



Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83495330508>

Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

Subject	2.1. Motion to Amend/Adopt Agenda
Meeting	March 20, 2024 - DPW Commission Agenda - Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	
Type	Action Report
Recommended Action	Motion to Approve Agenda

3. Public Forum - 3 Minutes per Person Time Limit - 10 Minutes

4. Consent Agenda

4.1. Approval of Draft Minutes 2-21-24

Subject	4.2. Paving Complete Streets Forms
Meeting	March 20, 2024 - DPW Commission Agenda - Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	4. Consent Agenda
Department	Public Works Department

Type Action (Consent)

Recommended Action Motion to Approve

5. Neighborhood EV Charging - 10 Minutes

Subject **5.1. Communication, J. Gibbons, J. Green, M. Suender & C. Manna**

Meeting March 20, 2024 - DPW Commission Agenda - Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 5. Neighborhood EV Charging - 10 Minutes

Department Public Works Department

Type Action

Recommended Action Motion to Approve

6. Director's Report

Subject **6.1. Communication - C.Spencer - 10 Minutes**

Meeting March 20, 2024 - DPW Commission Agenda - Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 6. Director's Report

Department Public Works Department

Type Information

7. Commissioner Communications - 10 Minutes

8. Adjournment & Next Meeting Date - April 17, 2024

Subject **8.1. Motion to adjourn**

Meeting March 20, 2024 - DPW Commission Agenda - Wednesday, March 20, 2024, 6:30 PM, DPW COMMISSION MEETING
To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category 8. Adjournment & Next Meeting Date - April 17, 2024

Department Council and Board

Type Action

Recommended Action Motion to Adjourn

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING FEBRUARY 21, 2024
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Fox, Commissioner Hogan, Commissioner Munteanu; Commissioner O'Neill-Vivanco (Chair) Commissioner Sears (Video)

COMMISSIONER ABSENT – Commissioner Damiani (Vice Chair)

ITEM 1 – CALL TO ORDER

Commissioner O'Neill-Vivanco called the meeting to order at 6:31 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Fox seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Andrea Todd called in to talk about the EV vehicles and was happy to see that the evaluation for the pilot project was included

ITEM 4 – CONSENT AGENDA

- 4.1 Approval of Draft Minutes 12-20-23**
- 4.2 North Williams Street RPP Request**
- 4.3 Fines for Food Report**
- 4.4 Robinson Parkway Stop Sign**
- 4.5 172 North Willard Street ADA Space**
- 4.6 BHS Monthly Permits**
- 4.7 Eclipse Event Rate**

Commissioner O'Neill-Vivanco wanted to take off 4.2 North Williams Street RPP Request for discussion.

Commissioner Barr made a motion to approve the agenda with the removal of Item 4.2
Commissioner Fox seconded
Unanimous approval

ITEM 4.8 – NORTH WILLIAMS STREET RPP REQUEST

Associate Engineer Dora Bean stated this was an initiative that started in 2013 in which staff at the time recommended this be a Resident Only Parking street and was not approved. Residents reached out again this past summer as there were parking issued. A study was conducted at different times of the day and this does qualify for a resident only parking street. There has been no public opposition to this proposal.

Chair O'Neill-Vivanco stated she pulled this off because it is not good policy to go street by street and this will push parking onto Brookes Avenue and Adsit Street, which is no parking during winter months. We need to look at how we manage parking. Associate Engineer Bean stated there are internal conversations and we are looking at updating the resident parking plan as a whole. We still recommend resident only parking on North Williams Street

Commissioner Barr made a motion to approve staff's recommendation
Commissioner Hogan seconded.
Unanimous Approval

ITEM 5 – GMT Fare Resumption

Clayton Clark from GMT gave an explanation on why there is going to be a return to fares for riding the buses. There is a delay in getting the app for the Apple phones and Android phones at this time. Return to fares was enacted by the governor and legislatures. Most people use smart phones now but there will be smart cards available for people not wanting to use their phones or the app. The new system is account based and there is no monthly purchase but we are setting caps.

Questions on whether college students were required to have IDs and was informed that college IDs would be accepted.

A new bus schedule will be enacted on March 18th as we are finding we will have to make adjustments and we won't be as fast.

There was a question on the difference from local service to longer routes, cost more favorable in town. We have some federal funding for these longer routes.

ITEM 6 – BED EV CHARGING SPACES

Associate Engineer Madeline Suender stated that this is an informational on EV charging spaces in the city. We have 5 sites for charging locations and would like input from the Commissioner. The locations are Murray and Front Streets, Rose Streets in which residents voiced concerns and would like to have an alternative space somewhere else. These locations were chose per the grant criteria which BED receive.

Caleb Manna, Excavation Inspector stated these spots were chosen as they would be easy to pull in and there would be ample parking space to plug in the cars.

James Gibbons of BED gave an overview on how the EV charges would work that we are going to put in, this is a pilot program only and we have only five spaces available to us. BED will be managing the project and collecting all the data. MR. Gibbons stated there are no charging stations in the Old North End of Burlington. The charging stations will be placed on BED poles and we will not be taking any no limited parking spaces. This is a pilot program. Rose Street cancelled so we are looking at Intervale Avenue and Spring Street for the new location.

Questions on if this would affect green space in the areas of the charging stations and they were informed that no the charges will be on the poles with retractable cords, if signed up for charging there is an app to download on phone and when you sign in the cord will retract to be able to plug in. There are no specific time limits but there will be signs of.

We at BED are learning new things with this, we are wandering into new areas.

Taylor Evans asked if there was fire suppression in these areas in case the cars caught on fire, that was a concern from his previous employment.

Andrea Todd stated that we should experiment in all areas of the city and all communities. She wished that the outreach could have been better. The apartment building she owns has four apartment and there was only one flyer on the door, all residents in the apartment house did not receive the flyer.

ITEM 7 – ANNUAL DOWNTOWN PARKING REPORT

Assistant Director Jackie Esperti stated that the occupancy for the downtown garage has not changed much in the past year – occupancy is 40-50 percent. Do not have good data on the hotels as a new program with them started. The free employee parking is actively used. In future if there is someone that owes money they will no longer be offered the employee program until all tickets are paid.

We are working to get plate recognition. There will be a few issues that we will have to figure out before this is fully implemented.

ITEM 8 – MARKETPLACE GARAGE MONTHLY PARKING

At the marketplace garage there are 135 permits available. There are 40 more permits to use in the upper portion of the garage. We have seven permits for the city employees who work at the garage.

Taylor Evans stated he was in favor of the 40 spots being added. Downtown employees are aware of several parking spots that are not being used . There are crime threats made against several downtown businesses. Parking should remain free on Sundays as the weekends are the busy time for the downtown businesses.

Commissioner Barr made a motion to accept staff's recommendation
Commissioner Hogan seconded
Unanimous approval

ITEM 9 – COURTHOUSE PLAZA PUBLIC PARKING- ORDINANCE CHANGE

Director Spencer stated that the Great Street Main Street parking in the garage is going to be lower cost parking at Courthouse Plaza. The commission oversees and regulates and cost approval will be by City Council. There are 85 spots available and the charge will be \$1.50 per hour. This is for the construction phase for two years only.

