b>	
Vehicle Yr <b>01</b>		State <b>VT</b>		Est. Speed <b>25</b>	
Make <b>DODGE</b>		Model <b>INTRPID</b>		Direction of Travel <b>N S E W</b>	
ATV <input type="checkbox"/> Y <input type="checkbox"/> N		Snowmobile <input type="checkbox"/> Y <input type="checkbox"/> N		Comm Veh <input type="checkbox"/> Y <input type="checkbox"/> N	
Towed By <b>SPILLANES</b>		Towed Due to Disabling Damage: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N		If yes, see Overlay 2 and Page 3	
<b>Non-vehicle Property Damage</b>					
Owner		Address		Phone	
Damage Description					
<b>Other Persons and Witnesses Involved</b> (For investigated crashes see Page 3.)					
Name		DOB		Address Phone	
Reporting Officer <b>[Signature]</b> Date <b>9.3.11</b> Approved <b>[Signature]</b> Date <b>9.15.11</b>					

\* Operators involved in an accident which results in injury, death, or total property damage equal to \$3,000 or more, must file a report with DMV

Crash Narrative

Incident Number BV-11-20421  
Reporting Agency BURLINGTON

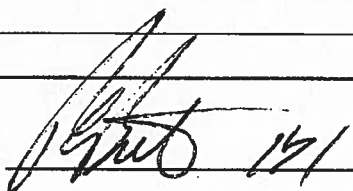
vehicle #1 was west on Lyman and had stopped at Stop Sign @ corner of Lyman & Pine St. He proceeded out into intersection and struck vehicle #2 who was north on Pine Street. Operator of vehicle #1 was a delivery person for pizza and was 4 blocks away from where pizza was to be delivered. Operator said he had stopped at sign and went into intersection striking vehicle #2.  
Damage - ~~passenger~~ driver side quarter panel - hood, bumper.

Operator of #2 was north on Pine Street @ 25-30 mph. He thought #1 did not stop for sign and then came into intersection striking his car.

Damage #2 - Passenger side quarter panel (front) hood - bumper.

Vehicle/Operator of #1 issued for F-14 1048(b). Ticket marked.

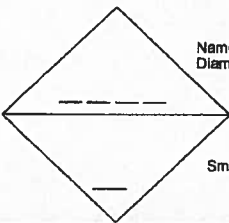
Officer's Signature



Additional Sheets Attached: Y N

Incident Number

B-11-20421

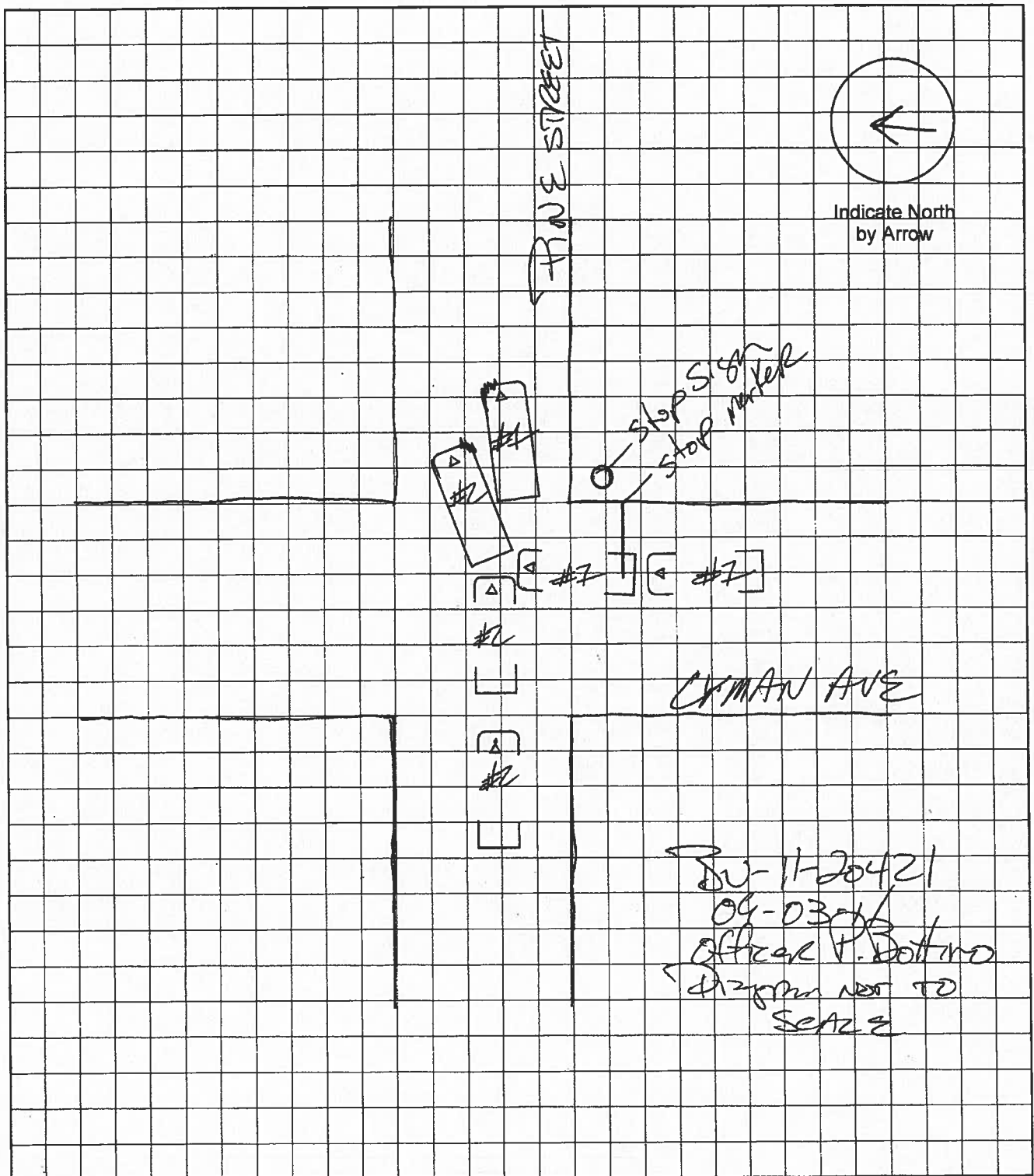
<b>Vehicle Number</b> _____		<b>Large Truck/Bus (Commercial Motor Vehicle)</b>																																																																																																																																																
<b>Carrier's Identification Numbers</b>																																																																																																																																																		
US DOT _____	MC/MX _____	Interstate Carrier: <input type="checkbox"/>	Intrastate Carrier: <input type="checkbox"/> Government: <input type="checkbox"/>																																																																																																																																															
<b>Carrier's Name</b> _____																																																																																																																																																		
<b>Carrier's Address</b> _____		City _____	State _____ Zip _____																																																																																																																																															
Source: _____ (Check all that apply) _____ Vehicle Side _____ Shipping Papers _____ Driver _____ Carrier _____																																																																																																																																																		
<b>Vehicle Information</b>																																																																																																																																																		
Axles on Vehicle (Including Trailers) _____		<input type="checkbox"/> GVWR or <input type="checkbox"/> GCWR	_____ lbs or _____ kg																																																																																																																																															
Length of Vehicle (Incl. Trailer) _____ ft or _____ meters		Length of Trailer _____ ft or _____ meters																																																																																																																																																
Trailer 1 License Number _____ State _____		Trailer 1 VIN Number _____																																																																																																																																																
Trailer 2 License Number _____ State _____		Trailer 2 VIN Number _____																																																																																																																																																
<b>Hazardous Material</b>		<b>Non-commercial Trailer</b>																																																																																																																																																
Placard: <input type="checkbox"/> Spill: <input type="checkbox"/>		<b>Vehicle 1</b>																																																																																																																																																
 Name or 4 Digit Number from Diamond or Box _____ Small Number from Bottom _____		Year _____ Make _____ Model _____ Plate No. _____ State _____																																																																																																																																																
		<b>Vehicle 2</b>																																																																																																																																																
Year _____ Make _____ Model _____ Plate No. _____ State _____																																																																																																																																																		
<b>Additional Operator Information</b>																																																																																																																																																		
<b>Alcohol Test</b>		<b>Drug Test</b>																																																																																																																																																
1. None Given		1. None Given																																																																																																																																																
2. Refused		2. Refused																																																																																																																																																
3. Blood/Serum		3. Blood/Serum																																																																																																																																																
4. Urine		4. Urine																																																																																																																																																
5. Other		5. Other																																																																																																																																																
6. Breath Preliminary		Veh 1 <u>1</u>																																																																																																																																																
7. Breath Evidentiary		Veh 2 <u>1</u>																																																																																																																																																
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Vehicle 2 <u>1</u>		Veh 1 <u>1</u>																																																																																																																																																
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<b>Citations issued - Veh 1</b>		<b>Citations issued - Veh 2</b>																																																																																																																																																
Ticket # <u>2075000</u> Violation Code <u>FXY</u>		Ticket # _____ Violation Code _____																																																																																																																																																
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<b>Destination Hospital</b> _____																																																																																																																																																		
<b>Operators, Occupants, Pedestrians, Cyclists - Excluding Witnesses</b>																																																																																																																																																		
<table border="1" style="width:100%"><thead><tr><th>Name</th><th>Veh #</th><th>Type</th><th>Sex</th><th>Age</th><th>Seat</th><th>Injury</th><th>Eject</th><th>Restr</th><th>Air Bag</th><th>Extract</th><th>P/C - Action</th><th>P/C - Location</th></tr></thead><tbody><tr><td><u>CEO O'REILLY</u></td><td><u>1</u></td><td><u>I</u></td><td><u>M</u></td><td><u>19</u></td><td><u>1</u></td><td><u>5</u></td><td><u>1</u></td><td><u>4</u></td><td><u>2</u></td><td><u>2</u></td><td></td><td></td></tr><tr><td><u>OMER PILAV</u></td><td><u>2</u></td><td><u>I</u></td><td><u>M</u></td><td><u>45</u></td><td><u>1</u></td><td><u>5</u></td><td><u>1</u></td><td><u>4</u></td><td><u>1</u></td><td><u>2</u></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td> </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>				Name	Veh #	Type	Sex	Age	Seat	Injury	Eject	Restr	Air Bag	Extract	P/C - Action	P/C - Location	<u>CEO O'REILLY</u>	<u>1</u>	<u>I</u>	<u>M</u>	<u>19</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>2</u>			<u>OMER PILAV</u>	<u>2</u>	<u>I</u>	<u>M</u>	<u>45</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>																																																																																																										
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<b>Pedestrian/Cyclist Codes on Overlay 1</b>																																																																																																																																																		



Crash Diagram

Incident Number BV-11-20421

Vehicle Moved Y N



Additional Sheets Attached: Y N

# STATE OF VERMONT UNIFORM CRASH REPORT

Incident Number <b>10-1407a</b>		Reporting Agency <b>Burlington</b>		Date <b>6/15/10</b>	Time <b>8:05</b>
City/Town <b>Burlington</b>		Street Address <b>Pine Street</b>		TH#	VT#
Intersection with <b>OR</b>		Operator Report Required * <b>Y</b>		Mile Marker	
Nearest Intersecting St or Landmark <b>at Lyman Ave</b>		Distance (From Nearest Int. St.)		Coordinates	
<input type="checkbox"/> Feet <input type="checkbox"/> Miles		Direction (From Nearest Int. St.)		Longitude/Easting	
N S E W		Latitude/Northing			
Posted Speed <b>30</b>					
<b>VEHICLE #1</b> Last Unknown <input type="checkbox"/> First M.I. License # <b>02660628</b>					
Name: <b>Dawe Thomas W 3rd</b> State <b>VT</b> Lic Class <b>D</b>					
Address <b>68 Northshore Dr.</b> City/Town <b>Burlington</b> State <b>VT</b> Zip <b>05408</b>					
Telephone <b>978-290-2993</b> DOB <b>2-1-88</b> Sex <b>w/m</b> Restrictions <b>none</b> Unoccupied <b>Y</b> Seat Belt <b>Y</b> CDL <b>Y</b>					
<b>OWNER</b> Same as Operator <input checked="" type="checkbox"/> Name: Last First M.I.					
Address City/Town State Zip Tel.					
Insurance Co. <b>Progressive</b> Policy No. <b>50383519-1</b>					
<b>VEHICLE #2</b> Last Unknown <input type="checkbox"/> First M.I. License # <b>62561939</b>					
Name: <b>Vincent Jacob L</b> State <b>VT</b> Lic Class <b>D</b>					
Address <b>164 Van Ratten Pky</b> City/Town <b>Burlington</b> State <b>VT</b> Zip <b>05408</b>					
Telephone <b>860-6416</b> DOB <b>4-4-92</b> Sex <b>w/m</b> Restrictions <b>none</b> Unoccupied <b>Y</b> Seat Belt <b>Y</b> CDL <b>Y</b>					
<b>OWNER</b> Same as Operator <input type="checkbox"/> Name: Last First M.I.					
Address <b>164 Van Ratten Pky</b> City/Town <b>Burlington</b> State <b>VT</b> Zip <b>05408</b> Tel. <b>860-6416</b>					
Insurance Co. <b>Sentinel Insurance Co.</b> Policy No. <b>04PH207025</b>					
<b>VEHICLE #3</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
Address					
Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #4</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #5</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #6</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
Address					
Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #7</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #8</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #9</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #10</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #11</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #12</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
Address					
Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #13</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #14</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
Address					
Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #15</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #16</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #17</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #18</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #19</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #20</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #21</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #22</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #23</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #24</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #25</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #26</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #27</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #28</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #29</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #30</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #31</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #32</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #33</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #34</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #35</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #36</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #37</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #38</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #39</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #40</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #41</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #42</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #43</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #45</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #46</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #47</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #48</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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<b>VEHICLE #49</b> Last Unknown <input type="checkbox"/> First M.I. License #					
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Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					
<b>VEHICLE #50</b> Last Unknown <input type="checkbox"/> First M.I. License #					
Name:					
Address					
Telephone DOB Sex Restrictions Unoccupied Seat Belt CDL					

\* Operators involved in an accident which results in injury, death, or total property damage equal to \$1,000 or more, must file a report with DMV

**Crash Narrative**

Incident Number \_\_\_\_\_

Reporting Agency \_\_\_\_\_

See attachment

Officer's Signature

*Kristi O'Leary*

Additional Sheets Attached: ☒ N

# Incident Report

**Print Date/Time:** 07/16/2010 17:09

**Login ID:** kolofson

**Burlington Police Department**

**ORI Number:** VT0040100

**Olofson Report**

**Officer Kristin Olofson**

**Burlington Police Department**

**06/15/10 20:05**

**Incident #: 10-14072**

On the above date and time, I responded to the intersection of Lyman Ave and Pine Street for a report of a motor vehicle accident involving a vehicle with fluids leaking. Upon arrival, I observed Vehicle 1, a Ford Focus, operated by Thomas Dowe, pulled off to the side of the road on Lyman Ave just west of Pine Street. I observed Vehicle 2, a Mazda RX7, operated by Jacob Vincent, pulled off to the side of the road on Lyman Ave just east of Pine Street. The Burlington Fire Department was already on scene, cleaning up the leaking fluids in the intersection.

I spoke with Operator 1, Thomas Dowe, who stated that he was pulling out of Lyman Ave onto Pine Street, and did not see the vehicle traveling north on Pine Street heading towards Lyman Ave. He said he was almost in the center of the intersection, when he was struck on the front passenger side of his vehicle, by the Mazda. He estimated his speed to be 15 mph. He stated he was delivering food for work. There was significant damage to the front passenger side of the vehicle and it was towed by Spillanes. Dowe advised he was wearing his seatbelt and was not injured.

I then spoke with Operator 2, Jacob Vincent, who stated he was traveling north on Pine Street and saw the Ford pull out in front of him just as he was approaching the intersection of Lyman Ave. He stated he applied his breaks as soon as he realized the vehicle was pulling out. Vincent Flores was in the passenger seat of the vehicle. Jacob estimated he was traveling at approximately 35 mph. There was significant damage to the front end of his vehicle. It was towed by Spillanes. Both Vincent and Flores advised they were wearing their seatbelts and were not injured.

I spoke with Bobby Parrott (802-324-7850) who advised he witnessed the accident. He stated it appeared as if the Mazda had been slightly swerving as it was traveling down Pine Street. He also stated the Mazda struck the Ford as it was on the west side (opposite lane) of Pine Street. I could see the skid marks of the road, photographs were taken, that indicated the Mazda was in its proper lane as it applied the breaks and struck the Ford. Both operators did not show any indications of being impaired while speaking with me.

Both operators were given a copy of the State of Vermont Uniform Crash Report. Photographs were taken of the vehicles and intersection. End of report.