Andrea Todd asked if there has been any consideration for busing solution to bring people to Burlington, like if parking is available at the Staples Plaza.

Commissioner Barr made a motion to accept staff's recommendations
Commissioner Munteanu seconded
Unanimous approval

ITEM 10 – DIRECTOR'S REPORT

Review of the south end construction schedule for Champlain Parkway
Final construction is out to bid later this spring
Final phase will be done in August
E- bikes Staff is recommending that we use the same vendor as last year. Bird was solid and responsive when called
Battery Street scoping study is underway.
Rob Goulding stated that DPW is not the prime agency organizing the Eclipse but stated there is expectations of a big influx of tourists coming in. We are planning on a variety of road closures – residents in the affected areas will be notified.

ITEM 11 – COMMISSIONER COMMUNICATIONS

Commissioner Barr stated he had kudos once again to the street guys for their plowing in the streets and sidewalks as well. Appreciates DPW staff working with police on traffic calming measures.

Commissioner Hogan

ITEM 12 – ADJOURNMENT – NEXT MEETING DATE MARCH 20, 2024

Commissioner Barr made a motion to adjourn
Commissioner Munteanu seconded
Unanimous approval

Meeting adjourned at 8:48



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402

P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

MEMORANDUM

Date: March 20th, 2024
To: Public Works Commission
From: Phillip Peterson P.E., Public Works Engineer
Dora Bean, Associate Public Works Engineer
CC: Corey Mims P.E., Senior Public Works Engineer
Subject: CY24 Paving Program Complete Streets

Background:

The City of Burlington is committed to providing a range of interconnected, safe, affordable, efficient, and convenient transportation choices for residents, visitors, and employees alike. Recently, this commitment has been formalized through state and local policies, but the real challenge is still ahead of us as we implement these policies -- making every Burlington Street "complete."

In June 2012, the DPW convened local stakeholders, decision-makers, advocates, and municipal staff for a full-day workshop sponsored by the Environmental Protection Agency through their Sustainable Communities Building Blocks Program. Through collaboration at the workshop, an overarching vision was drafted to be a unifying guide for future planning studies that evaluate complete streets:

Burlington streets will evolve into complete streets corridors that provide safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders.

Within each neighborhood, the need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions within the corridor. The most effective use of finite public space will be determined through interdisciplinary collaboration with a wide range of community members considering economic, environmental, and equity concerns.

The corridor will develop into an attractive public space through creative streetscape, signage, and other site design features. Promoting social interaction and public health will make the corridor more livable and desirable.

DPW executes this vision through various construction projects throughout the City, with the annual Paving contract contributing significantly. As part of this goal, each street paving is required to have an associated Complete Streets Form (Attachment-1).

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).

Paving:

Attached are the Complete Streets forms for the streets anticipated to be completed under the CY23 Street Paving contract: Pearl Street (North Winooski Ave to Prospect St) and under the CY24 Paving contract: North Ave (Plattsburg Ave to Shore Rd), and Stanford Road (North Ave to Oakland Terr). These streets may be modified in the event of unexpected deterioration during the winter season.

Please note no exceptions are being considered for this work under complete streets. These forms will be placed on record with the Clerk/Treasurer's Office and submitted to the Vermont Agency of Transportation.

This work was presented at the DPW Commission meeting on March 20, 2024.

If you have questions, please contact me at (802)598-8356 or at ppeterson@burlingtonvt.gov.

Attachments:

1. CY24 Paving Contract Complete Streets forms.

MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

Town:

Road:

Project Description:

Name of Municipal Official:

Position:

Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| ☐ Sidewalks: installation, repair, ramps, railing, etc. | ☐ Pavement Improvements: replacement, repair, etc. |
| ☐ Crosswalks: installation, repair, markings, etc. | ☐ Shoulder Improvements: widen with new pavement. |
| ☐ Lighting: street or pedestrian scale. | ☐ Bike/Shared Use: paths, lanes, etc. |
| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): |

2) Exemption – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.
Indicate project scope below.
- | | |
|---|---|
| ☐ Crack sealing | ☐ Culvert replacement |
| ☐ Emergency repairs | ☐ Guardrail replacement |
| ☐ High risk rural road (HRRR) projects | ☐ Ledge/slope projects |
| ☐ Pothole repair | ☐ Preventative maintenance, bridge maintenance |
| ☐ Roadside mowing | ☐ Road/shoulder sweeping |
| ☐ Shim/leveling projects | ☐ Sign replacement |
| ☐ Traffic signal equipment upgrades | ☐ Other miscellaneous maintenance activities |
| ☐ Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or earmarks with a specific purpose.) | |
- ☐ C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

3) Non-Compliance – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

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| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): |

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| ☐ Lighting: street or pedestrian scale. | ☐ Bike/Shared Use: paths, lanes, etc. |
| ☐ Signals: pedestrian features. | ☐ Public Transit: bus stops, bus pullouts, kiosks, etc. |
| ☐ Streetscaping: benches, bulbouts, landscaping, etc. | ☐ Other (please describe): Traffic calming: Speed table repair. |

2) Exemption – Please select one.

- ☐ A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- ☐ B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature.
Indicate project scope below.
- | | |
|---|---|
| ☐ Crack sealing | ☐ Culvert replacement |
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If 2)C is selected, please provide a short justification below:

3) Non-Compliance – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.



Memorandum

Date: March 20, 2024
To: Public Works Commission
From: James Gibbons, Director of Policy & Planning, BED
CC: Madeline Suender, Associate Public Works Transportation Engineer, DPW
Caleb Mana, Excavation Inspector, DPW
Subject: Parking Regulation Changes to Support Pole-mounted Electric Vehicle Charging
Station Pilot

Last month, Department of Public Works (DPW) Staff, in collaboration with Burlington Electric Department (BED) Staff, presented a proposal to change parking regulations for five (5) parking spaces to support the installation of pole-mounted electric vehicle (EV) chargers in the public right-of-way, for informational purposes only. This month, following discussion, relocation of one EV charger (Rose St for Intervale Ave), and additional outreach, Staff recommend that the Public Works Commission approve the following additions:

Appendix C, 29 Special parking - No parking shall occur at the following locations unless by:

(c) Electric vehicles

- (3) In front of 33/35 Intervale Ave
- (4) In front of 33 Murray Street
- (5) In front of 39 Front Street
- (6) Across from 141 Maple Street
- (7) In front of 11 Spruce Street

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office.

Purpose & Need:

The purpose of this request is to support a grant-funded pilot program to install five (5) utility pole-mounted EV chargers with associated on-street parking to actively address and lower a formidable barrier many residents without access to off-street parking encounter when considering the purchase of an EV: convenient access to EV charging infrastructure at or near their home.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		Aligns with the City's Net Zero Energy Roadmap as well as BED's Integrated Resource Plan and Tier III plan filed with Vermont's Public Utility Commission. Generally, consistent with the State of Vermont's Clean Energy Plans and Global Warming Solutions Act .
Followed Public Engagement Plan (PEP)?		X		These Traffic Regulation changes are part of the INVOLVE portion of the PEP.