# STATE OF VERMONT UNIFORM CRASH REPORT

Incident Number <b>10BU6736</b>		Reporting Agency <b>Burlington PD</b>		Date <b>3/24/10</b> Time <b>1532</b>	
City/Town <b>Burlington</b>		Street Address <b>Pine St.</b>		TH# <b>VT#</b> US# <b>I-</b>	
Intersection with <b>OR</b>		Nearest Intersecting St or Landmark <b>Lynan Ave.</b>		Operator Report Required * <b>(Y) N</b> Mile Marker	
Distance (From Nearest Int. St) <input type="checkbox"/> Feet <input type="checkbox"/> Miles		Direction (From Nearest Int. St) N S E W		Coordinates Longitude/Easting Latitude/Northing	
Posted Speed <b>30</b>					
<b>VEHICLE #1</b> Last <input type="checkbox"/> Unknown <input type="checkbox"/> First M.I. License # <b>22334727</b> Name: <b>Senna Justin J</b> State <b>VT</b> Lic Class <b>D</b> Address <b>6 Emile Dr.</b> City/Town <b>Milton</b> State <b>VT</b> Zip <b>05468</b> Telephone <b>(802) 363-1929</b> DOB <b>01/23/84</b> Sex <b>M/W</b> Restrictions <b>1</b> Unoccupied <b>(Y) N</b> Seat Belt <b>(Y) N</b> CDL <b>(Y) N</b>					
<b>OWNER</b> Same as Operator <input type="checkbox"/> Name: Last <b>Cushman</b> First <b>Theresa</b> M.I. <b>A</b> Address <b>473 Northgate</b> City/Town <b>Burlington</b> State <b>VT</b> Zip <b>05401</b> Tel. Insurance Co. <b>Allstate</b> Policy No. <b>91937552906130</b>					
<b>VEHICLE #1</b> Registration No. <b>EXX337</b> Plate Type <b>A</b> VIN <b>1FAFP53U36A25557</b> Vehicle Yr. <b>06</b> State <b>VT</b> Est. Speed <b>10</b> Comm Veh <b>(Y) N</b> Make <b>FORD</b> Model <b>TAV</b> ATV <b>(Y) N</b> Snowmobile <b>(Y) N</b> Towed By <b>Spillanes</b>					
<b>VEHICLE #2</b> Last <input type="checkbox"/> Unknown <input type="checkbox"/> First M.I. License # <b>12442521</b> Name: <b>Nane Noor</b> State <b>VT</b> Lic Class <b>D</b> Address <b>43 1/2 Lafountain #2</b> City/Town <b>Burlington</b> State <b>VT</b> Zip <b>05401</b> Telephone <b>(902) 338-6591</b> DOB <b>01/01/74</b> Sex <b>M/B</b> Restrictions <b>1</b> Unoccupied <b>(Y) N</b> Seat Belt <b>(Y) N</b> CDL <b>(Y) N</b>					
<b>OWNER</b> Same as Operator <input checked="" type="checkbox"/> Name: Last <b>Inter Insurance Exchange of the Automobile Club</b> First <b>VTA022073949</b> M.I. Address <b>VT</b> City/Town <b>VT</b> State <b>VT</b> Zip <b>VT</b> Tel. Insurance Co. <b>Inter Insurance Exchange of the Automobile Club</b> Policy No. <b>VTA022073949</b>					
<b>VEHICLE #2</b> Registration No. <b>EHV957</b> Plate Type <b>A</b> VIN <b>4M1ZV1116WDJ28843</b> Vehicle Yr. <b>98</b> State <b>VT</b> Est. Speed <b>25</b> Comm Veh <b>(Y) N</b> Make <b>MERC</b> Model <b>VIL</b> ATV <b>(Y) N</b> Snowmobile <b>(Y) N</b> Towed By <b>Spillanes</b>					
<b>Non-vehicle Property Damage</b> Owner Address Phone Damage Description					
<b>Other Persons and Witnesses Involved</b> (For Investigated crashes see Page 3.) Name DOB Address Phone <b>Samantha Jackman</b> <b>7/14/88</b> <b>PO Box 121 Starkboro, VT</b> <b>05487</b> <b>(802) 349-5575</b> <b>Robert Terry</b> <b>7/30/58</b> <b>235 N. St. #1 Burlington, VT</b> <b>05401</b> <b>(802) 964-5851</b>					
Reporting Officer <b>Sweeney 299</b>		Date <b>3/24/10</b>		Approved <b>[Signature]</b> Date <b>3/25/10</b>	

\* Operators involved in an accident which results in injury, death, or total property damage equal to \$1,000 or more, must file a report with DMV

**BURLINGTON POLICE DEPARTMENT  
INVESTIGATION REPORT**

Incident No.: 10BU6736

Date: March 24, 2010

Reporting Officer: Christopher S. Sweeney (B299)

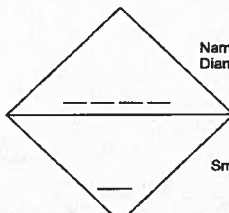
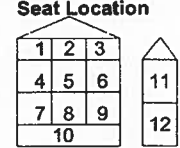
Incident Type: Accident

1. On March 24, 2010 at approximately 1532 hours I responded with Corporal Brodeur to the area of Pine St. and Lyman Ave. for a report of a two car crash with injuries. Lt. Morrison was already on scene when I arrived. Upon arrival I was informed by Lt. Morrison that both operators were being transported by rescue to Fletcher Allen Health Care. The operator of vehicle #1 was identified as Justin J. Senna DOB 01/23/1984. The operator of vehicle #2 was identified as Noor Nane DOB 01/01/1974. I observed vehicle #1, VT registration EXX337, and vehicle #2, VT registration EHN957, at rest on the front lawn of the residence on the northwest corner of the intersection. I was also informed by Lt. Morrison that the passenger of vehicle #1, identified as Samantha Jackman DOB 07/14/1988, was uninjured and was still at the scene. I was further informed by Lt. Morrison that statements had not yet been taken.
2. I first met with a witness to the crash, identified as Robert Terry DOB 07/30/1958, who advised that he saw the crash happen. Terry stated that vehicle #1 was traveling west on Lyman Ave. and came to the intersection of Lyman Ave. and Pine St. Terry advised that he observed vehicle #1 slow but not stop at the stop sign. Terry stated that at this time vehicle #1 entered the intersection and was struck in the driver's side by vehicle #2 which was traveling north on Pine St. Terry stated that it appeared that vehicle #2 tried to brake before the crash. Terry stated that both vehicles came to rest on the front lawn of the residence and were not moved once they were at rest.
3. I next met with Jackman who advised that she was not sure of how the crash happened. Jackman stated that at the time of the crash she was looking down at reading materials that were in her lap. Jackman stated that she was unsure if vehicle #1 stopped at the stop sign and just remembered the impact of the crash and then being on the lawn. Jackman stated that she felt vehicle #1 accelerate through the intersection. Jackman stated that neither vehicle was moved after the crash.
4. Spillane's was called to tow both vehicles. Both vehicles were removed from the scene. Pictures were taken of the crash scene and both vehicles.
5. I then went to Fletcher Allen Health Care to meet with both operators. Upon arrival I met with Senna in the emergency room. Senna stated that he was traveling west on Lyman Ave. when he came to the intersection of Lyman Ave. and Pine St. Senna stated that he stopped at the intersection and looked both ways

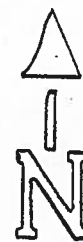
for oncoming traffic. Senna stated that at this time he entered the intersection and saw vehicle #2 out of the corner of his eye. Senna advised that at this time vehicle #2 struck vehicle #1 in the driver's side causing Senna's head to hit the driver's side window. Senna advised that both vehicles came to rest on the front lawn and were not moved after the crash.

6. I next met with Nane in the emergency room. Nane had difficulty with English but had a friend, identified as Muslimo Ahmed DOB 01/01/1977, translate for him. Through the translator Nane stated that he had been traveling north on Pine St. when he came to the intersection of Pine St. and Lyman Ave. Nane observed vehicle #2 traveling west on Lyman Ave. and slow for the stop sign but not stop. Nane advised that at this time vehicle #2 entered the intersection. Nane stated that he hit his brakes but was unable to stop. Nane advised that at this time he struck vehicle #2 and both vehicles came to rest on the front lawn of the residence. Nane advised that his knee was injured during the crash but did not have a diagnosis from a doctor yet.
7. On March 25, 2010 I received a phone call from Senna stating that he was medically cleared from the hospital and there were no further injuries to his head. I also met with Nane in the lobby of the police department who advised that he was cleared from the hospital and there was no further injury to his knee.

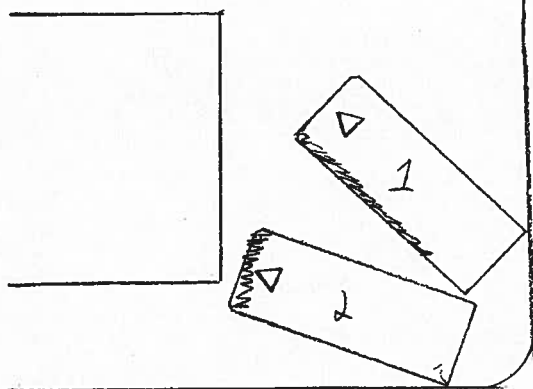
Incident Number 10B06736

<b>Vehicle Number</b> _____		<b>Large Truck/Bus (Commercial Motor Vehicle)</b>										
<b>Carrier's Identification Numbers</b>												
US DOT _____	ICC MC _____	Interstate Carrier: <input type="checkbox"/>	State Name _____ State Number _____									
<b>Carrier's Name</b> _____												
<b>Carrier's Address</b> _____		City _____	State _____ Zip _____									
Source: _____ (Check all that apply) _____ Vehicle Side _____ Shipping Papers _____ Driver _____ Carrier _____												
<b>Vehicle Information</b>												
Axes on Vehicle (Including Trailers) _____		Gross Vehicle Wt Rating _____ lbs or _____ kg										
Length of Vehicle (Incl. Trailer) _____ ft or _____ meters		Length of Trailer _____ ft or _____ meters										
Trailer 1 License Number _____ State _____		Trailer 1 VIN Number _____										
Trailer 2 License Number _____ State _____		Trailer 2 VIN Number _____										
<b>Hazardous Material</b>		<b>Non-commercial Trailer</b>										
Placard: <input type="checkbox"/> Spill: <input type="checkbox"/>  <div style="position: absolute; top: 330px; left: 370px; font-size: small;">Name or 4 Digit Number from Diamond or Box</div> <div style="position: absolute; top: 390px; left: 370px; font-size: small;">Small Number from Bottom</div>		<b>Vehicle 1</b> Year _____ Make _____ Model _____ Plate No. _____ State _____  <b>Vehicle 2</b> Year _____ Make _____ Model _____ Plate No. _____ State _____										
<b>Additional Operator Information</b>												
<b>Alcohol Test</b> 1. None Given 2. Refused 3. Blood/Serum 4. Urine 5. Other 6. Breath Preliminary 7. Breath Evidentiary		<b>Drug Test</b> 1. None Given 2. Refused 3. Blood/Serum 4. Urine 5. Other										
<b>Vehicle 1</b> <input type="checkbox"/> Test Result 0. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> BAC		<b>Vehicle 1</b> <input type="checkbox"/> <b>Vehicle 2</b> <input type="checkbox"/> Test Result 0. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> BAC										
<b>Drug Test Result</b> 1. Marijuana 2. Cocaine 3. Opiate 4. Amphetamine 5. PCP 6. Other 7. Pending		<b>Veh 1</b> <input type="checkbox"/> <input type="checkbox"/> <b>Veh 2</b> <input type="checkbox"/> <input type="checkbox"/>										
<b>Citations issued - Veh 1</b> Ticket # <u>2517223</u> Violation Code <u>VO</u>		<b>Citations issued - Veh 2</b> Ticket # _____ Violation Code _____										
<b>EMS Run number</b> _____		<b>EMS Agency</b> _____										
<b>Destination Hospital</b> _____												
<b>Operators, Occupants, Pedestrians, Cyclists - Excluding Witnesses</b>												
Name	Veh #	Type	Sex	Age	Seat	Injury	Eject	Restr	Air Bag	Extract	P/C - Action	P/C - Location
Justin J. Senna	1	1	M	26	1	3	1	4	2	2		
Nare Noor	2	1	M	36	1	3	1	4	1	2		
Samartha Jackman	1	2	F	21	3	5	1	4	2	2		
<b>CODES</b>	<b>Seat Location</b>		<b>Injury</b>		<b>Restraint</b>		<b>Ejected</b>		<b>Airbag Deployed:</b>			
1. Operator			1. Fatal		0. Unknown		1. Not Ejected		1. Yes			
2. Occupant			2. Injury - Incapacitating		1. None Used		2. Totally Ejected		2. No			
3. Pedestrian			3. Injury - Non-incapacitating		2. Shoulder Belt Only		3. Partially Ejected		3. Unknown			
4. Bicyclist			4. Possible Injury		3. Lap Belt Only		4. Not Applicable					
5. Unknown			5. No injury		4. Shoulder and Lap Belt		5. Unknown					
			6. Unknown		5. Child Safety Restraint							
			7. Untimely Death		6. Helmet Used - Eye Protection							
					7. Helmet Used - No Eye Prot.							
					8. Not Reported							
<b>Extracted</b>												
1. Yes												
2. No												
<b>Pedestrian/Cyclist Codes on Overlay 1</b>												



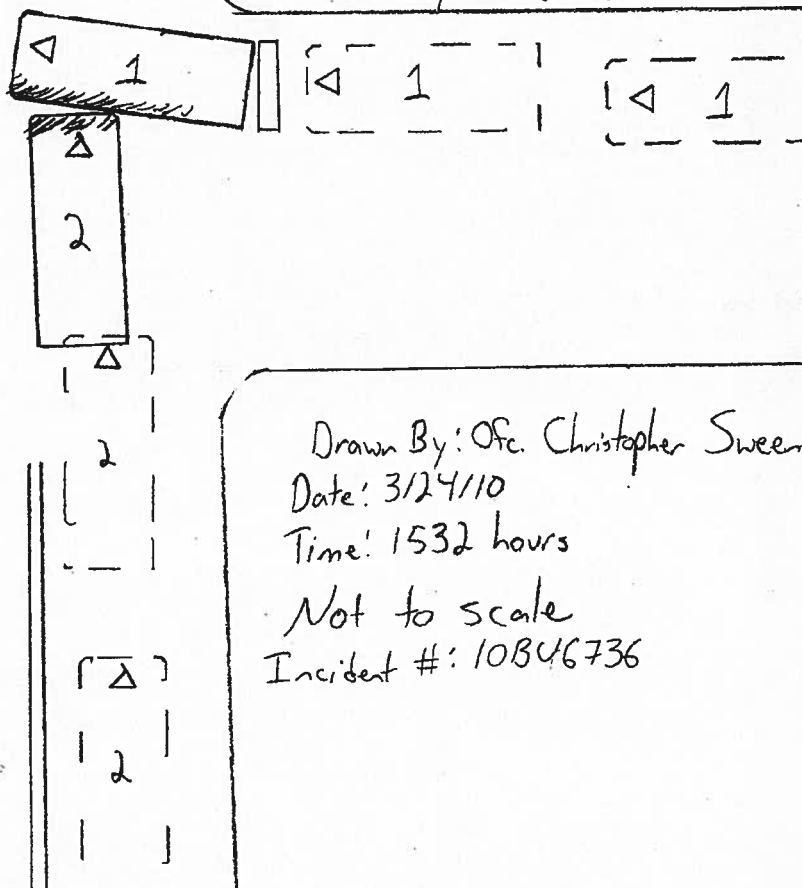


Pine St



Stop  
Sign

Lyman Ave.



Drawn By: Ofc. Christopher Sweeney  
Date: 3/24/10  
Time: 1532 hours  
Not to scale  
Incident #: 10B46736

# STATE OF VERMONT UNIFORM CRASH REPORT

Incident Number <b>12BD 478</b>		Reporting Agency <b>Burlington P.O.</b>		Date <b>1/6/12</b>	Time <b>1536</b>
City/Town <b>Burlington</b>		Street Address <b>Pink St &amp; Lyman Ave.</b> TH# <b>VT#</b> US# <b>I-</b>			
Intersection with <b>OR</b>		Nearest Intersecting St or Landmark <b>Lyman Avenue</b>		Operator Report Required * <b>Y</b> <input checked="" type="radio"/> <b>N</b> Mile Marker	
Distance (From Nearest Int. St) <b>0.7</b> Feet <input type="checkbox"/> Miles		Direction (From Nearest Int. St) <b>N</b> <input checked="" type="radio"/> <b>S</b> <input type="radio"/> <b>E</b> <input type="radio"/> <b>W</b>		Coordinates Longitude/Easting Latitude/Northing	
Posted Speed <b>25</b>					
OPERATOR	VEHICLE #1 Last <input type="checkbox"/> Unknown <input type="checkbox"/> First		M.I.		License # <b>INTL.</b>
	Name: <b>WURZ JANINA</b>		State <b>VT</b>		Lic Class <b>---</b>
	Address <b>PO BOX 3305</b>		City/Town <b>CHARLOTTE</b>		State <b>VT</b> Zip <b>05445</b>
	Telephone <b>06-23-92</b>		DOB <b>06-23-92</b>	Sex <b>F</b>	Restrictions <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>
OWNER	Same as Operator <input type="checkbox"/> Name: Last <b>KRAMER</b>		First <b>RUSSELL</b>		M.I. <b>IT</b>
	Address <b>SAME AS ABOVE</b>		City/Town <b>---</b>		State <b>VT</b> Zip <b>---</b> Tel. <b>---</b>
	Insurance Co. <b>ALL STATE</b>		Policy No. <b>084014905 09/09</b>		
VEHICLE	Registration No. <b>410 P8</b>		Plate Type <b>PL</b>		VIN <b>4IGCB65E57A042252</b>
	Vehicle Yr. <b>07</b> State <b>VT</b>		Est. Speed <b>25</b>		Comp. Veh <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>
	Make <b>Mercedes</b> Model <b>350</b>		Direction of Travel <b>N</b> <input checked="" type="radio"/> <b>S</b> <input type="radio"/> <b>E</b> <input type="radio"/> <b>W</b> <input type="radio"/>		If yes, see Overlay 2 and Page 3
	ATV <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/> Snowmobile <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>		Towed By <b>SPILLANES</b>		Towed Due to Disabling Damage: <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>
OPERATOR	VEHICLE #2 Last <input type="checkbox"/> Unknown <input type="checkbox"/> First		M.I.		License # <b>0216056A</b>
	Name: <b>HAYES-PONTIUS GRIFFIN D</b>		State <b>VT</b>		Lic Class <b>C</b>
	Address <b>40 BARBARA TERR.</b>		City/Town <b>COLCHESTER</b>		State <b>VT</b> Zip <b>05448</b>
	Telephone <b>8-13-85</b>		DOB <b>8-13-85</b>	Sex <b>M</b>	Restrictions <b>1</b>
OWNER	Same as Operator <input checked="" type="checkbox"/> Name: Last <b>---</b>		First <b>---</b>		M.I. <b>---</b>
	Address <b>---</b>		City/Town <b>---</b>		State <b>VT</b> Zip <b>---</b> Tel. <b>---</b>
	Insurance Co. <b>STATE FARM</b>		Policy No. <b>0196787C2945</b>		
VEHICLE	Registration No. <b>FDC 367</b>		Plate Type <b>PL</b>		VIN <b>LHGCP2E3XA079180</b>
	Vehicle Yr. <b>10</b> State <b>VT</b>		Est. Speed <b>30</b>		Comp. Veh <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>
	Make <b>HONDA</b> Model <b>ACCORD</b>		Direction of Travel <b>N</b> <input checked="" type="radio"/> <b>S</b> <input type="radio"/> <b>E</b> <input type="radio"/> <b>W</b> <input type="radio"/>		If yes, see Overlay 2 and Page 3
	ATV <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/> Snowmobile <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>		Towed By <b>N/A</b>		Towed Due to Disabling Damage: <b>Y</b> <input checked="" type="radio"/> <b>N</b> <input type="radio"/>
Non-vehicle Property Damage Owner <b>N/A</b> Address <b>N/A</b> Phone <b>---</b>					
Damage Description <b>---</b>					
Other Persons and Witnesses Involved (For investigated crashes see Page 3.)					
Name <b>Suzanne Gorman</b>		DOB <b>---</b>	Address <b>Burlington, VT.</b>		Phone <b>864-5711</b>
Name <b>Michelle HALEKA</b>		DOB <b>---</b>	Address <b>Burlington, VT.</b>		Phone <b>658-1435</b>
Reporting Officer <b>YOUNG J.C.</b>		Date <b>1/7/12</b>	Approved <b>---</b>		Date <b>1/7/2011</b>

\* Operators involved in an accident which results in injury, death, or total property damage equal to \$3,000 or more, must file a report with DMV

Crash Narrative

Incident Number 12 BU 478

Reporting Agency Burlington P.D.

Vehicle #1 WAS WESTBOUND ON LYMAN AVENUE AT THE INTERSECTION OF PINE STREET. VEHICLE #2 WAS SOUTH ON PINE STREET.

Vehicle #1 FAILED TO STOP FOR STOP SIGN ON LYMAN AVENUE AND CONTINUED WEST, THROUGH THE PINE STREET INTERSECTION.

Vehicle #2 Struck vehicle #1 on the Passenger Side. This Action Sent vehicle #1 Spinning on the West Side of Lyman Ave, then striking a tree.

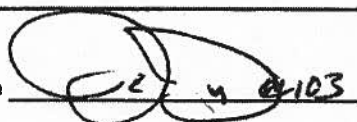
Vehicle #1 HAD Passenger Side Damage, and front END DAMAGE WITH Airbag deployment.

Vehicle #2 STOPPED JUST AFTER THE ACCIDENT ON PINE STREET. NO Airbag deployment, AND THERE WAS FRONT END DAMAGE TO THIS VEHICLE.

Witnesses to Accident WERE Suzanne Gorman 8604-5711, and Michelle Hauka 658-1435. BOTH WITNESSES STATED THAT VEHICLE #1 FAILED TO STOP FOR THE STOP SIGN ON LYMAN AVE AT THE INTERSECTION OF PINE STREET.

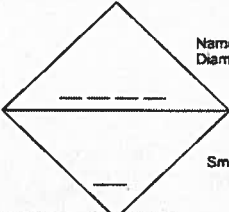
THE OPERATOR OF VEHICLE #1 HAS AN INTERNATIONAL DRIVERS LICENSE. FOLLOW-UP WILL BE MADE, AND BASED ON STATEMENTS, A TRAFFIC TICKET WILL BE ISSUED TO THE OPERATOR OF VEH. #1. THE OPERATOR OF VEHICLE #1 CLAIMS SHE STOPPED AT A STOP SIGN, AND DID NOT KNOW THAT SHE WAS STRUCK, CLAIMING THE VEHICLE WOULD NOT STOP PROPERLY. THE OPERATOR OF VEHICLE #2 STATES THAT THE VEHICLE (#1) DID NOT STOP FOR THE STOP SIGN, AND THAT THERE WAS NO WAY THAT HE COULD HAVE AVOIDED THE ACCIDENT.

Officer's Signature

 4-103

Additional Sheets Attached: Y ☒ N

Incident Number 12BU 478

Vehicle Number		Large Truck/Bus (Commercial Motor Vehicle)																
<b>Carrier's Identification Numbers</b>																		
US DOT _____	MC/MX _____	Interstate Carrier: <input type="checkbox"/>	Intrastate Carrier: <input type="checkbox"/> Government: <input type="checkbox"/>															
<b>Carrier's Name</b> _____																		
<b>Carrier's Address</b> _____																		
Source: _____		City _____	State _____ Zip _____															
(Check all that apply)		Vehicle Side _____	Shipping Papers _____ Driver _____ Carrier _____															
<b>Vehicle Information</b>																		
Axes on Vehicle (Including Trailers) _____		<input type="checkbox"/> GVWR or <input type="checkbox"/> GCWR	_____ lbs or _____ kg															
Length of Vehicle (Incl. Trailer) _____ ft or _____ meters		Length of Trailer _____ ft or _____ meters																
Trailer 1 License Number _____ State _____		Trailer 1 VIN Number _____																
Trailer 2 License Number _____ State _____		Trailer 2 VIN Number _____																
<b>Hazardous Material</b>		<b>Non-commercial Trailer</b>																
Placard: <input type="checkbox"/> Spill: <input type="checkbox"/> 		<b>Vehicle 1</b> Year _____ Make _____ Model _____ Plate No. _____ State _____ <b>Vehicle 2</b> Year _____ Make _____ Model _____ Plate No. _____ State _____																
<b>Additional Operator Information</b>																		
<b>Alcohol Test</b> 1. None Given 2. Refused 3. Blood/Serum 4. Urine 5. Other 6. Breath Preliminary 7. Breath Evidentiary		<b>Drug Test</b> 1. None Given 2. Refused 3. Blood/Serum 4. Urine 5. Other																
<b>Vehicle 1</b> / Test Result 0. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> BAC		<b>Drug Test Result</b> 7. Pending 8. Central Nervous System Depressants 9. Central Nervous System Stimulants 10. Hallucinogens 11. Dissociative Anesthetics 12. Narcotic Analgesics 13. Inhalants 14. Cannabis 15. None Detected																
<b>Vehicle 2</b> / Test Result 0. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> BAC		Veh 1 / Veh 2 /																
<b>Citations issued - Veh 1</b> Ticket # _____ Violation Code _____		<b>Citations issued - Veh 2</b> Ticket # _____ Violation Code _____																
<b>EMS Run number</b> _____ <b>EMS Agency</b> _____ <b>Destination Hospital</b> _____																		
<b>Operators, Occupants, Pedestrians, Cyclists - Excluding Witnesses</b>																		
Name	Veh #	Type	Sex	Age	Seat	Injury	Eject	Restr	Air Bag	Extract	P/C - Action	P/C - Location						
JANINA WURZ	1	F	20	1	5	1	4	1	2									
GRIFFIN HAYES-PONTUIS	2	M	26	1	5	1	4	2	2									
ANNALIESE KRAMER	1	F	11	4	5	1	4	2	2									
HENRY KRAMER	1	M	7	6	5	1	4	2	2									
SUZANNE GORMAN																		
<table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"> <b>CODES</b>            Type            1. Operator            2. Occupant            3. Pedestrian            4. Bicyclist            5. Unknown         </td> <td style="vertical-align: top;"> <b>Seat Location</b>            1 2 3            4 5 6 11            7 8 9 12            10         </td> <td style="vertical-align: top;"> <b>Injury</b>            1. Fatal            2. Injury - Incapacitating            3. Injury - Non-incapacitating            4. Possible Injury            5. No injury            6. Unknown            7. Untimely Death         </td> <td style="vertical-align: top;"> <b>Restraint</b>            0. Unknown            1. None Used            2. Shoulder Belt Only            3. Lap Belt Only            4. Shoulder and Lap Belt            5. Child Safety Restraint            6. Not Reported            9. DOT Compliant Helmet w/eye Protection            10. DOT Compliant Helmet w/out Eye Protection            11. Non-DOT Compliant Helmet         </td> <td style="vertical-align: top;"> <b>Ejected</b>            1. Not Ejected            2. Totally Ejected            3. Partially Ejected            4. Not Applicable            5. Unknown         </td> <td style="vertical-align: top;"> <b>Airbag Deployed:</b>            1. Yes            2. No            3. Unknown         </td> </tr> </table>													<b>CODES</b> Type 1. Operator 2. Occupant 3. Pedestrian 4. Bicyclist 5. Unknown	<b>Seat Location</b> 1 2 3 4 5 6 11 7 8 9 12 10	<b>Injury</b> 1. Fatal 2. Injury - Incapacitating 3. Injury - Non-incapacitating 4. Possible Injury 5. No injury 6. Unknown 7. Untimely Death	<b>Restraint</b> 0. Unknown 1. None Used 2. Shoulder Belt Only 3. Lap Belt Only 4. Shoulder and Lap Belt 5. Child Safety Restraint 6. Not Reported 9. DOT Compliant Helmet w/eye Protection 10. DOT Compliant Helmet w/out Eye Protection 11. Non-DOT Compliant Helmet	<b>Ejected</b> 1. Not Ejected 2. Totally Ejected 3. Partially Ejected 4. Not Applicable 5. Unknown	<b>Airbag Deployed:</b> 1. Yes 2. No 3. Unknown
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<b>Pedestrian/Cyclist Codes on Overlay 1</b>																		

**Crash Diagram**

**Incident Number** \_\_\_\_\_

**Vehicle Moved**   Y   N

Indicate North  
by Arrow

**Additional Sheets Attached:**   Y   N



## MEMORANDUM

March 21, 2012

**TO:** Public Works Commission  
**FROM:** Joel Fleming *JF*  
**RE:** 194 North Street 30 Minute Parking Removal

---

### **Background:**

In January Staff received a request to remove a 30 minute parking space in front of 194 North Street. This space was used previously when the building was occupied by a business. This business space has been vacant for an unknown amount of time and a resident has requested that this space becomes an unrestricted parking space like the three next to it.

### **Observations:**

Staff went out to the site to look at the parking space. There are a total of five parking spaces from the corner of North Street and Elmwood to a driveway cut. Currently three of the spaces have unrestricted parking, one is handicapped, and the last space is a 30 minute parking space. Staff sent a letter out to the residents of 194 North Street and across the street at 191 North Street asking for feedback. Staff did not receive any feedback about the parking space.

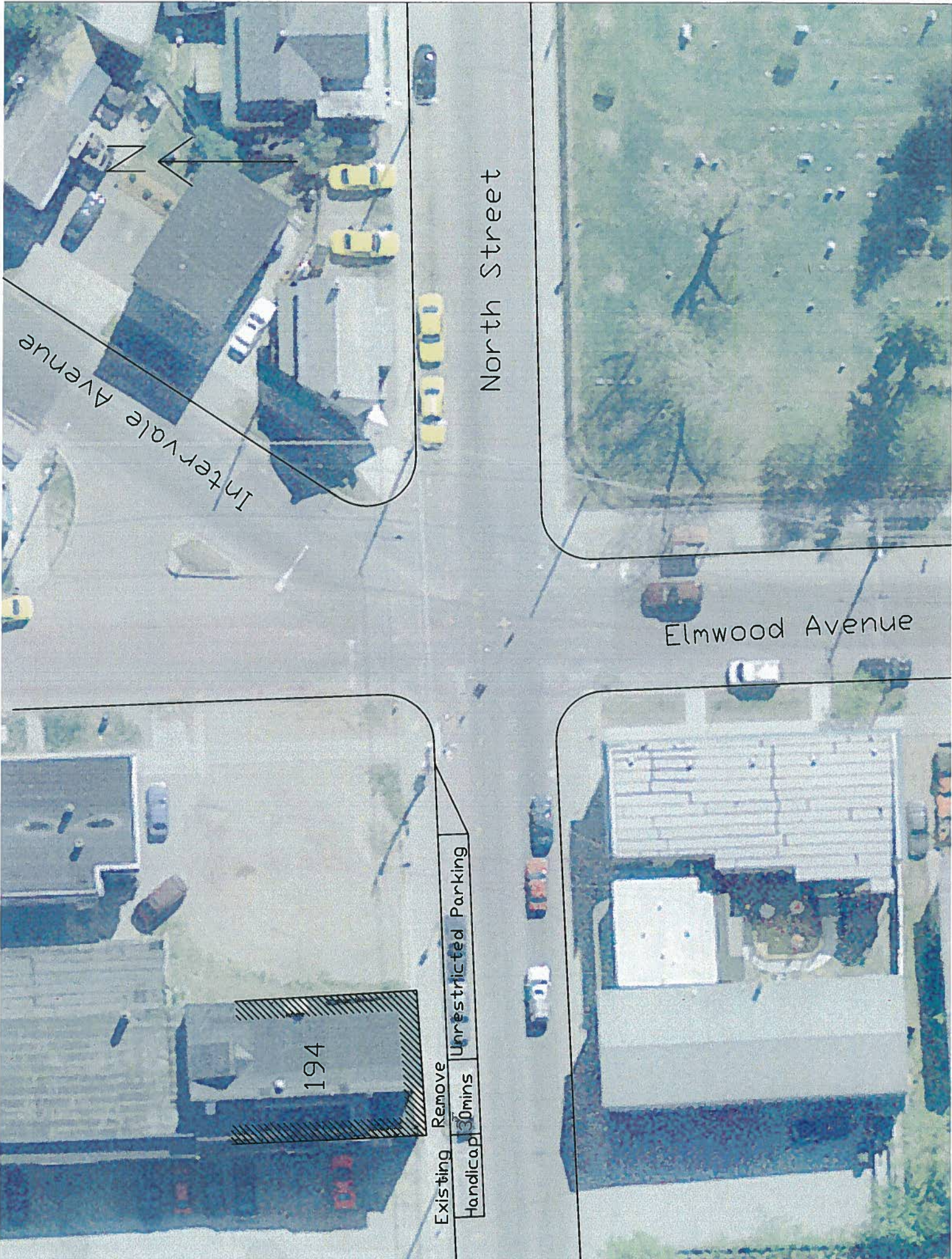
### **Conclusions:**

Without a business at this location it does not make sense to have a parking space that is designed for quick turn over. If a business was to open at this location it would be wise to put another short term parking space in.

### **Recommendations:**

Staff recommends that this 30 minute space be removed until another business is opened at 194 North Street.





Intervale Avenue

North Street

Elmwood Avenue

194

Existing	Remove	
Handicap	30 mins	Unrestricted Parking



## Joel Fleming

---

**From:** Mark Redmond <MRedmond@SPECTRUMVT.ORG>  
**Sent:** Friday, February 17, 2012 2:03 PM  
**To:** Joel Fleming  
**Subject:** RE: Parking issue

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Joel, just checking in if any progress on this, thanks, Mark

---

**From:** Joel Fleming [<mailto:jfleming@ci.burlington.vt.us>]  
**Sent:** Monday, January 30, 2012 3:28 PM  
**To:** Mark Redmond  
**Subject:** RE: Parking issue

Mark,

It appears that this space is marked "30-minute only" because of the business that used to be there. I will look into taking this space out in the coming weeks.

Thanks for bringing this to my attention,

Joel Fleming, E.I.  
Public Works Engineer  
Burlington Public Works  
645 Pine St.  
Burlington VT. 05401

Phone: (802)8655832  
Fax: (802)8630466  
Email: [jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us)

---

**From:** Mark Redmond [<mailto:MRedmond@SPECTRUMVT.ORG>]  
**Sent:** Thursday, January 26, 2012 12:23 PM  
**To:** Joel Fleming  
**Subject:** Parking issue

Joel,  
Dan Baldwin suggested I contact you.

A minor matter, but Spectrum just bought 191 North St, the old CVOEO building, and across the street there is non-metered parking, thankfully, but one spot (I took a picture of it, that is my car in the spot) has a "30-minute only" sign there, doesn't seem to make sense for that one spot, we'd love to see that sign removed and make it a spot like all the others. Thanks if you can let me know if this can be changed.

Sincerely,  
Mark Redmond





**CITY OF BURLINGTON**  
**DEPARTMENT OF PUBLIC WORKS**

OFFICE OF PLANNING  
645 PINE STREET, SUITE A  
BURLINGTON, VT 05402  
802.863.9094 P  
[WWW.DPW.CI.BURLINGTON.VT.US](http://WWW.DPW.CI.BURLINGTON.VT.US)

**JOEL FLEMING, E.I.T.**  
*PUBLIC WORKS ENGINEER*

---

February 10, 2012

Dear North Street Residents:

Public Works would like your thoughts on removing a 30 minutes space in front of #194 North Street. Recently the Department of Public works Staff received a request for this space to be removed and replaced by an unrestricted parking space. I am looking for feedback by February 17th. Please contact me at 865-5832 or [jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us).