Background:

Since launch of the Net Zero Energy (NZE) [Roadmap](#), BED has provided over 450 rebates to help Burlingtonians purchase or lease an EV or plug-in hybrid EV (PHEV), including 136 income-qualified customers. Installing home EV charging equipment, however, is difficult or impossible for residents who live in rented apartments or condominiums and do not have access to off-street parking. Residents who rent their homes typically do not have the ability to install EV chargers, as most property owners are reluctant to assume the cost of installing an EV charger, and even if a resident did have such authority, installation costs can be prohibitive (\$1000 to \$2000), especially for low-income individuals or if the electric service panel needs upgrading.

One solution to this barrier is to expand the number of publicly available EV chargers located in neighborhoods. To this end, BED received an Electric Vehicle Supply Equipment (EVSE)—Multi-Unit Housing Program Grant from the State of Vermont Agency of Commerce & Community Development to fund 95% of the equipment and installation costs for a pilot program to install five (5), publicly available, level 2 EV chargers on BED utility poles in income-eligible, multifamily neighborhoods. BED is funding the remaining 5% of the program costs. Residents will not bear the cost of the equipment or its installation. All of the chargers will be installed and maintained by BED. Users of these neighborhood chargers will be assessed a \$0.20 kWh fee for charging, consistent with the charging rate at other BED-owned public EV chargers and in accordance with BED's public EV charging tariff. This rate is subject to change as a result of any general BED rate increases.

Site Selection Criteria

The locations chosen for the 5 proposed chargers were based on the criteria of the grant and the available data for:

- Income-eligible neighborhoods
- High density of multifamily units
- Limited to no existing EV charging
- Sufficient daytime and nighttime illumination to operate the EV charging equipment

BED, DPW and Planning staff worked together to confirm the feasibility of each location in terms of existing ordinances, street parking needs, and electrical infrastructure/capabilities

BED Pilot Program Goal

The main goal for this pilot program is to provide income-eligible residents living in rented apartments and/or condominiums greater access to publicly available EV chargers that are safe, affordable, and convenient.

Evaluation Metrics

The primary evaluation metric is to monitor any increase in the number of income-eligible EV or PHEV rebates from 136 to 272+ within five years in the areas served by the pilot chargers

Other metrics include but are not limited to:

- Measuring and comparing the level of utilization of the pole-mounted chargers to BED's other public level 2 chargers.
- Customer feedback on the pole-mounted chargers and their ease of use
- Increasing the number of resident drivers using the neighborhood chargers relative to other public level 2 chargers; and,
- Increasing the number of neighborhood charger sessions/consumption relative to other public level 2 chargers,

Additionally, BED will be assessing the durability and maintenance requirements of each pole-mounted EV Charger. BED is committed under the grant to maintain the chargers in service for five years, although they can be repositioned based on experience or resident feedback during the pilot.

Outreach:

Initial Phase – prior to 2/21 Commission Meeting

During the initial outreach effort, DPW staff placed DPW's general parking regulation change form flyers on doors within a one-block radius surrounding each of the 5 locations initially proposed. See Attachment 3.

Public Comments – Initial Phase

There were eight public comments received during the initial outreach effort.

- One in support of Front St.
- One in support of Murray St.
- Six in opposition of Rose St.

See Attachment 4.

Staff Response to Public Comments

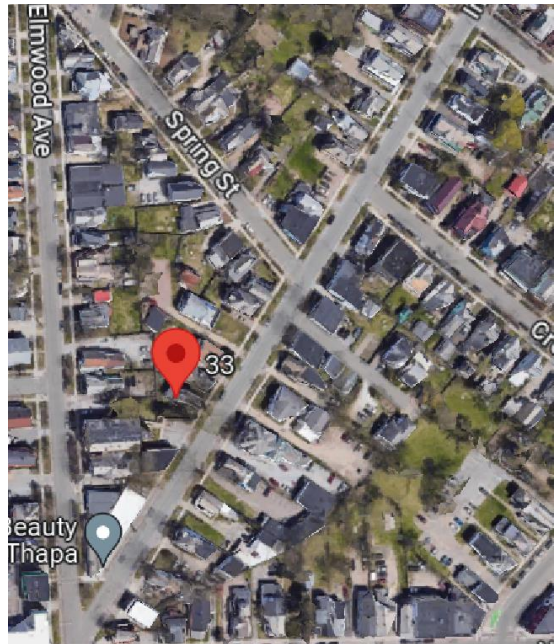
Due to the elective nature of this proposal and the large amount of public input received surrounding the Rose St. location, DPW and BED respectfully considered the comments from Rose St. residents and designated an alternate location meeting the grant criteria at 33/35 Intervale Ave. Staff also modified the outreach communication for the proposed replacement for the Rose Street location.

Second Phase – prior to 3/20 Commission Meeting

Once this new location was determined, BED/DPW notified proximate residents with information about the initiative and the opportunity to provide input. In response to the Commissioners' request during their 2/21 meeting, Staff conducted additional public outreach about the EV charger pilot program and the proposed parking changes. BED Staff developed a new outreach flyer (see Attachment 5) that was distributed by DPW Staff on March 11 in the Intervale Ave to 55 residents in the surrounding neighborhood. The map to the right indicates the approximate area that was notified on March 11 which included Intervale Ave and sections of Spring St and Crombie.

This flyer included information about:

- Purpose and goals of the grant-funded EV charging pilot project
- Source and amount of grant to pay for the EV chargers
- Grant criteria for locating the EV chargers
- Pilot program evaluation metrics.



In addition to the new flyer, BED developed a special purpose web page to inform residents of the EV charging pilot program, the proposed parking regulation changes, and how the pilot program is intended to help residents without access to off-street parking convert from a fossil fuel driven vehicle to an all-electric or plug in hybrid electric vehicle. (See <https://www.burlingtonelectric.com/streetchargers/>.) The new BED web page also provides context for how the EV charging pilot program supports the City's efforts to help residents reduce their carbon footprint and work toward the City's NZE goal.

Finally, BED posted a notice about the EV charging pilot program and the proposed parking regulation changes, with a link to the new web page for more information, on Front Porch Forum and BED's Facebook and Instagram accounts.

Public Comments – Second Phase

Following the round of March 11 outreach, there were multiple public comments received:

- One in opposition of Intervale Ave
- Four in general support of the program
- Four FB likes (with one comment asking who will pay),
- Six Instagram likes (no comments).

See Attachment 7.

Attachments:

1. Regulation Change From
2. Maps
3. February PWC Outreach
4. February - Public Comment
5. March PWC Outreach
6. March PWC FPF, Facebook and Instagram Post
7. March – Public Comment

Attachment 1:

CITY OF BURLINGTON

In the Year Two Thousand Twenty-four

A Regulation in Relation to

Rules and Regulations of the Traffic
Commission—
29 Special parking. (c) Electric vehicles

Sponsor(s): Public Works Commission

Action: Approved

Date: 3/20/2024

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 29 Special parking of the Code of Ordinances of the City of Burlington is hereby amended as follows:

29 Special parking. (c) Electric vehicles.

The following locations are designated for the parking of motorcycles only:

(1)-(2) As written.

(3) On the northwest side of Intervale Avenue, in front of 33-35 Intervale Avenue.

(4) On the west side of Murray Street, beginning at the driveway for 11-13 Murray Street and extending north 18 feet.

(5) On the west side of Front Street, beginning at the driveway for 39 Front Street and extending north 20 feet.

(6) On the north side of Maple Street, beginning at the intersection of Maple Street and Saint Paul Street, beginning 20 feet to the east of the designated public parking stall.

(7) On the north side of Spruce Street, beginning at the driveway for 10 Spruce Street, and extending west 20 feet.

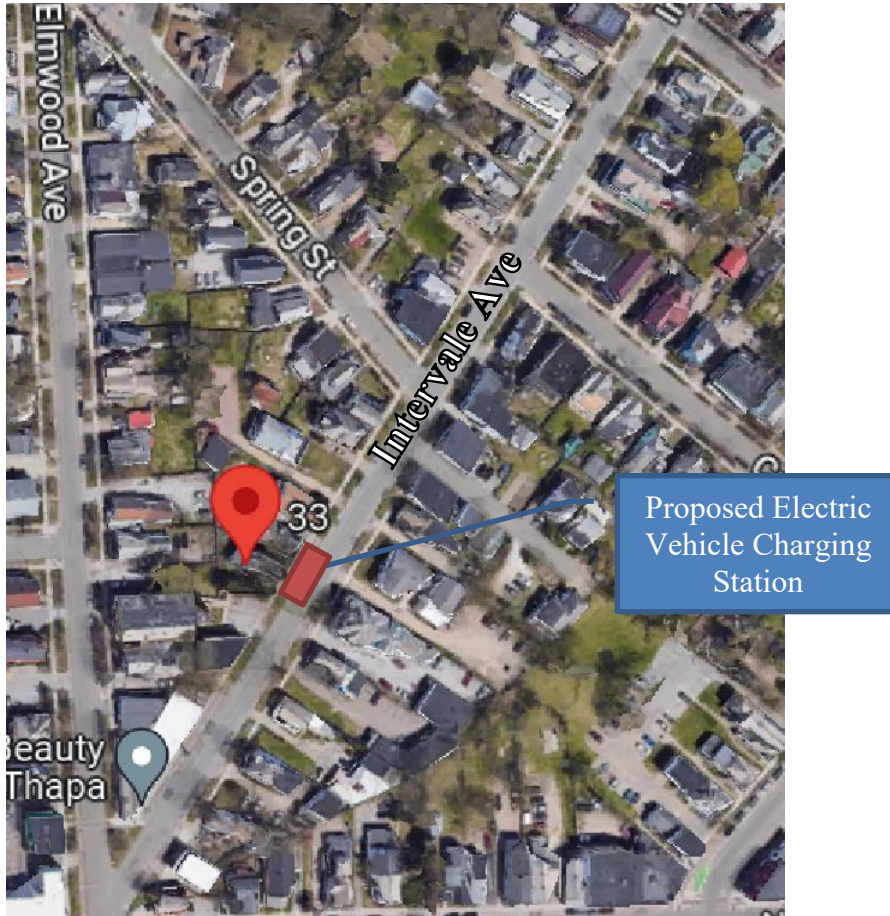
** Material stricken out deleted.