Thanks for your time,

Joel Fleming, EIT  
Department of Public Works  
865-5832  
[jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us)

JF/mcb



## MEMORANDUM

March 8, 2012

**TO:** Public Works Commission  
**FROM:** Joel Fleming JF  
**RE:** 80 Church Street (Dobra Tea) handicapped parking space request

---

### Background:

Staff received a request from the owners of Dobra Tea, 80 Church Street, to switch a truck loading zone with a handicapped parking space. Dobra Tea is located on the corner of Bank Street at Church Street. The owner of Dobra tea would like to switch the two spaces so trucks would no longer be directly in front of the business.

### Observations:

The truck loading zone is 40 feet in length and is the first space east of Church Street on the south side of Bank Street. The handicapped parking space is 28 feet in length and is the first space east of Church Street on the north side of Bank Street. There is a driveway cut just east of the handicapped Space that limits out ability to accommodate the larger truck loading zone

The current handicapped space uses the driveway cut as access to the sidewalk. If the spaces were switched there would not be handicapped access to the sidewalk. Access to the sidewalk would require a new handicapped accessible ramp.

### Conclusion:

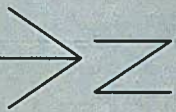
- The current handicapped space on the north side of Bank is not large enough to accommodate large trucks loading and unloading.
- The current truck loading zone is too large for just one handicapped space and not large enough to accommodate a handicapped space and a metered space.
- Switching the spaces would require the city assuming the cost and effort of developing a ramp.
- The loss of a parking space given the current loading zone is not large enough to redevelop into two spaces

### Recommendation:

Staff recommends that the spaces stay the way they are currently.



Church Street



28' →  
Handicapped

Bank Street

40' →  
Truck Loading  
Zone

Dobra Tea





80 Church Street  
Burlington, Vermont 05401  
802 951-2424

Joel Fleming  
Dept of Public Works  
645 Pine St  
Burlington, VT  
05401

October 4, 2011

Dear Joel Fleming,

I am one of the new owners of Dobra Tea at 80 Church St in Burlington. Our entrance is actually on Bank Street, just east of Church Street. There is a truck loading zone right in front of our door, and trucks are often there idling, coming and going. We serve food at tables outside, in front of our entrance. The truck traffic make this area noisy and a less desirable place to eat and relax.

Across the street there is a disabled parking spot, but there are no business entrances are right there. I am wondering if there is any possibility of switching the two parking spots. We would love to have the disabled parking in front of our door, and the trucks could be across the street.

Please let me know about the next step in this process. Thank you in advance.

Nina Beck

RECEIVED

FEB 22 2012

BURLINGTON PUBLIC  
WORKS



## MEMORANDUM

March 21, 2012

**TO:** Burlington Public Works Commission

**FROM:** Joel Fleming *JF*  
Public Works Engineer

**RE:** Stop signs

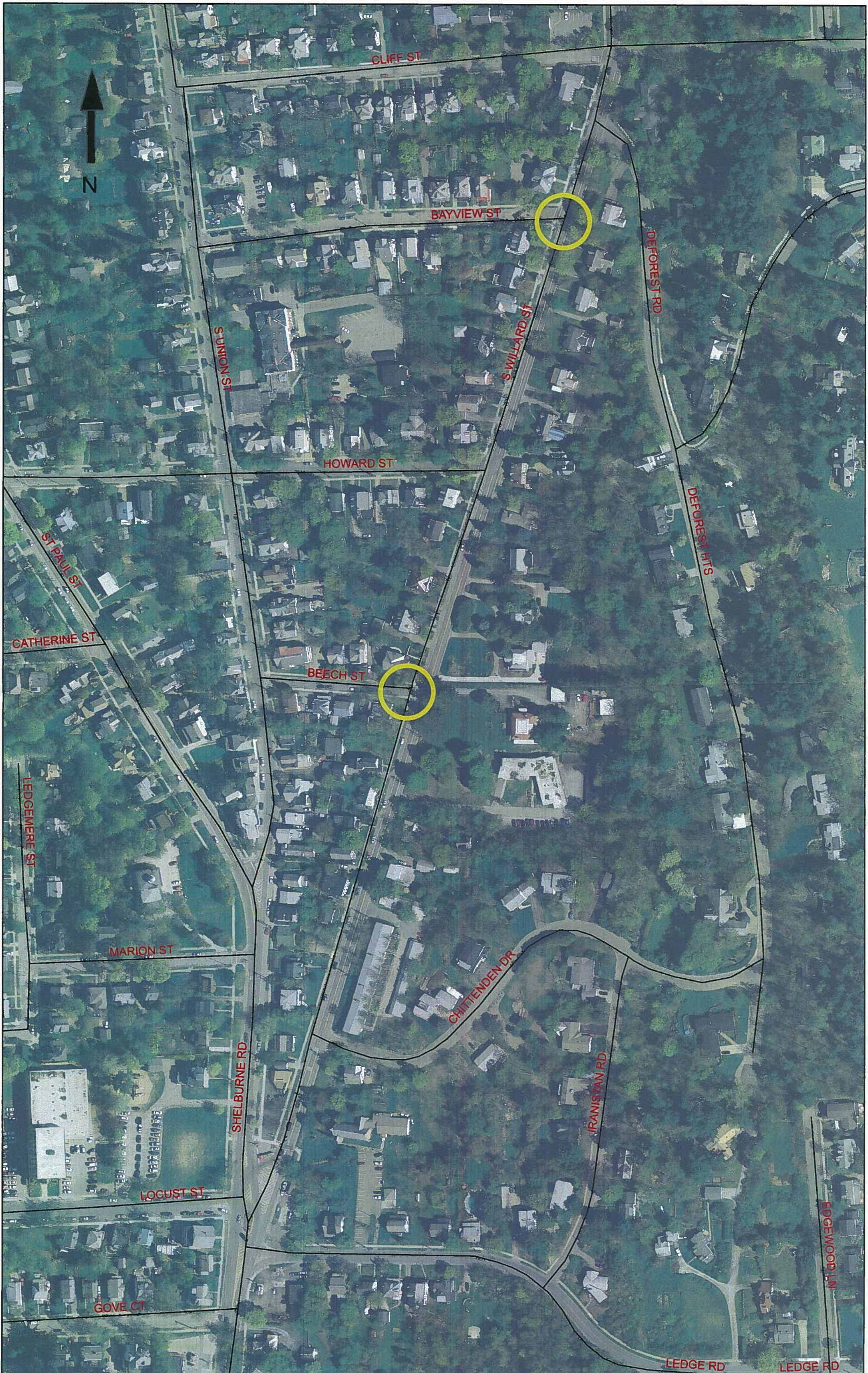
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The State of Vermont had sponsored paving projects on main thoroughfares within the city, Route 7(Willard Street). As part of preparing design and bid documents The State of Vermont has identified a number of side streets that meet the criteria established 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.

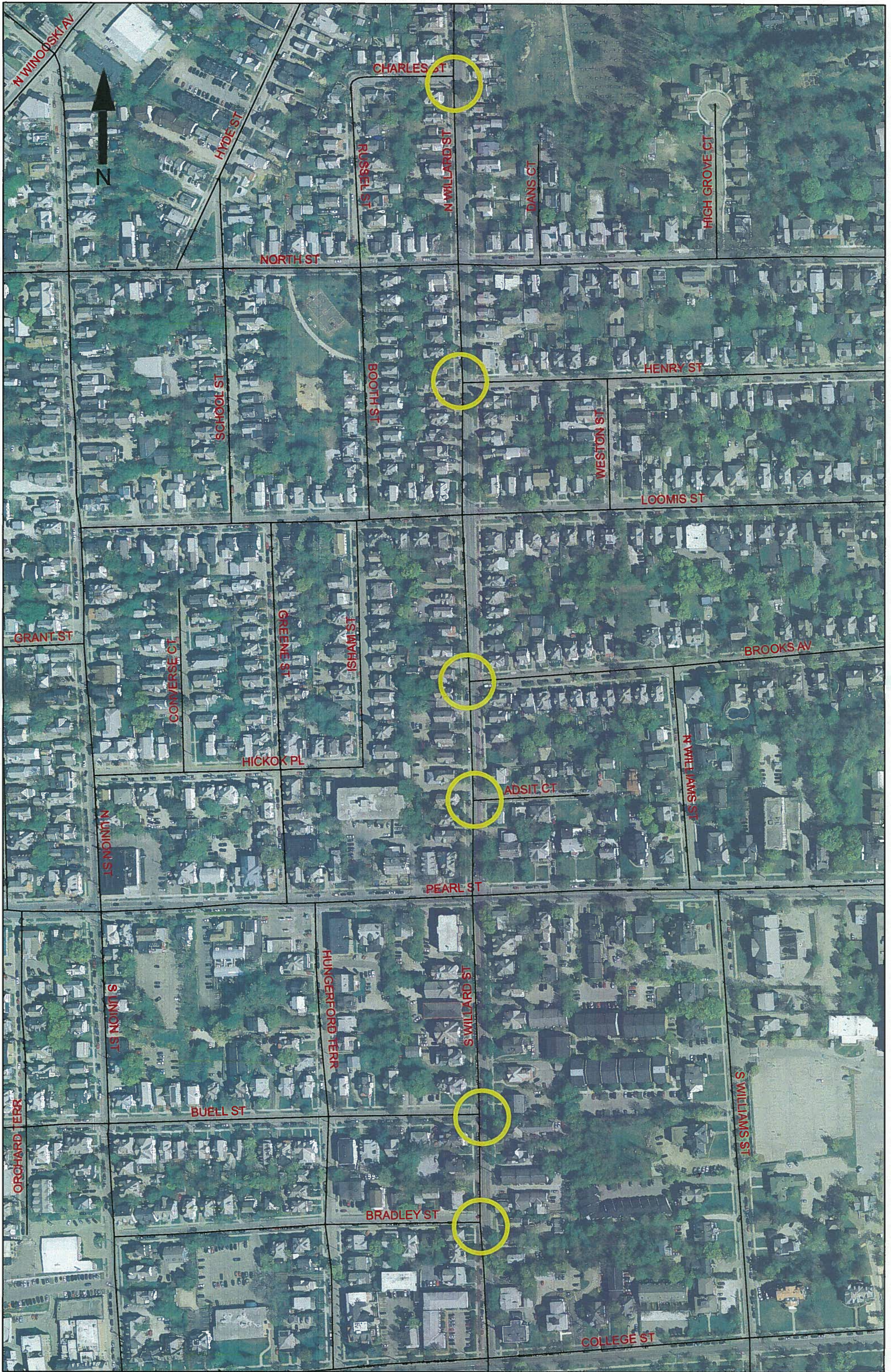
Staff would recommend the formalized adoption of the following side streets along Willard Street:

- Adsit Court
- Bayview Street
- Beech Street
- Bradley Street
- Brookes Avenue
- Buell Street
- Charles Street
- Henry Street











## Joel Fleming

---

**From:** Norm Baldwin  
**Sent:** Tuesday, November 01, 2011 2:08 PM  
**To:** Joel Fleming  
**Subject:** FW: Stop/yield signs required

fyi

---

**From:** Fowler, Mike [<mailto:Mike.Fowler@state.vt.us>]  
**Sent:** Friday, October 21, 2011 1:32 PM  
**To:** Norm Baldwin  
**Cc:** Norton, Dale; Gamble, Amy  
**Subject:** FW: Stop/yield signs required

Norm – I think it is pretty clear below what the State's position has to be on the idea of not putting stop signs in where a stop condition is required.

Please do not hesitate to let us know if you have any questions.

Thanks,  
Michael J Fowler, PE  
Pavement Management Engineer  
VTrans - Highway Safety & Design  
Pavement Management Unit  
1 National Life Drive  
Montpelier, VT 05633-5001

Tel: (802) 828-0160  
Fax: (802) 828-5330

---

**From:** Gamble, Amy  
**Sent:** Thursday, October 20, 2011 1:13 PM  
**To:** Fowler, Mike  
**Subject:** Stop/yield signs required

Mike –

As we discussed, the MUTCD section 2B.05 stop signs shall be installed at intersection approaches where it has been determined that a full stop is always required. Stop bars are used in conjunction with stop signs or signals, but do not stand on their own. The only time a stop or yield sign would not be required is if there is adequate sight distance on all approaches for a driver to determine by the basic right of way rule (driver on the right has the ROW). In the case of Alt US 7 in Burlington, it is doubtful that adequate sight triangle are available due to on-street parking and buildings on the corner. Drivers on Alt US 7 might also reasonably assume that they have the right of way over drivers on minor side streets and not expect to have to follow the basic right of way rule.

If the City has an ordinance that traffic shall stop at these intersections, signs must be posted to that effect. 23 VSA 1008(a) states in part "The legislative body of a municipality may make special ordinances as to the operation, use, and



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



**CITY OF BURLINGTON  
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street  
Post Office Box 849  
Burlington, Vermont 05402-0849  
802.863.9094 VOX  
802.863.0466 FAX  
802.863.0450 TTY

---

**Steven Goodkind, P.E.**  
*DIRECTOR OF PUBLIC WORKS*  
*CITY ENGINEER*

**Norman J. Baldwin, P.E.**  
*ASSISTANT DIRECTOR OF PUBLIC WORKS*

March 13, 2012

**TO: Public Works Commission**

**FROM: Norman Baldwin, P.E.** *NB*  
**Assistant Director-Technical Services**

**RE: Crossing Guard Request-Union Street & Pearl Street**

---

The Department of Public Works received a request from Meghan O'Rourke, this past September requesting a Crossing Guard Post be established at the intersection of Pearl Street and Union Street. Meghan initiated this process at the prompting of other parents with similar concerns. I have attached as part of the packet the email we received from Meghan as well as other parents. The request has a broad base of support from parents that have children attending Edmunds Middle School who live north of Pearl Street, whose children funnel south along Union Street to Edmunds Middle School.

**Background**

As contextual information it is known and understood that:

- Children are physiologically not as well equipped as a full grown adult to gauge spatially, speed and distance of a moving car. Therefore when attempting to cross a street or roadway their judgment in determining when it is safe to cross is limited.
- In addition a child's level of emotional maturity to wait for the right opportunity limits their ability to make good choices.

It is in that context that we look at the existing circumstance to gauge the challenges a student may face in attempting to navigate our street systems between home and school. There is study methodologies used to examine the warranted need for a crossing guard post.

We rely heavily on the methodology provided nationally by AAA(American Automobile Association) and the ITE(Institute of Transportation Engineers) entitled "A Program for School Crossing Protection". The study provides a methodology to determine the gap necessary to safely cross and too often these gaps are not available to the student to safely cross. In essence determining the percent delay a person would experience in attempting to cross the street. I have attached the study methodology for your review and consideration.

As part of our effort to render a recommendation for your consideration we have performed a delay study for the intersection of Pearl & Union Street. We have plotted the data point for the intersection of Pearl

and Union in the associated study chart "Determination of Need for Traffic Control at School Crossings". The chart is two dimensional:

- The vertical axis is the width of the roadway; the wider the roadway the more difficult it is to find an adequately sized gap to safely cross, less delay can be tolerated.
- The horizontal axis is the measure of delay starting at 0% on the left side of the plot to 100% on the right side of the plot, the more delay the more difficult it is to cross.
- The plot shows a linear function that divides the chart separating the plotted points as either a "Control Needed" or "Control Not Needed".
- On the lower left side of the chart is 'Control not Needed' in this scenario there is need for control given the street is narrow and plenty of adequate gaps.
- On the top right the roadway is wider and more delay less adequate gaps "Control Needed"
- The line that divided the two spaces Control Needed vs. Control Not Needed is a line that to some extent can be seen as arbitrary however is based on national statistics and information.

### **Conclusions**

In comparing this delay study plot point for Pearl & Union, against my experience with other data points for other data points for the existing guard posts, I would suggest that the level of difficulty to cross at Pearl & Union is more challenging than most other locations within our crossing guard program.

In examining the routes choices for children to make coming from the north end south to Edmunds Middle School, it is high unlikely children will take the circuitous route traveling south on Union Street to Pearl Street, turning east onto Pearl Street heading east to Willard Street, traveling south on Willard until they get to the intersection of Willard and Main to turning west onto Main Street ultimately arriving at their school, Edmunds Middle School. They are more likely to take their chances at crossing at the intersection of Union Street and Pearl Street, where there is no further positive control beyond the existing traffic signal.

### **Recommendation:**

Staff's recommendation to the Public Works Commission, is that the Commission adopt the installation of the crossing guard post at the requested intersection of Pearl Street and Union Street. For the following reasons:

1. The delay experience at this location is more challenging than most crossing guard posts currently in existence.
2. Children from the north end are not likely to take the longer route to school heading east to Willard Street only to return on a heading west to Edmunds. As a result will likely attempt to cross at Union Street.
3. Given Pearl & Union Street is a major intersection that services commuter traffic. This particular intersection compared to many others presents unique challenge to cross during the morning and afternoon hours.
4. Worth noting the studies we make use of does not account for the errors in judgment by the driving public that occurs every day. Given the higher volume of traffic there is a proportionally higher propensity for errors in judgment that has the potential of a greater number of conflicts between pedestrians and vehicles.