*** Material underlined added.

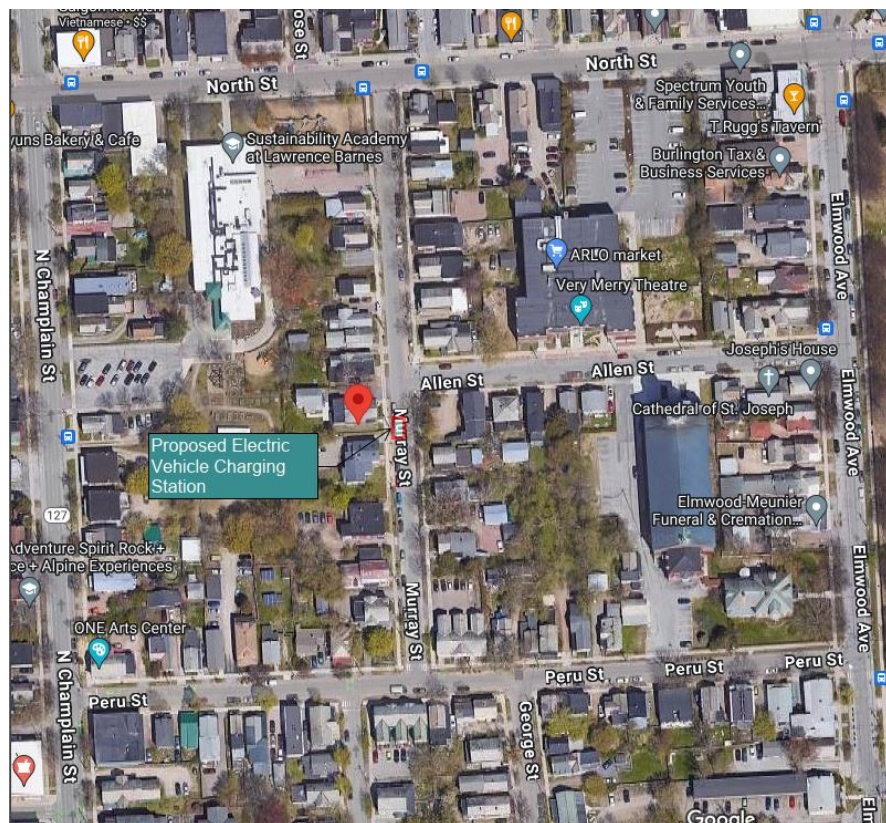
/hm: BCO Appx.C, Section 29
3/20/2024

Attachement 2: Maps

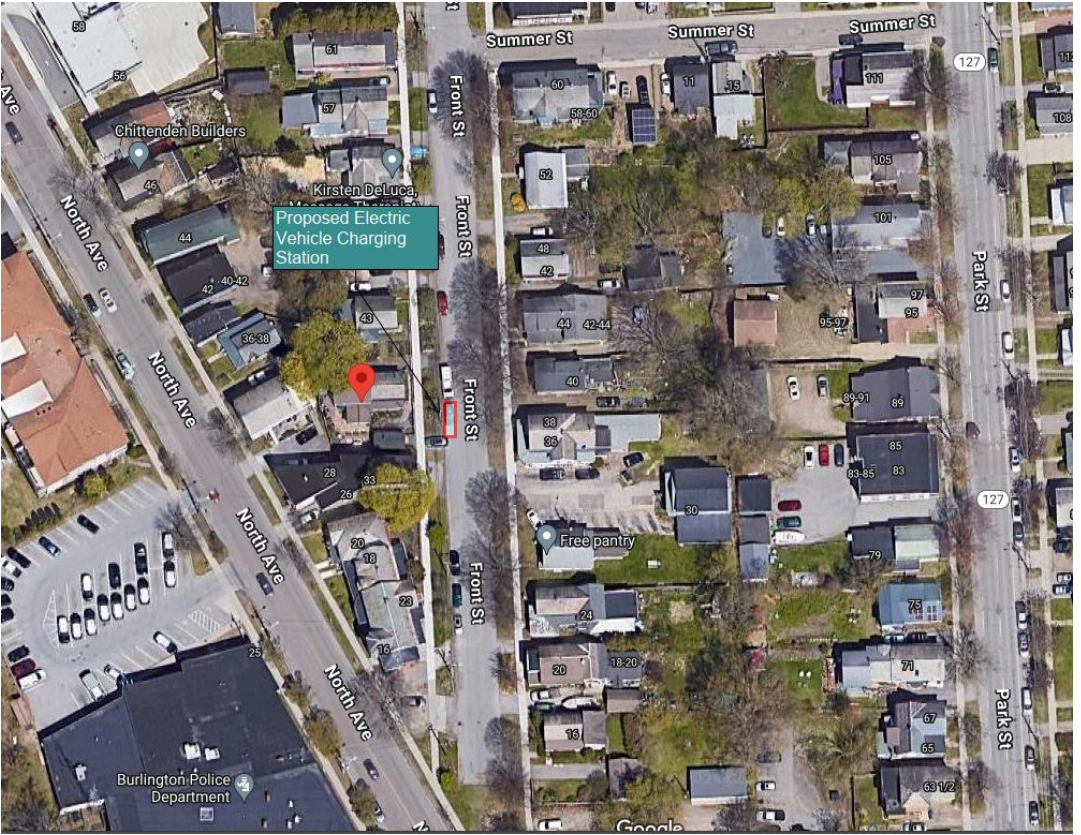
33/35 Intervale Ave.



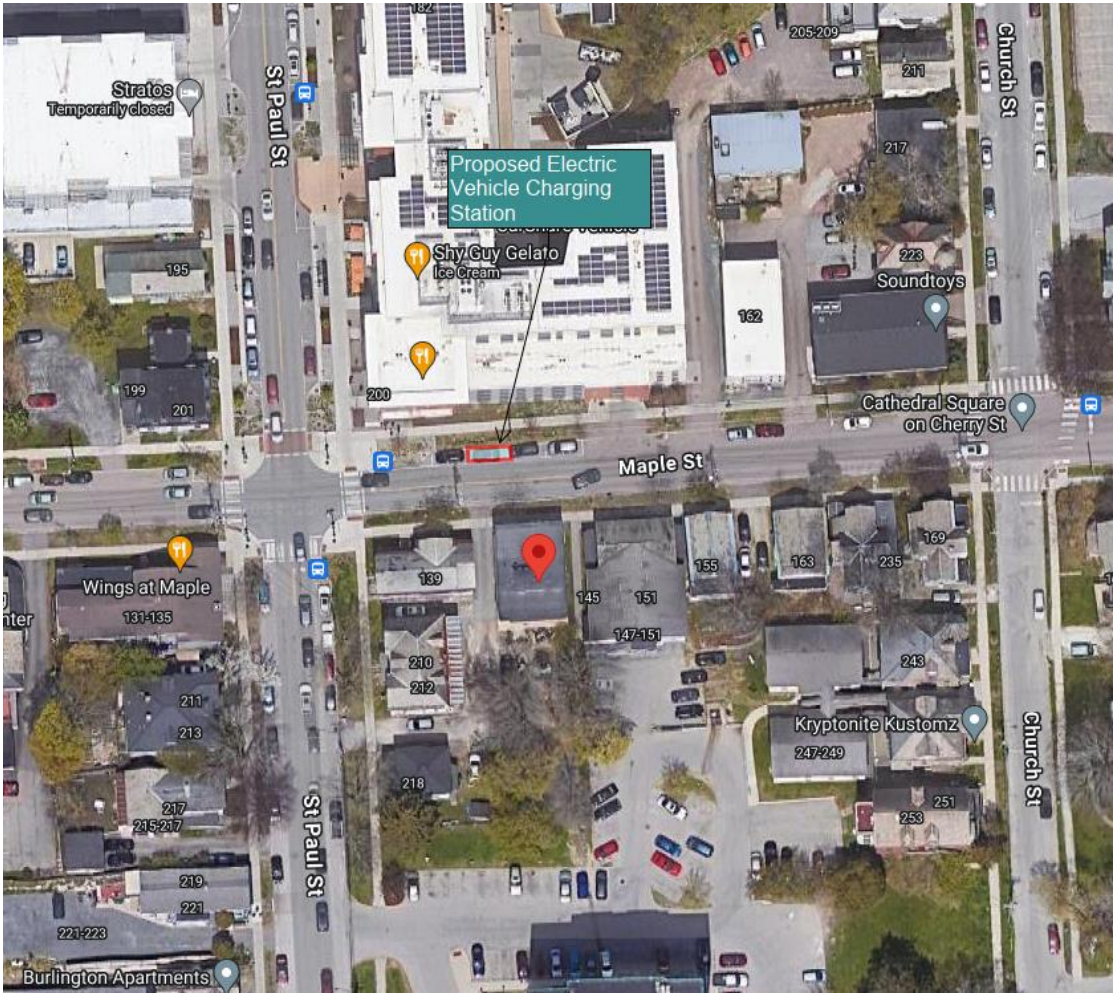
33 Murray St.



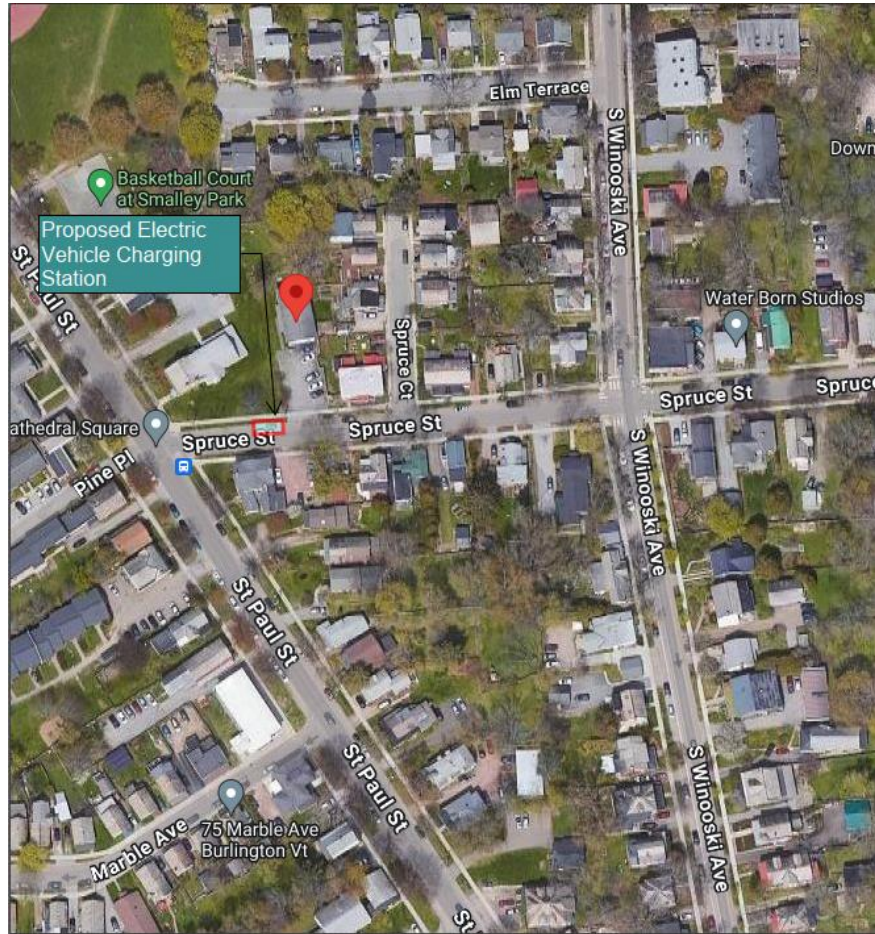
39 Front St.



141 Maple St.



11 Spruce St.



Attachment 3: February PWC Outreach



City of Burlington
Department of Public Works

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

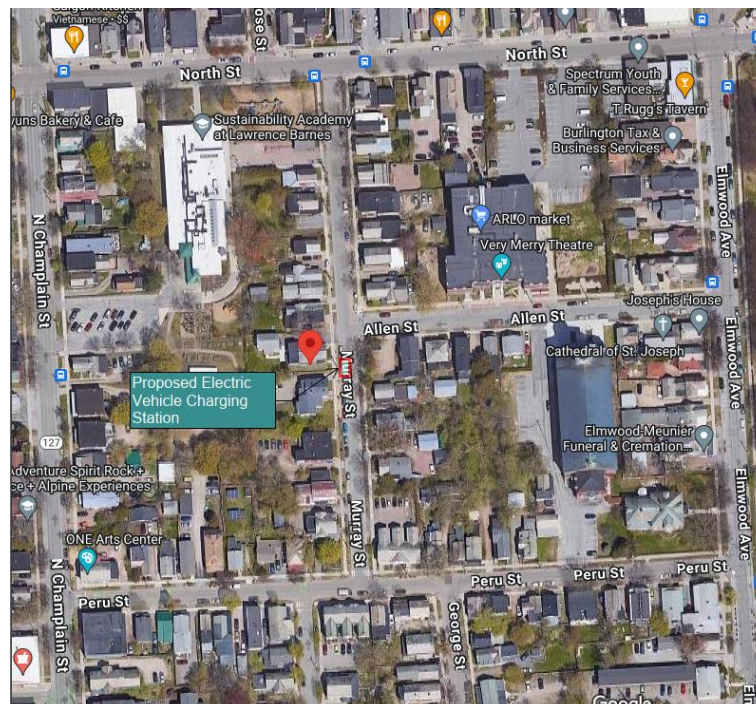
Dear **Street Residents & Property Owners,**

Burlington DPW staff in coordination with Burlington Electric Department and The Office of City Planning is proposing **this street parking location** be converted to a parking space for Electric Vehicle charging. This space is proposed to change from unregulated parking to use only by electric vehicles when charging. See map on reverse.

To submit feedback ahead of the Public Works Commission meeting, email us at msuender@burlingtonvt.gov or phone (802-735-5324). You can also share your feedback during the Public Works Commission meeting on **January 24, 2024 at 6:30 pm** at the meeting room at 645 Pine St., and online via Zoom. When available, those details can be found at burlingtonvt.gov/DPW/Commission/Agendas.

Thanks,
Madeline Suender
Associate Public Works Engineer

Example map:



Attachment 4: February - Public Comment

To whom this may concern. I am the owner of 70 rose st. And do not want a charging station put in front of my house. There is already a parking problem on are street. With people that don't even live on are street. I might be ok with this is there was. Permitted parking for the residents that currently live on rose st. When we come home from work or school we have to park on north Champlain street. And walk home. And the money I pay in taxes. It's is crazy that I can't come home and park in front of my house. So unless you are going to make the rest of the street parking by permit only then I say no to the charging station. Thanks Jason merriam.

Hello,

My name is Andrew and my wife and I live at 58 Front St. and own this unit, 60 Front St. and 5 Summer St. We strongly support the proposal to change the space in front of 39 Front St. to electric vehicle charging. We do not own an electric vehicle, but feel that electric vehicle charging spaces such as these for more sustainable transportation and infrastructure in Burlington. I would just want to make sure that people have to move their cars after they are fully charged so others can access the charging station. Thank you for the opportunity to provide input. I also called your phone number, but the voicemail box is full.

All the best,
Andrew Wild

Hi Madeline,

As a resident of Murray St I am in full support of the new electric vehicle parking space! I don't have an electric vehicle but support the city's efforts to create more spaces around the city.

Best,
Catherine Horwitz

To whom it may concern,

I am writing to you to oppose the electric vehicle charging station on rose street in front of 70 rose st. I feel that it is not in the best interest of my neighbors and my property to have a electric vehicle station in the middle of the street where there currently is not enough parking for our home owners for there regular gas vehicles for the surrounding areas. I have taken the time to explore our street and take note that there are no electric vehicles around 70 rose st that would need a charging station, I also did research about electric cars and if you buy a electric vehicle , at purchase they provide a plug that turns into a regular house plug . I am concerned over the parking already on our street . There is never an opened spot after 4pm for residents to park. Also there's quite a few residents that don't offer parking , only street parking. I have lived at 70 rose st all my life (39yrs) and I have do not believe that this is a good choice for us to have that type of parking at this time. I am totally against your proposal.

Sincerely,

Jennifer Montani
Sent from my iPhonen

Hi Madeline Suender,

I saw the notice of a designated parking spot on Rose St. to be used for electric charging cars only. While I am supportive of turning the city greener and getting away from fossil fuels, I feel I must write in protest of this decision on this street.

Rose St. is already experiencing a deficit of parking. Guests of mine have had to loop around the block many times during winter and summer months to find parking. At 78 Rose St, where I have lived for 25 years, we use a garage and park off street and still there is a dearth of parking all the time in front of our building.

How many electric car owners are on Rose St? Why was Rose St deemed to have a spot designated for electric vehicle parking? This idea seems poorly targeted and would negatively affect the majority of vehicle owners on Rose St. I would only be in favor of designating a spot for electric charging if our street was turned into parking on both sides like many of the "sister" streets in the south end of Burlington, in the winter months, single sided. This would have the added effect of slowing traffic down in our neighborhood.