Staff will be available to answer any questions you may have at the upcoming meeting. In the mean-time, if you have specific questions please feel free to give me a call.

## **Norm Baldwin**

---

**From:** Meghan O'Rourke <morourke@cctv.org>  
**Sent:** Friday, September 16, 2011 9:17 AM  
**To:** Norm Baldwin; Nicole Losch  
**Subject:** request for crossing guard

Hi folks,

A few parents have mentioned to me a need for a crossing guard on Pearl Street West of the intersection with Willard for students of Edmunds living in the Old North End.

It seems like it makes sense to have a guard here or on N/S Winooski as we are promoting these as bicycle corridors. I know at least 5-6 families that would use this crossing as well as a number of kids at the Riverside complex when they don't get the bus.

The Pearl/union St has a history of pedestrian/car incidents. My son uses it and describes it as "scary."

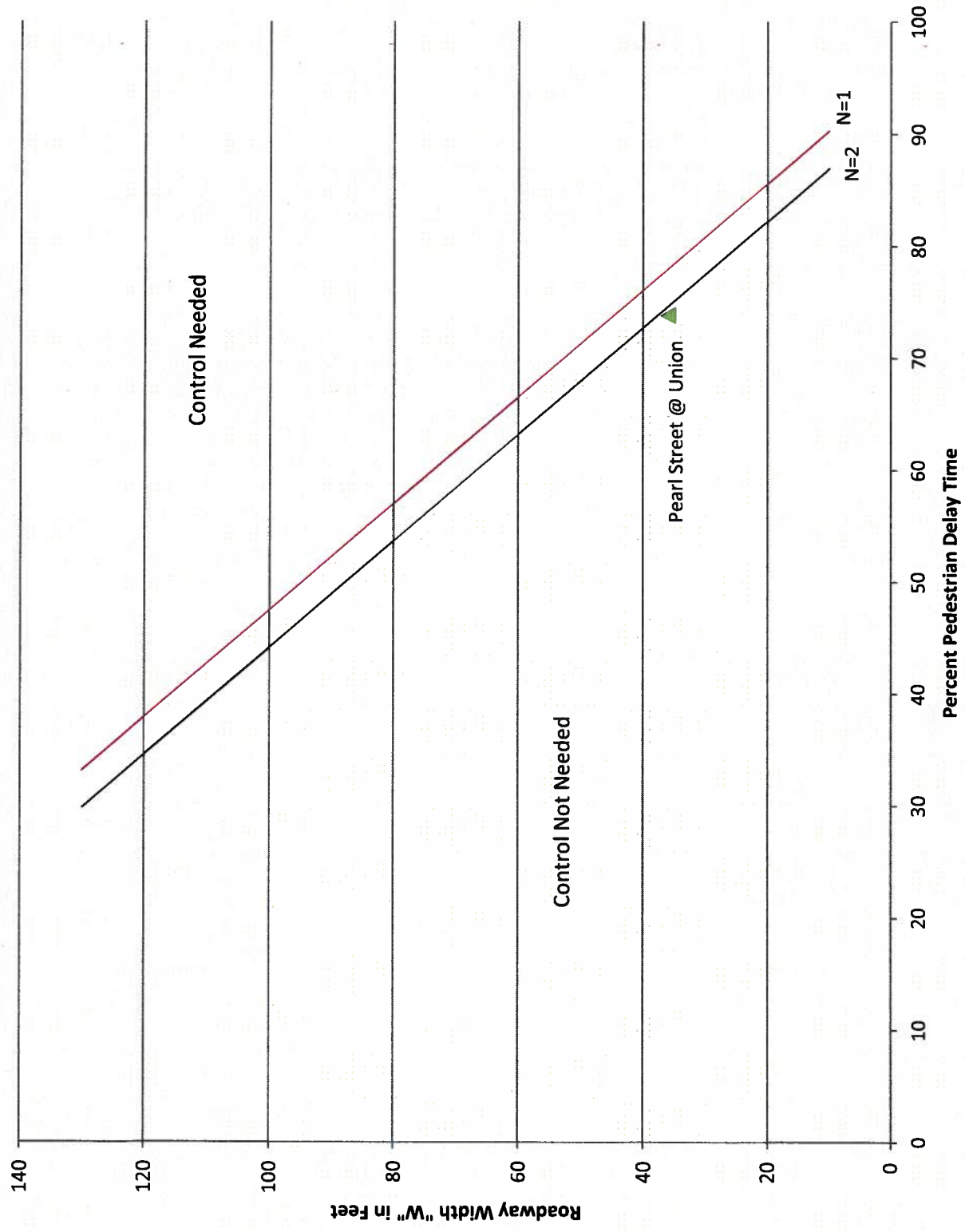
Let me know what we can do.

Thank you,

Meghan O'Rourke

parent at Barnes and Edmunds

# Determination of Need for Traffic Control at School Crossings



# BURLINGTON PUBLIC WORKS

645 Pine Street, Suite A P.O. Box 849  
BURLINGTON, VERMONT 05402-0849  
(802) 863-9094  
www.ci.burlington.vt.us

JOB Crossing Guard Study - Pearl and Union  
SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
CALCULATED BY JPF DATE 12/7/11  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SCALE \_\_\_\_\_

Allowable Pedestrian Delay time ( $D_a$ )

$$D_a = \left[ 1 - \left( \frac{\frac{h}{3.5} + 3 + (N-1)2}{C} \right) \right] 100$$

$$D_a = \left[ 1 - \left( \frac{\frac{37.5}{3.5} + 3 + (4-1)2}{70} \right) \right] 100$$

$$D_a = 80.4\%$$

actual Delay time ( $D$ )

$$D = 73.75\%$$

# Pedestrian Delay Time Study

Study Date: 12/6/11 Location: Pearlman Ave Crosswalk Across: Pearl

End of Survey(Minutes): 3:31 Number of Rows-N: 1

Start of Survey(Minutes): 2:31 Roadway Width-W: 37.5

Total Survey Time(Minutes): \_\_\_\_\_ Adequate Gap time-G: 14 Secs

Gap Size (Seconds)	Number of Gaps		Multiply by Gap Size	Cumputation
	Tally	Total		
8				
9				
10				
11				
12				
13				
14		13	182	
15		2	30	
16		2	32	
17		1	17	
18		3	54	
19		2	39	
20		3	60	
21		0	0	
22		0	0	
23		0	0	
24		2	48	
25		1	25	
26		1	26	
27		1	27	
28		2	50	
29		0	0	
30		0	0	
31		0	0	
32		0	0	
33		0	0	
34		0	0	
35		1	35	
36				
37				
38				
39				
40				
41				
42				
43				
"t" (total time of all gaps equal or greater than "G")			<u>630</u> secs	D= <u>74</u> %

T= Total survey  
time X 60

$$T = \underline{40} \times 60$$

$$T = \underline{2400} \text{ Secs}$$

$$D = (T - t / T) 100$$

$$D = \frac{(2400 - 630)}{2400} \times 100$$

$$D = \underline{73.75\%}$$

# Pedestrian Group Size Study

Study Date: 11/2/11 Time: From 7:20A To 8:10A Location: Pearl at Union  
 Crosswalk Across: Pearl Curb-to-curb Distance: 37.5  
 Divided roadway: Yes ☐ No ☒ Width of island: N/A

Group Size	Number of Rows (N)	Number of Groups		Cumulative	Cumputations
		Tally	Total		
46 to 50	10				
41 to 45	9				
36 to 40	8				
31 to 35	7				
26 to 30	6				
21 to 25	5				
16 to 20	4				
11 to 15	3				
6 to 10	2				
5 or less	1		4		
Total Number of Groups			4	x 0.15= .6	N= 1

$$G = \frac{W}{3.5} + 3(N-1) \times 2$$

$$G = 14 \text{ sec}$$



# Pedestrian Group Size Study

Study Date: 11/14/11 Time: From 2:30 P To 3:30 P Location: Pearl St @ Union  
 Crosswalk Across: Pearl St. Curb-to-curb Distance: 37.5'  
 Divided roadway: Yes ☒ No ☐ Width of island: N/A

Group Size	Number of Rows (N)	Number of Groups Tally	Number of Groups Total	Cumulative	Cumputations
46 to 50	10				
41 to 45	9				
36 to 40	8				
31 to 35	7				
26 to 30	6				
21 to 25	5				
16 to 20	4				
11 to 15	3				
6 to 10	2				
5 or less	1		8	8	
Total Number of Groups			8	x 0.15 = 1.2	N = 1

Adequate Gap time -

$$G = \frac{W}{3.5} + 3 + (N-1) \times 2$$

$$G = \frac{37.5}{3.5} + 3 + (1-1) \times 2$$

$$G = 13.7 \text{ seconds} \approx 14 \text{ sec.} = G$$

## **Norm Baldwin**

---

**From:** William Burns <WBurns@ci.burlington.vt.us>  
**Sent:** Wednesday, February 15, 2012 12:52 PM  
**To:** Norm Baldwin  
**Subject:** Cost of Crossing Guard

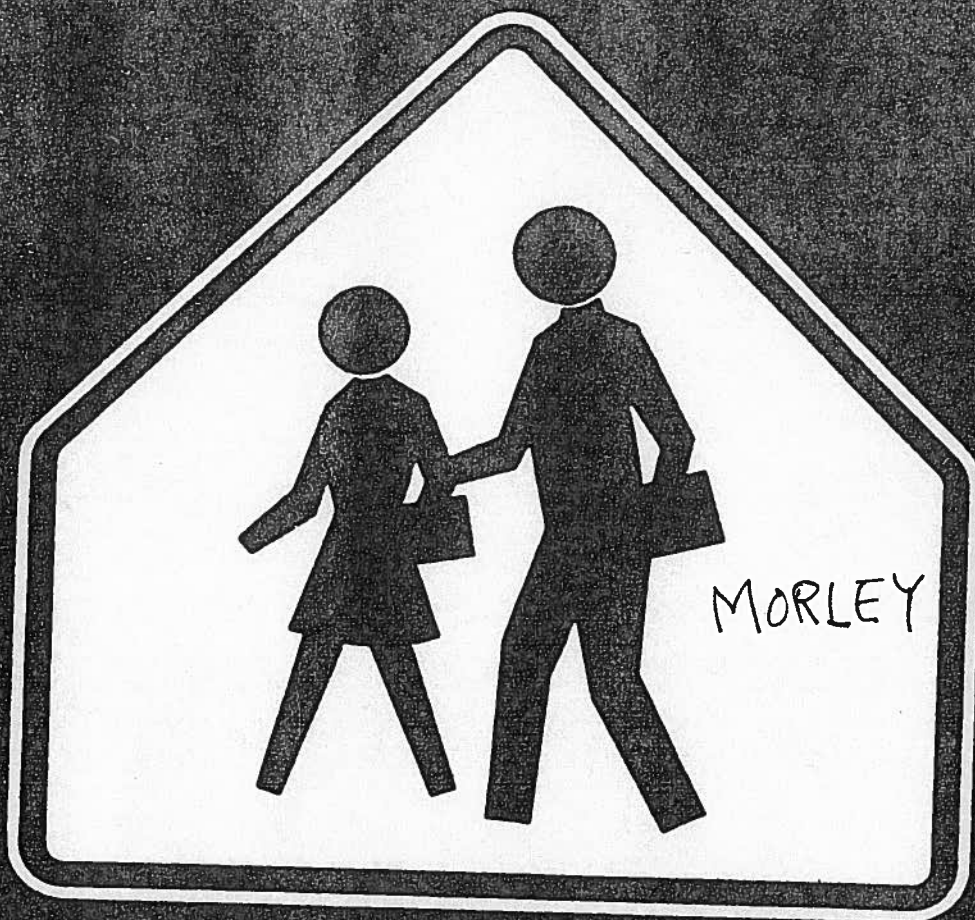
Hi Norm, I ran some quick numbers for you about Crossing Guards for you. They make about \$4,544.17 during the school year and another \$1169.56 for working the summers for us. That's \$5,713.73. We buy coats, vests and signs for \$156.00. Total cost for Crossing Guard for the Year about \$5,869.73. Coming up with the money will be easier then filling the position most likely?

Hope this helps, Billy

BY the way, The Giants and the Yanks rule.

William P. Burns  
Traffic Foreman  
Crossing Guard Supervisor  
645 Pine Street  
Burlington, VT 05401  
(802) 863-6351 Work  
(802) 863-0466 Fax

**A PROGRAM  
FOR  
SCHOOL CROSSING PROTECTION**



A Recommended Practice  
of the  
Institute of Transportation Engineers



## APPENDIX A

### Procedure for Making Field Studies in Step 3

#### Determination of "N" — the number of rows

It is assumed that five pedestrians will walk abreast when a group crosses a roadway. Therefore, if the group size is determined and divided by five, the required number of rows, "N", will be obtained. The 85th-percentile group size is used so as to include most situations.

There is a natural tendency for pedestrians to group together before crossing a roadway as they wait for a break or gap in the traffic stream. Thus, an observer can count the number of pedestrians that gather in each of these groups at the crossing under study and record the size on a form such as

suggested in Exhibit No. A-1. A simple computation will yield the 85th-percentile group and the value of "N" for the group size can be found in the second column. Note that "N" is taken as a whole number since even one pedestrian in excess of an even five will make an additional row, which will require extra clearance time.

These pedestrian counts should be made on a normal school day during the heaviest hours of crossing activity in the morning or afternoon, preferably both.

#### Determination of "W" — the pavement width

This is the curb-to-curb width as measured at the crossing under study. If

PEDESTRIAN GROUP SIZE STUDY					
Study date <u>5/10/62</u>		Time: From <u>8:00 am</u> to <u>9:00 am</u>		Location <u>4th and D</u>	
Crosswalk across <u>D Street</u>		Curb-to-curb distance <u>40'</u>			
Divided roadway? Yes <input type="radio"/> No <input checked="" type="radio"/>		Width of island <u>None</u>			
Group size	Number of Rows (N)	Number of Groups		Cumulative	Computations
		Tally	Total		
46 - 50	10				
41 - 45	9				
36 - 40	8	I	1	1	
31 - 33	7	///	3	4	
26 - 30	6	/// I	7	11	This figure includes "9" the cutoff for the 85th percentile group size. Therefore: N = 6
21 - 25	5	/// I	13		
16 - 20	4	/// I	18		
11 - 15	3	/// I	12		
6 - 10	2	I	5		
5 or Less	1	I	1		
Total Number of Groups			60	x 0.15 = 9	N = 6

Exhibit No. A-1



the roadway is divided and the center island is wide enough for the maximum-sized group of pedestrians to stand on it in safety, the curb-to-curb width of only one roadway is used for "W". This information should be obtained at the same time that the pedestrian group size study is made by recording the information suggested at the top of Exhibit No. A-1.

#### Determination of "D" — the actual pedestrian delay time

This information is developed in a second field survey based on the information obtained in the Pedestrian Group Size Study.

Before the field survey is made to determine pedestrian delay time at the location under study, it is necessary to find the minimum length (in seconds) of

a gap in traffic which will permit an 85th-percentile group of pedestrians to cross a roadway of specified width. This minimum gap in traffic, known as the Adequate Gap Time (G), includes both the perception-reaction time and the time needed to walk across the roadway without coming into conflict with passing vehicles.

The Adequate Gap Time may be selected from the table in Exhibit No. A-2, or it may be computed using the following equation. In either case the values for "W" and "N" are those determined in the Pedestrian Group Size Study.

Adequate Gap Time — G (in seconds)

$$G = \frac{W}{3.5} + 3 + (N - 1) 2 \text{ where: } W \text{ divided}$$

TABLE OF ADEQUATE GAP TIMES (in seconds)										
Roadway Width - "W"	Number of Rows - "N"									
	1	2	3	4	5	6	7	8	9	10
16 - 19	8	10	12	14	16	18	20	22	24	26
20 - 22	9	11	13	15	17	19	21	23	25	27
23 - 26	10	12	14	16	18	20	22	24	26	28
27 - 29	11	13	15	17	19	21	23	25	27	29
30 - 33	12	14	16	18	20	22	24	26	28	30
34 - 36	13	15	17	19	21	23	25	27	29	31
37 - 40	14	16	18	20	22	24	26	28	30	32
41 - 43	15	17	19	21	23	25	27	29	31	33
44 - 47	16	18	20	22	24	26	28	30	32	34
48 - 50	17	19	21	23	25	27	29	31	33	35
51 - 54	18	20	22	24	26	28	30	32	34	36
55 - 57	19	21	23	25	27	29	31	33	35	37
58 - 61	20	22	24	26	28	30	32	34	36	38
65 - 68	22	24	26	28	30	32	34	36	38	40
75 - 80	25	27	29	31	33	35	37	39	41	43

Exhibit No. A-2

by 3.5 = Walking Time — the number of seconds required to walk across the roadway. This value is equal to the width of roadway (W) in feet, divided by the walking speed in feet per second (assumed to be 3.5 ft./sec.).

3 = Perception and Reaction Time — The number of seconds required for a child to look both ways, make a decision, and commence to walk across the street. This interval is assumed to be 3 seconds.

(N - 1) 2 = Pedestrian Clearance Time — additional seconds of time required to clear large groups of children from the roadway. Children are assumed to cross the roadway in rows of five with two-second time intervals between each row. The clearance time interval is equal to (N - 1) 2 where N is the number of rows, 1 represents the first row, and 2 is the time interval between rows.

*Pedestrian Delay Time Field Study.* After the Adequate Gap Time has been selected, the field study to determine the actual delay time to pedestrians caused by passing traffic can be undertaken. This study actually measures the time intervals between passing vehicles. Those intervals or traffic gaps that are equal to or greater than the Adequate Gap Time are the periods during which children must cross the roadway. The intervals between these gaps are the delay periods, the sum of which is the Actual Pedestrian Delay.

Either of the following methods may be used to determine the gaps in the traffic stream. If the entire roadway must be crossed once the pedestrian leaves the curb, traffic flow in all lanes regardless of direction must be considered together.

1) *The Graphic Recorder Method* — A graphic recorder similar to the

Esterline-Angus recorder is used. The pen on the recorder may be actuated by a radar speedmeter aimed at passing traffic or a manually-operated push-button arrangement. Passing vehicles are recorded on the moving tape of the recorder as a series of sharp peaks. Traffic gaps are measured in seconds of time from one peak to the next peak. The total time of all gaps (t) which is equal to or greater than the Adequate Gap Time (G), and the total time of survey are used in the analysis of the crossing.

Upon completion of the survey, the form suggested in Exhibit No. A-3 can be used to tally the results.

2) *The Metronome Method* — This method makes use of a mechanical or electrical metronome, which marks time by a ticking sound. Electrical metronomes, which usually can be constructed in the traffic signal workshop, require an inverter to adapt the power from the car battery. Traffic gaps are measured with the metronome by ear and sight. The instrument is set for one-second click intervals. The field observer counts the number of clicks between passing vehicles. In this way, the length of all gaps which are equal to or greater than the Adequate Gap Time (G) is measured and recorded; lesser gaps are discarded. The form suggested in Exhibit No. A-3 can be used as a field sheet for this purpose. The overall survey time is also recorded. The metronome method of survey is recommended because of its simplicity and its low cost in equipment and manpower.

The survey should be conducted immediately before or after the period in which children are using the crosswalk, so that they will not affect the vehicular traffic pattern. At least two surveys should be made, in the morning

PEDESTRIAN DELAY TIME STUDY				
Study date <u>5/11/62</u>		Location <u>44 and D</u>		Crosswalk across <u>D Street</u>
End of Survey (to nearest minute) <u>8:57 a.m.</u>		Number of Rows - "N" <u>6</u>		
Start of Survey (to nearest minute) <u>8:02 a.m.</u>		Roadway Width - "W" <u>40</u> ft.		
Total Survey Time (minutes) <u>55</u>		Adequate Gap Time - "G" <u>24</u> secs.		
Gap Size (Seconds)	Number of Gaps		Multiply by Gap Size	Computations
	Tally	Total		
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24	'	1	24	
25	'''	4	100	
26	'''	3	76	
27	"	2	54	
28	'	1	24	
29	'''	3	87	
30	'''	5	150	
31	"	2	62	
32	'''	4	128	
33		0	—	
34	'''	3	102	
35	'''	4	140	
36		0	—	
37	'	1	37	
38				
39				
40				
41				
42				
43				
"t" (total time of all gaps equal or greater than "G")			<u>790</u> secs.	D = <u>70</u> %

*Discard gaps of less than 24 seconds from study.*

T = Total survey time x 60  
T = 55 x 60  
T = 3300 secs.  
 $D = \left( \frac{T - t}{T} \right) 100$   
 $D = \left( \frac{3300 - 790}{3300} \right) 100$   
D = 70

Exhibit No. A-3

and in the afternoon, of the heaviest traffic weekday. Additional surveys may be necessary to verify results.

*Computation of Actual Pedestrian Delay.* When the field survey is completed, the total time of all gaps in which pedestrians could cross is found by adding the length, in seconds, of each gap which was equal to or greater

than the Adequate Gap Time (G). This figure is known as "t" and is subtracted from the total survey time in seconds (T). The following equation is then used to determine the percentage of actual pedestrian delay:

$$\begin{aligned} \text{Actual Pedestrian Delay} - D (\text{in } \%) \\ = \left( \frac{T-t}{T} \right) 100 \end{aligned}$$

## APPENDIX B

### Analysis of School Crossings at Signalized Intersections

In the body of this program the analysis has assumed that traffic control signals have not been installed at the location under study. However, certain school crossings may be located at complicated and congested signalized intersections where heavy turning movements create confusion and hazard, particularly for small children. Special controls of the type discussed in Step 5A may be necessary to assist children at these locations.

Hazard is created as right- and left-turning vehicles (moving on the same green signal interval as the children) traverse the pedestrian crosswalk being used by the children. This hazard is determined by measuring those gaps which are equal to or greater than the Adequate Gap Time (G) in the traffic turning across the crosswalk. In this instance, the width of roadway (W) is equal to one-half of the roadway, since the children are "Protected" on the other half by vehicles waiting for the green light on the cross street. Except for one further consideration, the need for additional traffic control is calculated in the same manner and with the same equations as used previously.

The additional item of information which must be considered is the cycle length of the traffic control signals. The cycle length is the factor "C" in the

following equation for the family of lines which appear on the graph in Exhibit No. 2:

$$D_a = \left( \frac{C - G}{C} \right) 100$$

where  $D_a$  = Allowable Pedestrian Delay Time (in per cent)

C = Cycle Length

G = Adequate Gap Time

$$\text{Since } G = \frac{W}{3.5} + 3 + (N - 1)2,$$

the equation can be written as:

$$D_a = \left[ 1 - \left( \frac{\frac{W}{3.5} + 3 + (N-1)2}{C} \right) \right] 100$$

" $D_a$ ," which by definition is the maximum delay time that is acceptable to a pedestrian, is equivalent to the green and yellow vehicle signal interval of a hypothetical traffic signal. The Adequate Gap Time (G) is used as the green and yellow signal interval of the pedestrian phase. The Allowable Delay Time is found by subtracting the Adequate Gap Time from the signal cycle (C).

In developing the graph in Exhibit No. 2, "C" was assumed to be 60



seconds in accordance with assumption 2, at the beginning of Step 4. At a signalized intersection, if "C" does not equal 60, it will be necessary to calculate " $D_a$ " using the above equation.

To determine whether or not a special form of protection or control is needed, the calculated " $D_a$ " is compared with "D", the actual percentage of pedestrian delay, as found by field

studies. If "D" is less than " $D_a$ " no special steps need be taken. Conversely, if "D" is greater than " $D_a$ ", one or more of the measures set forth in Step 5A may be appropriate.

Note that in cases where "D" is greater than " $D_a$ " the difference can be used to set priorities for undertaking installation of controls among several locations.

## Norm Baldwin

---

**From:** Elizabeth Mead Sightler <bethsightler@gmail.com>  
**Sent:** Thursday, September 29, 2011 9:41 AM  
**To:** megdyl@gmavt.net  
**Cc:** Steve Goodkind; Colby kervick; Christine Staats; Norm Baldwin; Nicole Losch; Joel Fleming; William Paquette; William Burns; Kranichfeld, Bram; Berezniak, David; Tres, Dave, Evie Crady; Valerie Vass; garth allen; Stu McGowan  
**Subject:** Re: More on the need for crossing guards to Edmunds Middle School

As a parent with two children ages 9 and 5 I am very concerned about the single crossing guard on upper Pearl street. We lived on N. Winooski Ave, the outer limits of Edmunds Elem school cachement. It is .8 miles to the school from our home and both of my children would like to walk, however having them add and additional 4/10ths of a mile to go up North Street (crossing 4 more intersections) to cross with a crossing guard Pearl via Willard is not sensible. My request/preference would be to have a crossing guard established at Pearl and N. Union where there are aggressive drivers any time of day. I have been in the pearl Str @ Union crosswalk with my children and had drivers yell at me to "hurry up!", I have seen several "narrow misses" and many people drive through late yellows/fully red lights because the light is short coming one-way up Union to cross pearl. This is easily the most direct route for my children and others coming from the Old North End and - unfortunately - a very dangerous intersection any time of day. While both of my children would prefer to walk to school, I simply do not feel comfortable supporting them crossing Pearl street alone at S. Union, or walking additional distance up to Willard.

Thank you for your attention to this.

Elizabeth Sightler  
123 N. Winooski Ave

On Thu, Sep 29, 2011 at 9:12 AM, <[megdyl@gmavt.net](mailto:megdyl@gmavt.net)> wrote:

Thank you Steve for taking some action, much appreciated!

What do we need from Terry Bailey?

Can you confirm that the Willard street crossing is really the only option for kids traveling from North to South across the Pearl St line?

It would also be helpful for context to understand if there is a process or protocol for placing new crossing guards.

Does DPW get these requests Often, 2x a year, rarely?

Thank you,  
Meghan O'Rourke

On Wed, Sep 28, 2011 at 2:42 PM, Steve Goodkind wrote:

I think it would be very helpful if the School Dept were involved in this discussion. While DPW manages the crossing guards, we have no information as to where students that attend the various schools actually come from and what routes they take. With the recent changes in the schools this has become even more complicated. I have forwarded this email to Terry Bailey , asst sup. To see if he can provide some assistance.

---

**From:** Colby kervick [mailto:[colbykervick@yahoo.com](mailto:colbykervick@yahoo.com)]  
**Sent:** Wednesday, September 28, 2011 1:51 PM

**To:** Christine Staats; Norm Baldwin ; Steve Goodkind; Nicole Losch; Joel Fleming ; William Paquette; William Burns ; Kranichfeld, Bram; Berezniak, David; Dylan or Meghan; [bethsightler@gmail.com](mailto:bethsightler@gmail.com); Tres, Dave, Evie Crady; Valerie Vass; garth allen; Stu McGowan

**Subject:** Re: More on the need for crossing guards to Edmunds Middle School

I know several children including my own who are walking to Edmunds from the Old North End, taking a similar route as Chris's daughter. I also would be interested in examining whether more crossing guards are necessary without children having to re-route to North Willard. Thanks,  
Colby Kervick

---

**From:** Christine Staats <[chrisstaats1@mac.com](mailto:chrisstaats1@mac.com)>

**To:** Norm Baldwin <[nbaldwin@ci.Burlington.vt.us](mailto:nbaldwin@ci.Burlington.vt.us)>; Steve Goodkind <[sgoodkind@ci.Burlington.vt.us](mailto:sgoodkind@ci.Burlington.vt.us)>; Nicole Losch <[NLosch@ci.Burlington.vt.us](mailto:NLosch@ci.Burlington.vt.us)>; [jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us); [WPaquette@ci.burlington.vt.us](mailto:WPaquette@ci.burlington.vt.us); [WBurns@ci.burlington.vt.us](mailto:WBurns@ci.burlington.vt.us); Bram Kranichfeld <[bwkranic@yahoo.com](mailto:bwkranic@yahoo.com)>; David Berenziak <[davidsframeshop@aol.com](mailto:davidsframeshop@aol.com)>; Dylan or Meghan <[megdyl@gmavt.net](mailto:megdyl@gmavt.net)>; [bethsightler@gmail.com](mailto:bethsightler@gmail.com); "Tres, Dave, Evie Crady" <[kinadyfamily@gmail.com](mailto:kinadyfamily@gmail.com)>; Valerie Vass <[valerie.vass@gmail.com](mailto:valerie.vass@gmail.com)>; Colby Kervick <[colbykervick@yahoo.com](mailto:colbykervick@yahoo.com)>; garth allen <[garthcallen@hotmail.com](mailto:garthcallen@hotmail.com)>; Stu McGowan <[stunoodle@noodlehead.com](mailto:stunoodle@noodlehead.com)>

**Sent:** Wednesday, September 28, 2011 11:15 AM

**Subject:** More on the need for crossing guards to Edmunds Middle School

Hello folks,

I'm just joining this conversation and very interested in traffic safety issues, even more so when it concerns children and have cced it to other perhaps interested parents and city counselors.

My 11 y/o daughter has to cross N. Winooski at Decatur to go over to N. Union (with a crosswalk there now, thanks to Norm!), then cross North and N. Union and if she wants to have any crossing guards help her out, she has to travel west to N. Willard where the first crossing guard helps her out at Pearl Street on her way to Edmunds Middle School along N. Willard Street. If she goes the more direct route along N. Union, she is on her own. Just this morning, I was nearly hit by a large camper starting to turn right while I was crossing north along N. Union across Pearl Street WITH the WALK signal. I fear for smaller children who rely on cars to be aware of them and yield. I have seen Ann, the best crossing guard in the city in my opinion, have to yell at cars to stop right in front of the school! Our kids need more advocates for them on the road.

I would love to know the numbers of Edmunds Middle School children who are walking from the Old North End and compare it to the numbers of kids who are traveling from other parts of the city and the distribution of crossing guards in each direction. I imagine that these numbers are what is driving where crossing guards are placed and that these studies have already taken place because why else would the crossing guards be in their street positions in the city?

Thanks for your work and help on this important public health matter.

Chris Staats, MD  
Decatur Street

----- Original Message -----

**Subject:**

RE: request for crossing guard

**Date:**

Mon, 19 Sep 2011 15:02:43 -0400

**From:**

Norm Baldwin <[nbaldwin@ci.burlington.vt.us](mailto:nbaldwin@ci.burlington.vt.us)>

**To:**

Meghan O'Rourke <[morourke@cctv.org](mailto:morourke@cctv.org)>

**CC:**

Nicole Losch <[NLosch@ci.burlington.vt.us](mailto:NLosch@ci.burlington.vt.us)>, Steve Goodkind <[SGoodkind@ci.burlington.vt.us](mailto:SGoodkind@ci.burlington.vt.us)>, William Paquette <[WPaquette@ci.burlington.vt.us](mailto:WPaquette@ci.burlington.vt.us)>, Joel Fleming <[jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us)>, William Burns <[WBurns@ci.burlington.vt.us](mailto:WBurns@ci.burlington.vt.us)>

Meghan,

I am not in a position at this time to answer all of your questions at this time. In terms of response from people. Given the measure of effort to perform this study from a resource standpoint it is an appropriate question trying to gauge how broad of a base of support does this request have. Not to say that one persons need is any less than 50 or 200.

It is just good to know.

**From:** Meghan O'Rourke [ [mailto:morourke@cctv.org](mailto:mailto:morourke@cctv.org) ]

**Sent:** Monday, September 19, 2011 2:17 PM

**To:** Norm Baldwin

**Cc:** Nicole Losch; Steve Goodkind; William Paquette; Joel Fleming ; William Burns

**Subject:** Re: request for crossing guard

thanks for responding. Can you let me know:

1. Am I wrong that the only crossing guard between the north End and South end is on Pearl/Willard?
2. Have crossing guards on Winooski Ave or Union been considered since drawing the bike lanes?
3. How often studies are done to determine where to locate crossing guards?
4. How many people do you need to hear from and who should they write to?

thanks

Meghan

On 9/16/11 9:53 AM, Norm Baldwin wrote:

Meghan,

We will review your request however this work will:

Take a considerable amount of time structuring and completing the study and placing the needs of this potential crossing location in the context of a larger crossing guard program.

So I would ask that you be patient with us and would advise that if there are other parents interested in this issue that they make themselves known in this process.

That way we can share with the group our findings and begin a dialogue about the process.

Thank you,

**From:** Meghan O'Rourke [ [mailto:morourke@cctv.org](mailto:mailto:morourke@cctv.org) ]

**Sent:** Friday, September 16, 2011 9:17 AM

**To:** Norm Baldwin ; Nicole Losch

**Subject:** request for crossing guard

Hi folks,

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It seems like it makes sense to have a guard here or on N/S Winooski as we are promoting these as bicycle corridors. I know at least 5-6 families that would use this crossing as well as a number of kids at the Riverside complex when they don't get the bus.

The Pearl/union St has a history of pedestrian/car incidents. My son uses it and describes it as "scary."

Let me know what we can do.

Thank you,

Meghan O'Rourke

parent at Barnes and Edmunds

--

Meghan O'Rourke

Channel 17/Town Meeting TV

at CCTV The Center for Media and Democracy

294 North Winooski Avenue

Burlington VT 05401

802 862 3966 x16

[morourke@cctv.org](mailto:morourke@cctv.org)

<http://www.facebook.com/cctv.vermont>

[http://twitter.com/ch\\_17](http://twitter.com/ch_17)

I can teach you how to make your own TV program. Be the Media.

--

"Life is better decorated"



## Norm Baldwin

---

**From:** Christine Staats <chrisstaats1@mac.com>  
**Sent:** Wednesday, September 28, 2011 11:15 AM  
**To:** Norm Baldwin; Steve Goodkind; Nicole Losch; Joel Fleming; William Paquette; William Burns; Kranichfeld, Bram; Berezniak, David; Dylan or Meghan; bethsightler@gmail.com; Tres, Dave, Evie Crady; Valerie Vass; Colby Kervick; garth allen; Stu McGowan  
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Decatur Street

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**Subject:** RE: request for crossing guard

**Date:** Mon, 19 Sep 2011 15:02:43 -0400

**From:** Norm Baldwin <[nbaldwin@ci.burlington.vt.us](mailto:nbaldwin@ci.burlington.vt.us)>

**To:** Meghan O'Rourke <[morourke@cctv.org](mailto:morourke@cctv.org)>

**CC:** Nicole Losch <[NLosch@ci.burlington.vt.us](mailto:NLosch@ci.burlington.vt.us)>, Steve Goodkind <[SGoodkind@ci.burlington.vt.us](mailto:SGoodkind@ci.burlington.vt.us)>, William Paquette <[WPaquette@ci.burlington.vt.us](mailto:WPaquette@ci.burlington.vt.us)>, Joel Fleming <[jfleming@ci.burlington.vt.us](mailto:jfleming@ci.burlington.vt.us)>, William Burns <[WBurns@ci.burlington.vt.us](mailto:WBurns@ci.burlington.vt.us)>

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**Sent:** Monday, September 19, 2011 2:17 PM  
**To:** Norm Baldwin  
**Cc:** Nicole Losch; Steve Goodkind; William Paquette; Joel Fleming; William Burns  
**Subject:** Re: request for crossing guard

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Meghan O'Rourke  
parent at Barnes and Edmunds

--

Meghan O'Rourke  
Channel 17/Town Meeting TV  
at CCTV The Center for Media and Democracy  
294 North Winooski Avenue  
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[morourke@cctv.org](mailto:morourke@cctv.org)  
<http://www.facebook.com/cctv.vermont>  
[http://twitter.com/ch\\_17](http://twitter.com/ch_17)

I can teach you how to make your own TV program. Be the Media.