Thank you for your time on this important subject.

Keeping my hands on the wheel, Harold Kaplan

Dear Madeline,

I saw the DPW's distributed on some doors on Rose Street and luckily decided to look at them despite not receiving one on my own door. Although I support initiatives to make electric vehicles more accessible, I must say I am not on board with the proposed parking change on Rose Street. As a Rose Street resident, I can say many residents' parking options, as well as those of their guests, are on the street only. It is very common that I need to park way at the end of Rose Street or even on another street when trying to park at my own home. Although Rose Street is not a high-traffic area, it is a dense neighborhood with many cars, limited driveway space, and parking is already only allowed on one side of the street. I also do not believe I've seen electric cars parked on our street or in driveways on our street, so I do wonder how strong the need is for this station on Rose Street? Again, I support initiatives for electric vehicles. But adding a charging station on a street primarily populated by low-mid income folks is not going to make the residents purchase electric vehicles. Now, if you were offering folks a LARGE incentive to trade in their street-parked vehicle for an electric vehicle (not just a tax credit and a small rebate compared to the actual price of an electric vehicle) then I would possibly change my tone. I'm not sure the current proposal would help the Rose Street residents & surrounding neighborhood.

Thank you,

Rebecca Shute

M. Ed

Education, Training, and Leadership, Burlington School District
Regional Director, Vermont Council on Literacy

Dear Public Works Commission, DPW, Electric Department, Office of City Planning,

What is going on with the proposed electric vehicle station on Rose street that we learned about through door flyers this Thursday (2/8)? I've attached the sparse on information flyer.

In what looks like a three-department collaboration, how has Rose street been selected as the location to replace parking spots on the street with electric vehicle parking only?

There was no explanation in the single flyer left on multi-unit buildings, just an invitation to send feedback or attend a meeting on February 21 at 6:30.

Without the context, it is hard to understand why the city is spending its money and resources eliminating working class people's street parking in order to prioritize expensive electronic vehicles.

Why is the city not spending these resources on improving an underutilized bus system? Why is the city ignoring its Plan BTV goals of increasing bus ridership?

This project reeks of multi-department city-sanctioned Gentrification. In a neighborhood of working class residents who by the sounds of some of the cars can barely afford their cars, it is shocking, disgusting, and upsetting that the city would prioritize expensive e-vehicle parking for none of the people who live on the street. Rose Street is in the heart of the old north end with some of the lowest socioeconomic populations, why on earth would this project seem like a good idea to the city? Put these charging stations on Summit Street so the mayor and his rich friends can charge their Teslas, not on Rose Street.

Why not put the parking and charging on more well-traveled visible and accessible streets for the electric car drivers? These spots aren't near any services, they in front of homes.

If electric charging is so important why not improve or incentivize home charging stations?

This project is emblematic of the Miro administration that wants to be able to claim progress toward carbon reductions, but in the truest definition of greenwashing, not in any accessible way to most people. But it sure sounds good to be able say they have added infrastructure for electric vehicles. In the mean time, this kind of project continues to push city-living into a less livable place for those who can't afford the taxes, and now can't afford the cars needed to park.

Please build systems for all members of the community not just the rich, and not just the visiting rich (aka tourists), or the future gentrifying residents. We need mass transportation systems to move more people so there is less reliance on cars as the city densifies it's increasing population, and an ability to utilize an actual functioning mass public transportation system. It's impossible to see how removing these spots for regular cars in order to prioritize electric vehicles has any positive impact towards those goals.

I look forward to hearing a better explanation for this project, and I hope you will reconsider it altogether.

Sincerely,
Andrea

Hi Maddy and Chapin,

I received a notice today on my door about a proposal to convert a space in front of 70 Rose St. to an EV charging space.

- Was this requested by a resident of the street?
 - What was the criteria used to select this specific space?
- Is there an existing document/ plan that outlines the cities plan on where these residential neighborhood charging stations should be located as well as the criteria?
- If there isn't a plan, has the city discussed doing a plan whether through, DPW, BED, or City Planning?

Christopher Damiani

City of Burlington
DPW Commissioner



Burlington Electric Department (BED), the Department of Public Works (DPW), and other City departments have been working since 2019 in collaboration with City Council and community members to help Burlingtonians reduce their carbon footprint in support of Burlington's Net Zero by 2030 goal. Accomplishing this goal will require removing and lowering barriers that some Burlington residents face in electrifying their transportation with 100% renewably sourced energy. BED has long-established customer rebates for electric vehicles (EVs) and plug-in hybrid EVs, both new and pre-owned, with enhanced incentives for qualifying customers. BED incentives complement available state and federal rebates that can make driving electric more affordable.

Another barrier to EV adoption is accessing electric vehicle (EV) charging equipment that is safe, convenient, reliable, and affordable, especially in areas where most residents live in apartments and do not have access to off-street parking.

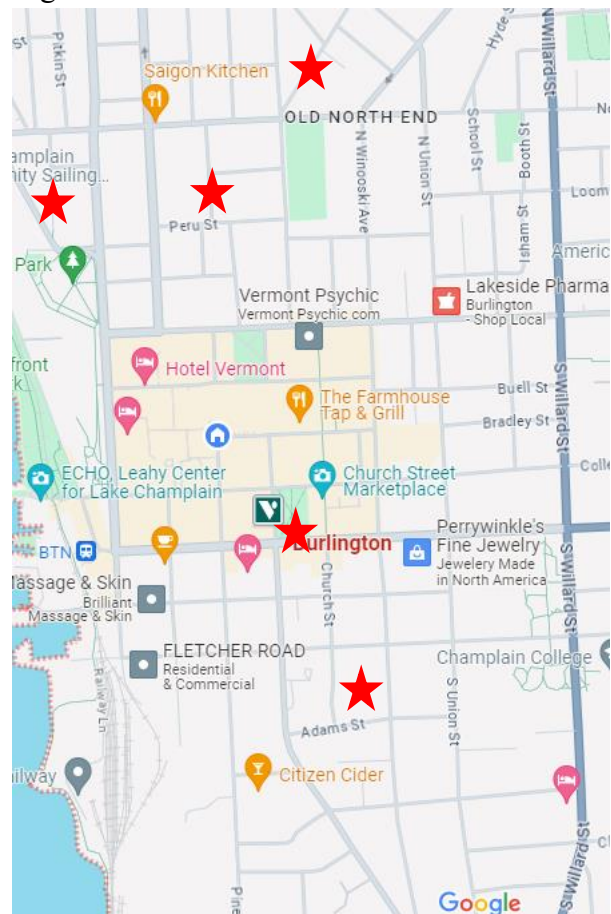
To help address this barrier, BED secured a State grant to purchase, install, and maintain five utility pole-mounted EV chargers in eligible neighborhoods. The decision to pursue the grant was spurred by a request from an Old North End City Councilor to expand on-street EV charging options in their ward in response to constituent feedback.