Office of Planning  
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Steven Goodkind, P.E.  
DIRECTOR OF PUBLIC WORKS  
City Engineer

*Date:* March 13, 2012  
*To:* Public Works Commission  
*From:* Nicole Losch  
*Subject:* Accessibility Improvements Program

## Memo

---

The Vermont Downtown Program and VTRANS are partnering on a new funding source for projects in the designated downtowns<sup>i</sup>. The Vermont Agency of Transportation (VTrans) has identified accessibility improvements of Vermont sidewalks as a priority within its Bicycle and Pedestrian Program. The intent of this program is to provide technical, contracting and financial assistance to aid municipalities in bringing pedestrian facilities in the public right of way into compliance with the Americans with Disabilities Act.

This will not be a typical grant program where funds are provided to the municipality, thus Burlington will not have to come up with matching funds or administer a grant. All activities of the grant will be conducted by VTrans.

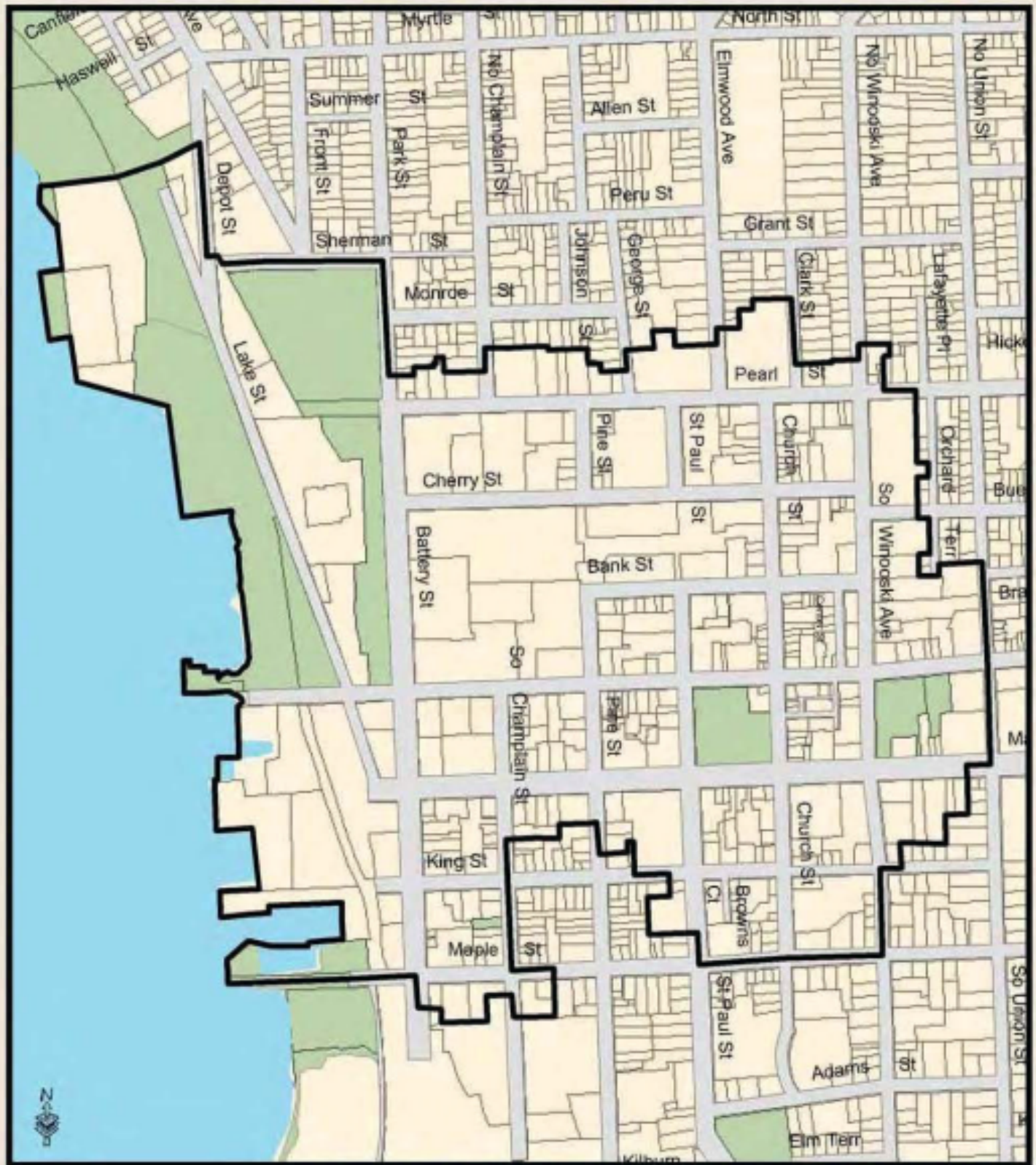
Project candidates are being compiled from DPW, the Church Street Marketplace, and CCTA. We are also reaching out to businesses and the Vermont Association for the Blind and Visually Impaired. The City's candidates will be ranked by potential for use by a high volume of pedestrians – especially those with disabilities, complaints associated with the project, and ease of implementation. VTrans will review our candidate list and select the projects to pursue.

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<sup>i</sup> Burlington's Designated Downtown



# City of Burlington's Designated Downtown Development District



## Legend

-  Downtown Development District
-  Public Parkland

0 250 500 1,000 1,500 2,000  
Feet







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**Steven Goodkind, P.E.**  
*DIRECTOR OF PUBLIC WORKS*  
*City Engineer*

*Date: March 13, 2012*

*To: Public Works Commission*

*From: Steve Goodkind*

*Subject: Wayfinding Update*

## Memo

---

The Wayfinding Plan has been updated and bid documents drafted. Staff applied for construction funding through the Transportation, Community, and System Preservation (TCSP) grant program from the Federal Highway Administration (FHWA). The statewide applications for TCSP funds were prioritized and sent to the FHWA for consideration. VTrans has indicated that we should be notified of any grant award in early May.

In the meantime, staff will work to identify opportunities for French-friendliness to be included in the new Wayfinding projects. However, funding does not currently exist to implement the planned wayfinding or French-friendliness improvements.

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BURLINGTON PUBLIC WORKS COMMISSION  
645 Pine Street  
Minutes - February 15, 2012

**Commissioners present:** Nathan Lavery, Mark Porter, Maxwell Tracy and Jared Wood  
**Commissioners absent:** Robert Alberry, Margaret Gundersen and Marc Sherman

Commissioner Lavery called the meeting to order at 6:26 p.m.

**Item 1: AGENDA:** Commissioner Lavery asked if there were changes to the Agenda; no changes.

**Item 2: PUBLIC FORUM:** Commissioner Lavery invited members of the audience to come forward to speak on items NOT on the Agenda:

Steve Norman, Ward 4 resident representing the Alliance Francais of the Lake Champlain Region and the Walk/Bike Council: He and Director Goodkind will continue to talk over the next month about bilingual signage. The Walk/Bike Council met yesterday; on their behalf, Mr. Norman requests that bike route signage continue to be posted this spring. Mr. Norman also requests that the signs that came with the bike lockers be posted as soon as possible so the public will know where they are located. Director Goodkind will talk with Nicole Losch, Transportation Planner and Bicycle/Pedestrian Program Manager about the Council's request. Discussion continues with Director Goodkind on bilingual signage for the city.

**Item 3: ADDITION OF HANDICAP SPACES IN FRONT OF 208 FLYNN AVENUE**  
(Joel Fleming, Public Works Engineer)

See Commission packet for February 15, 2012 Memorandum from Mr. Fleming and attachments. A business owner requested two additional handicap-accessible parking spaces in front of 208 Flynn Avenue, which houses twenty businesses, as there is currently only one handicap-accessible space on site. After soliciting feedback from the businesses and receiving no negative feedback, staff recommends designating ONE handicap-accessible space in front of 208 Flynn Avenue, just off an existing handicap-accessible ramp.

**Commissioner Tracy moved** to accept staff's recommendation to add one handicap-accessible space in front of 208 Flynn Avenue; Commissioner Porter seconded. Unanimous approval.

**Discussion:** Because this space serves a complex of businesses and not a homeowner or tenant, there will be no "sun setting," or planned reconsideration of this space designation.

**Item 4: 2012 STREET RECONSTRUCTION WORK LIST**  
(Erin Demers, Public Works Engineer, Street Capital Program Manager)

See Commission packet for February 7, 2012 Memorandum from Erin Demers. Ms. Demers presented the "Proposed 2012 Street Reconstruction Program List" for the Commission's approval, which includes *estimated* costs (based on 5% increase over last year's prices) for the over 3.5 miles of street reconstruction, a new crack seal program on 2008-2009 streets, and carryover work from 2011. The work is for the calendar year as opposed to the fiscal year and uses funds appropriated as part of FY 2013 dedicated solely to street capital (per charter).

Once the Commission's approval is secured, staff hopes to complete all contract documents by February 17<sup>th</sup> and invite bids for the work.

Ms. Demers posted the proposed street reconstruction program list on the DPW website last month, "Tweeted" and posted it on Facebook. Per ordinance, notices of street reconstruction will be sent to residents on affected streets (prior to April 15<sup>th</sup>) and 2-5 days prior to beginning the work, staff will hang notices on every door.

**Commissioner Tracy moved** to accept the proposed 2012 street reconstruction program list in its existing form; Commissioner Porter seconded. Unanimous approval.

**Discussion:** Commissioner Lavery's request: Once staff accepts the final bid, if there are extra funds available, they revisit the status of Mansfield Avenue rather than considering a street slated for reconstruction on next year's list, and come back to the Commission to explain their findings and/or ask the Commission to approve the possible addition to the list. This request was made after Commissioner Wood voiced concern over the condition of Mansfield Avenue, coupled with the volume of commuter and emergency vehicle traffic. Commissioner Wood asked that it Mansfield Avenue at the very least be patched this year. Commissioner Wood also brought to staff's attention the deterioration of the east side of the Mansfield Avenue sidewalk which is asphalt; staff said that they are aware of that area and are monitoring it.

#### **Item 5: WATER FINANCES AND NEED FOR FY 2013 RATE INCREASE**

(Laurie Adams, Assistant Director – Water and Wastewater Treatment; Rich Goodwin, Assistant CAO for Finance, Clerk/Treasurer's Office and Steven Goodkind, Director)

Draft budget has been submitted to Clerk/Treasurer's office. The Water Division's 30-year bond will be paid off at the end of this fiscal year (\$1.3M/year for the past 30 years primarily dedicated to the treatment plant and the reservoir covering). Beginning in FY 2013, Water will be able to begin a 30-year capital plan which includes relining reservoirs, water distribution system, new finished water pump at the water plant, water valve replacements.

Water hopes to add one more water operator to their staff and implement a shift change to maximize safety and teamwork.

Over the past two fiscal years, the water rate has remained the same; if a water rate increase is indicated, the Mayor will propose one and the City Council will approve it. The budget for Water used to come before the DPW Commission for acceptance/adoption; now, the budget goes directly to the Clerk/Treasurer's office and will then be brought before the Commission for adoption.

The discussion on Water will continue at the March Commission meeting.

#### **Item 6: WASTEWATER FINANCES, NEED FOR PROMISSORY NOTE AND FY 2013 RATE INCREASE** (Laurie Adams, Assistant Director – Water Quality; Rich Goodwin, Assistant CAO for Finance, Clerk/Treasurer's Office and Steven Goodkind, Director)

See 2-page handout titled, "Wastewater Department" distributed at the meeting.  
A draft budget for Wastewater has been submitted to the Clerk/Treasurer's office.

Based on the financing that went into the \$52M investment into the wastewater system, there are two loans, one of which had a balloon payment of \$4M that was paid in FY 2010. Another balloon payment (\$14.5M) is coming up on January 1, 2014. Beginning in FY 2009, Wastewater rates were increased in

order to position Water to refinance the \$14.5M and \$4M (refinancing the \$4M did not occur; this amount was simply repaid).

Mr. Goodwin compiled the information in simplified terms on the two-page handout. He asked that the Commission write at the top of the second page, "Investor" (the second page is identified with the last line reading, "Beginning Cash"). Commissioner Lavery asked if this two-page document could be posted so that the public following the recording of this meeting could follow along more easily.

In order to avoid redundancy and the possibility of erroneous recording, the minutes-taker has not attempted to type up Mr. Goodwin's presentation and refers readers to CCTV's recording of this meeting ([www.cctv.org](http://www.cctv.org)).

Mr. Goodwin is asking the following of the Commission:

- 1) To accept this two-page communication, a quick financial update on a conversation that discusses fund balances, cash flow and the refinancing of a \$14M bond;
- 2) Approve - once Mr. Goodwin drafts it - an agreement for Wastewater to reimburse the City for the pooled cash by June 30, 2014;
- 3) Allow Assistant Director Adams and Mr. Goodwin to return to the Commission with a possible rate increase for FY 2013, to accelerate the reimbursement to the City (they will attend the March meeting).

Commissioner Porter expressed concern that issues having a financial impact on people are often, as in this case, presented at separate times. He would prefer to see potential/expected increases presented at once, giving taxpayers the whole picture for the fiscal year (e.g., this potential wastewater rate increase, school budget vote on the March ballot, projected increase to municipal taxes to cover the shortfall equal to the loss of multiple fire and police officers, other potential increase proposals once the new administration is in place, etc.). Commissioner Lavery clarified that the Commission is not expected to vote on these increases/the budget; the budget comes from the Mayor's office and is presented to the Commission for their information only.

The debt was incurred approximately 20 years ago. The voters gave the approval for Wastewater to do a refinance when the balloon payments became due and payable. The approval was given because of the 40-50 year life of the asset. Because we are a municipality, the only methodology is "straight line" (versus acceleration).

#### **Item 7: FY 2013 BUDGET UPDATE** (Steven Goodkind, Director)

DPW is being asked to absorb a 3.5% COLA increase, which is doable. Though it is a budget proposed by the Mayor, DPW is proposing three new positions:

- Hiring a Stormwater technician, funded by Stormwater fees;
- Hiring another trade inspector, funded by trades permit fees without an increase;
- Hiring another Water Distribution worker, funded through Water rates.

#### **Item 8: FY 2012 BUDGET UPDATE** (Steven Goodkind, Director)

See handout titled, "Department of Public Works, Summary Operating Budget—January 31, 2012, FY 2012 Reports."

- Director Goodkind noted that though the Engineering Division shows a deficit, it is due to a billing issue and actually have receivables which far exceed the deficit shown on the budget sheet.
- Snow program is currently running below the expenditures originally predicted (approx. \$300,000 in the black, though winter is not over yet). Saving some fuel, overtime and equipment maintenance due to the lighter winter. Any leftover money will go back into the city budget.
- Water treatment budget: Appears on paper not to be doing as well as last year, but that is as a result of the change in the accounting process. Water is not doing worse than last year.

#### **Item 9: MINUTES OF 1/18/12**

**Commissioner Wood moved** to accept the Minutes of January 18, 2012 as recorded; Commissioner Porter seconded. Unanimous approval.

**Item 10: CHAIR'S REPORT:** No report.

#### **Item 11: DIRECTOR'S REPORT** (Steven Goodkind, Director)

- Working on bilingual signage with Nicole Losch, Transportation Planner and Bicycle/Pedestrian Program Manager, and Steve Norman of Alliance Francais of the Lake Champlain Region and Walk/Bike Council. Director Goodkind has a file he will give to Mr. Norman to review and offer suggestions on. Director Goodkind and Ms. Losch continue to look for funding sources for this endeavor.
- Will update the Commission on the Wayfinding project at the March meeting.
- Gave a presentation on sidewalks with Ms. Losch at the last City Council meeting. Director Goodkind and Ms. Losch continue to look at ways to fund and prioritize the work that needs to be done.
- Recrafting the Performance Report. Hopes to meet with Commissioners Lavery and Porter in about a week to discuss it.

#### **Item 12: COMMISSIONERS' COMMUNICATIONS**

##### Commissioner Tracy

- Concerned about recent accident at Pearl and Union Streets. For the long term, Director Goodkind has asked the NPO for a corridor study. For the short term, Norman Baldwin, Assistant Director – Technical Services is working with the Burlington Police Department to obtain a copy of the police report (which the responding officer has 30 days to complete). DPW staff wants to review the facts and understand what occurred and take corrective measures if necessary or possible.
- Traffic calming at North Winooski Avenue near the Food Shelf: No traffic stop at present and vehicles travel fast through there. Director Goodkind asked Commissioner Tracy to call him the next day for more information.
- Gave high praise to Megan Moir, Stormwater Administrator, for going above and beyond for the residents of Decatur Street.



- Requests a crossing guard at the intersection of Pearl and Union Streets. Director Goodkind said that a warrant (technical test) would need to be met and if a warrant is met, funding will need to be secured. Director Goodkind will talk with Assistant Director Baldwin about the request.
- Residents have reported being pleased that one of the two poles supporting the new street signs will be removed once the ground thaws. Decatur Street residents are grateful that their street sign was replaced.
- Expressed appreciation for improvements to the Archibald Street/Winooski Avenue intersection (crosswalk and signals). Director Goodkind said that more improvements are planned for that area.
- Concerned that storm drains on North Winooski Avenue have not been cleaned out after the State reconstruction project. Director Goodkind asked Commissioner Tracy to call him the next day to discuss it further.

#### Commissioner Wood

- Expressed appreciation to Director Goodkind and the staff responsible for removing all of the 30 mph speed limit signs after the implementation of the city-wide 25 mph speed limit. Requested that the extra one at the Queen City Parkway bridge be removed. Director Goodkind will ask staff to investigate, and reminded the Commission that while the actual extra speed limit signs have been removed, removal of the posts will not occur until the ground thaws.
- Going northeast on Route 7 just past the Rotary, or approaching the Champlain School on Pine Street, there are 25 mph signs with flashing signals which are activated during school hours: suggested removing the flashing signals. Director Goodkind said that the flashing signals warn drivers of the school zones. Staff continues to discuss more uniform signage in school zones.
- Requested that an additional 25 mph sign be posted on Pine Street just north of Home Avenue (as cars pick up speed going down the hill when traveling north).

**Item 13: COMMITTEE REPORTS:** No reports.

**Item 14: POLICY UPDATE:** No policy updates.

**Item 15: ADJOURNMENT:** **Commissioner Wood moved** to adjourn the meeting at 9:00 p.m.; Commissioner Tracy seconded. Unanimous approval.

*Getting you where you need to go!*

March 9, 1012

Public Works Commission  
C/O Department of Public Works  
645 Pine Street  
Burlington, VT 05401

Dear Commission Members;

The Chittenden County Transportation Authority has undertaken a federally-funded study to identify a suitable new location for its downtown transit station. This effort has built upon the work that the City of Burlington had previously completed between 2006 and 2008. Overall, thirty seven (37) potential sites were identified and evaluated against a set of screening criteria. Those 37 sites have now been reduced to nine (9) sites that are undergoing a secondary review. The secondary review will use more detailed concept plans, order-of-magnitude costs estimates, and bus operating plans as evaluation criteria.

At your meeting scheduled for April 18<sup>th</sup>, I would like to present to the Commission a plan under consideration that would utilize public space – St. Paul Street between Cherry Street and Pearl Street. We would like to engage you in a discussion of this site alternative with the goal of getting your agreement that the concept makes sense and merits the use of public space.

We will be prepared to present concept drawings of this proposal; review bus operating plans; discuss the impacts such a use might have on parking, pedestrian movements, and bicycle access; address preliminary traffic impacts; and, address questions that Commission members may have.

As background, I have attached five documents: (1) a listing of all 37 sites considered; (2) a listing of the 9 sites that have been advanced to the secondary screening process; (3) a project time line; (4) a set of photographs of the current facility on Cherry Street; and, (5) a listing of the meetings we have held with various stakeholders. Additional information is also available on our website at [www.cctaride.org/dtc](http://www.cctaride.org/dtc).

As I noted earlier, we will not be asking for project approval at this meeting – only your sense that this is a concept worthy of using public space. With that acknowledgement, we can then proceed to further develop the proposal, returning to the Commission at various intervals to provide additional information and subsequently, for approval.

We greatly appreciate the opportunity to bring this concept to the Commission for discussion.

Sincerely,

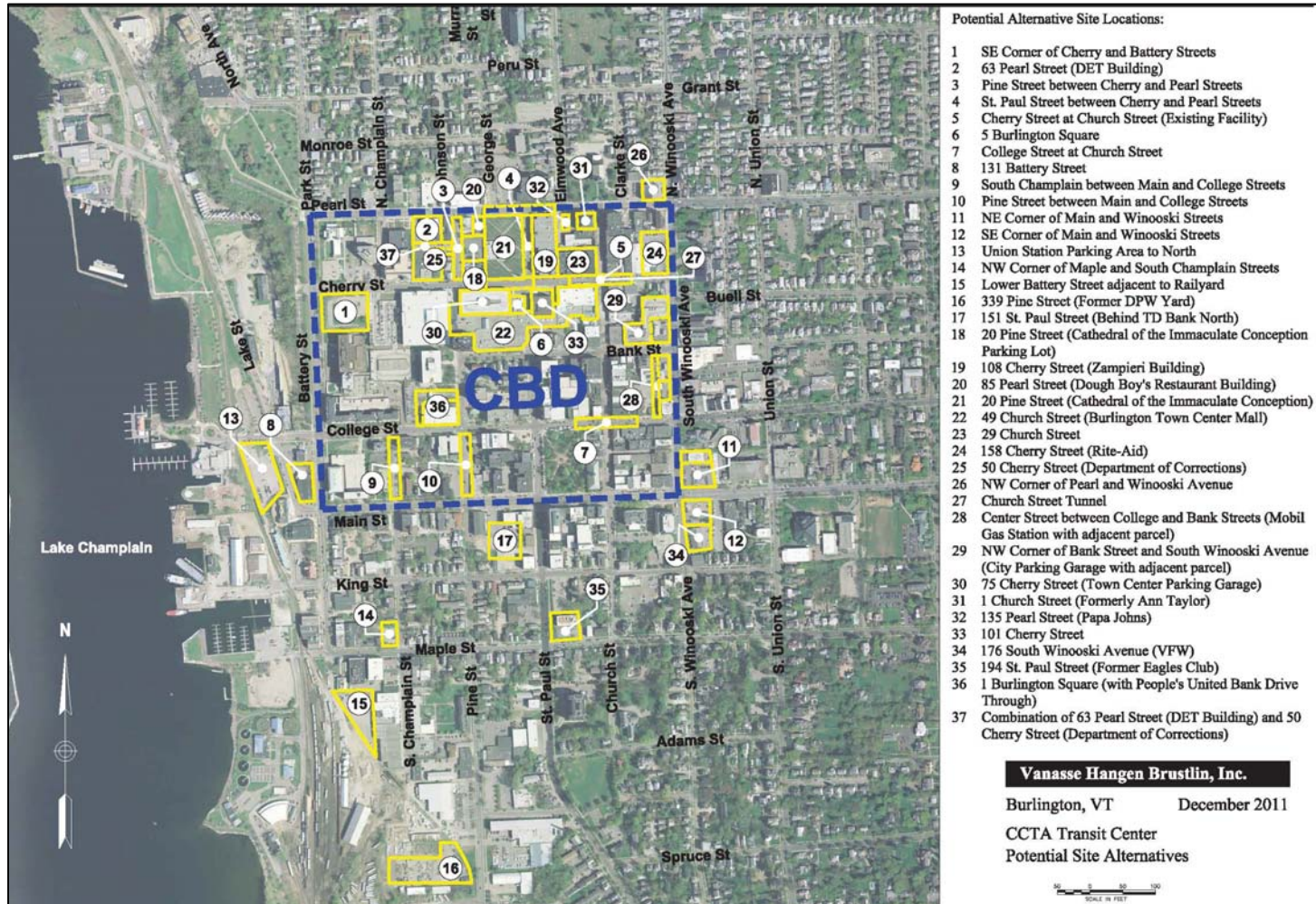


Aaron Frank  
Assistant General Manager



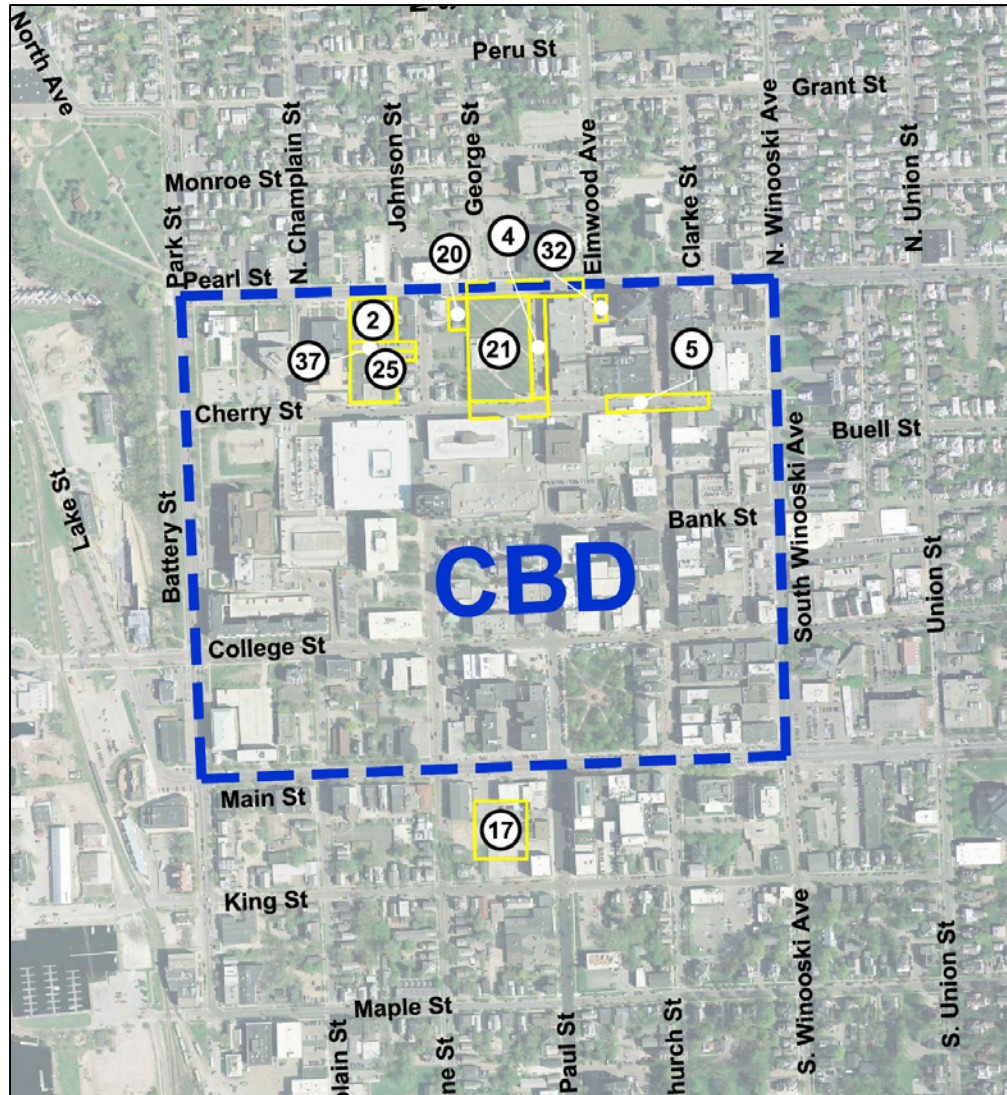
# ATTACHMENTS

# Alternative Sites





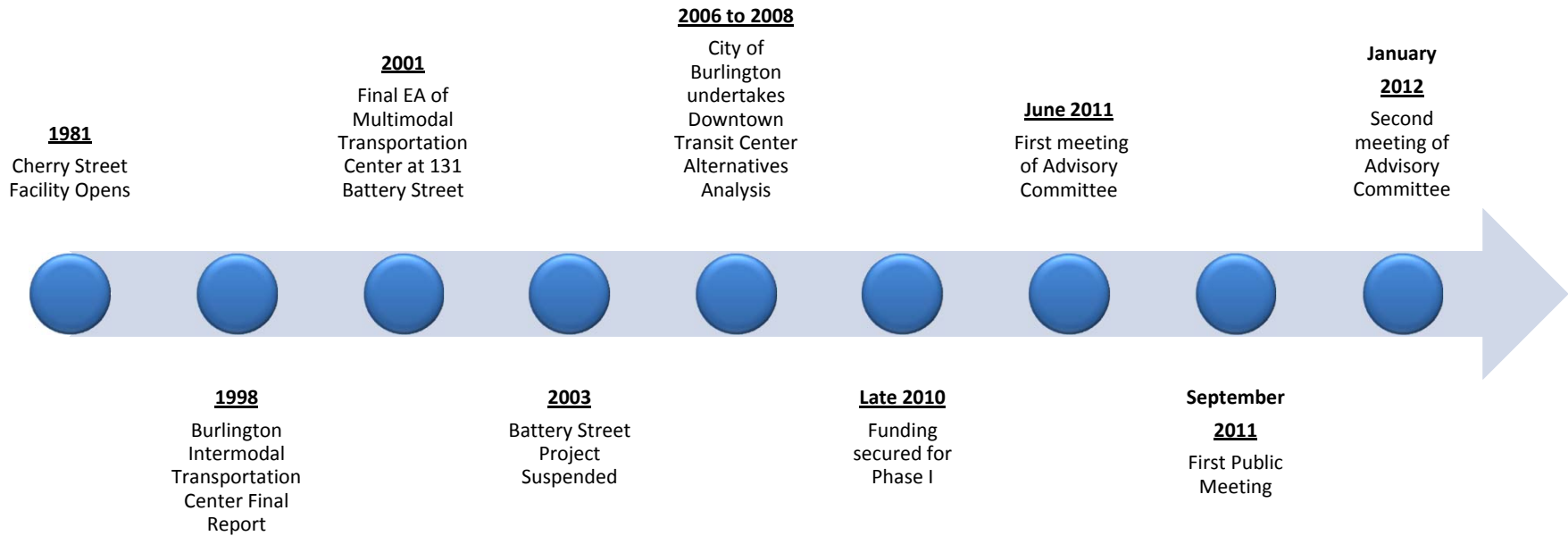
## Alternatives Identified for Secondary Screening



- Site #2: 63 Pearl Street (DET Building)
- Site #4: St. Paul Street between Cherry Street and Pearl Street
- Site #5: Cherry Street at Church Street
- Site #17: 151 St. Paul Street (Behind TD Bank North)
- Site #20: 85 Pearl Street (former Doughboy's Restaurant Building)
- Site #21: 20 Pine Street (Cathedral of the Immaculate Conception)
- Site #25: 50 Cherry Street (Dept. of Corrections)
- Site #32: 135 Pearl Street (Papa John's)
- Site #37: Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)



# CCTA Transit Center: Project Timeline



## Transit Center Schedule

- Develop concept plans, order-of-magnitude cost estimates, and operating plans for each of the alternatives in the secondary screening process
- Narrow list of site alternatives to one preferred alternative
- May - Advisory Committee meeting to share and receive input on results of the secondary screening process
- May - Public Meeting to share and receive input on results of the secondary screening process
- June 15 - Strategy Committee meeting to review and recommend preferred alternative to CCTA Board
- June 19 - Board meeting to declare preferred alternative

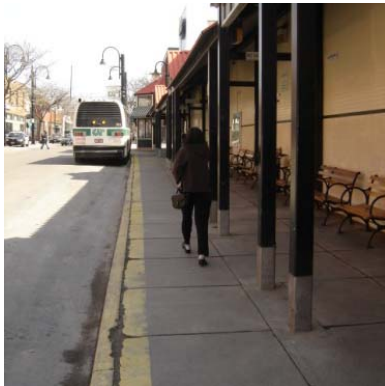
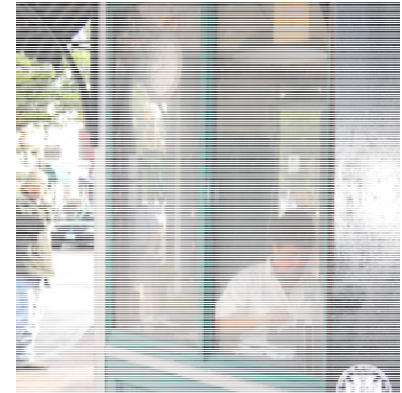


Friday, January 29, 2010  
Temperature = 5 °F  
Wind = WNW 15mph





# CCTA Downtown Transit Center – Existing Conditions



# Stakeholder Meetings

	Organization/Group/Individual	
	DTC Advisory Committee	
	Lake Champlain Regional Chamber of Commerce - Regional Affairs Committee	
	DPW (Steve Goodkind and Pat Buteau)	
	Burlington Department of Planning (David White)	
	Bill Laferriere of Agency of Admin. Buildings and General Services	
	Catholic Diocese (Monsignor Routhier and Peter Wells)	
	General Growth Properties - Dan Latcheran	
	Meeting with property owners and developers at LCRCC	
	CCTA Board	
	Public Meeting at Contois Auditorium	
	Burlington City Council - TEUC	
	Marketplace Commission	
	Emma Mulvaney-Stanak (Ward 3 Councilor)	
	CCTA Board	
	Commissioner Obuchowski (VT Department of Buildings and General Services)	
	Peter Collins (Paul Frank & Collins) re. One Church Street	
	Ward 3 NPA	
	CCTA Bus Drivers	
	BBA Downtown Action Group	
	LCRCC - Regional Affairs Committee	
	CCTA Board Strategy Committee	
	CCTA Board Meeting	
	Terry Meron (owner of Papa John's)	
	CCRPC Technical Advisory Committee	
	Catholic Diocese (Monsignor Routhier)	
	CCTA Board Strategy Committee	
	Bishop Salvatore Matano and Administrative Board	
	Commissioner Annie Noonan (Labor Department)	
	Meetings with Drivers (3 sessions)	
	DTC Advisory Committee	
	Bill Laferriere of Agency of Admin. Buildings and General Services	
	Mathew Chabot, General Manager, Town Center Mall	
	Chris Cole (Vermont Agency of Transportation)	