Working with DPW, BED identified five locations that meet the State's requirements for the grant:

- In front of 33 Murray Street
 - o Received resident support after initial outreach.
- In front of 39 Front Street
 - o Requested by a resident.
- Across from 141 Maple Street
- In front of 11 Spruce Street; and,
- In front of 33 Intervale Ave

To select these locations, BED mapped housing patterns in Burlington against average household income and proposed 5 neighborhoods as a part of its grant application and agreement with the State. Within those neighborhoods, BED worked

with DPW to identify 5 specific proposed parking places that met the conditions for lighting, grid connection feasibility, space/access considerations, etc. DPW conducted community outreach for five sites initially proposed and with one exception (Rose Street) there were no objections and in fact some support received. BED has removed the Rose Street location based



on this feedback and is proposing this alternative location of near the intersection of Intervale and Spring Street.

The main goal for this pilot program is to increase access to publicly available EV chargers in these neighborhoods where many residents are unable to install home chargers and test whether it enables increased EV ownership. Other goals include increasing EV charger usage over time, testing the durability and maintenance requirements of these pole-mounted EV chargers, and evaluating customer and community satisfaction. The primary evaluation metrics will be the level of utilization of the pole-mounted chargers, who the chargers are being used by, and the comparison of the data for the pilot charging to similar data from other charging options in Burlington. BED is committed under the grant to maintain the chargers in service for 5 years, although they can be repositioned based on experience during the pilot.

To access these EV chargers, EV owners would create an account online and use their credit or debit card to initiate a charging session. A per kWh charge of \$0.20 will apply, which is the equivalent of \$1.75 per gallon of gas. No other charges shall apply.

The parking regulation changes to designate the five proposed locations as EV-only parking spaces, will be discussed at the Public Works Commission meeting on **March 20, at 6:30pm** at the meeting room at 645 Pine Street and online via Zoom. When available, those details can be found at

<https://www.burlingtonvt.gov/DPW/Commission/Agendas>. Community members are welcome to provide input about the pilot program during the Commission meeting or by emailing BED at EVpolechargers@burlingtonelectric.com or by phone at 802-865-7300.



Attachment 6: FPF, Facebook and Instagram Posts

FPF:

Improving Access to EV Charging

Communications Department • Burlington Electric Department, Burlington Electric Department, Burlington

Announcement

BED secured a State of Vermont grant to purchase, install, and maintain five utility pole-mounted EV chargers in eligible neighborhoods. BED pursued the grant following a request from an Old North End City Councilor to expand on-street EV charging options in their ward in response to constituent feedback.

Working with DPW, BED identified the following five locations that meet the grant requirements:

- >In front of 33 Murray Street
- >In front of 39 Front Street
- >Across from 141 Maple Street
- >In front of 11 Spruce Street
- >In front of 33 Intervale Avenue

Community members are welcome to provide input about the pilot program during the Commission meeting March 20, at 6:30pm or by emailing BED.

Read the full story for details: <https://www.burlingtonelectric.com/streetchargers/>

Email Author

Reply to Forum

Facebook:



Burlington Electric Department

2d · 🌐

...

<https://www.burlingtonelectric.com/streetchargers/>

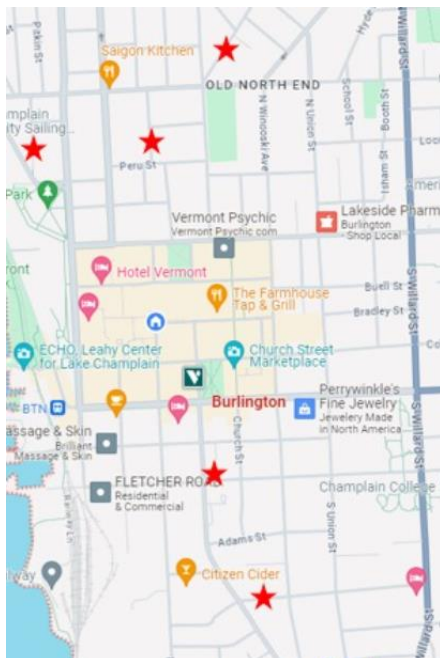
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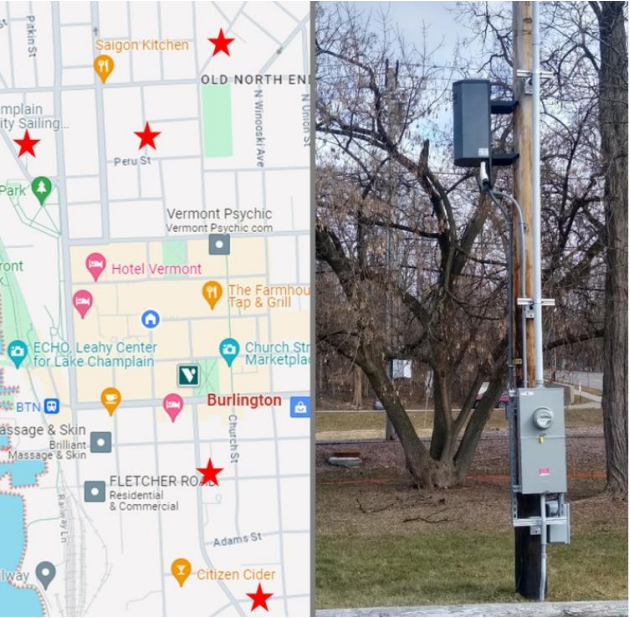
- >In front of 33 Murray Street
- >In front of 39 Front Street
- >Across from 141 Maple Street
- >In front of 11 Spruce Street
- >In front of 33 Intervale Avenue

Community members are welcome to provide input about the pilot program during the Commission meeting March 20, at 6:30pm or by emailing BED.

Read the full story for details.



Instagram:



burlingtonelectric • Follow



burlingtonelectric BED secured a State of #Vermont grant to purchase, install, and maintain five utility pole-mounted #EV chargers in eligible neighborhoods. BED pursued the grant following a request from an Old North End City Councilor to expand on-street EV charging options in their ward in response to constituent feedback. Working with DPW, BED identified the following five locations that meet the grant requirements:

- >In front of 33 Murray Street
- >In front of 39 Front Street
- >Across from 141 Maple Street
- >In front of 11 Spruce Street
- >In front of 33 Intervale Avenue

Community members are welcome to provide input about the pilot program during the Commission meeting March 20, at



6 likes
2 days ago



Add a comment...

Post

Attachment 7:

Comments received by BED from the March Outreach

1. Nancy Rabinowitz stated:
Hoping these are fast chargers! The slow ones are pretty useless for most people.

2. Rachel Boehr stated

Hi, thank you so much for collecting feedback! This is the first I'm hearing about it and I'm grateful that BED is piloting this program and soliciting feedback. I live in the Hill section (S Prospect between Maple and Cliff) and there are no chargers here. It would be great to have one further up Maple St. For what it's worth, not everyone in this neighborhood is wealthy and/or homeowners. We are 11 renters in one house and there are many renters, including students, faculty, and workers, here. It doesn't seem fair that ONE residents just asked for one in front of their house and got one and now there are several proposed for that neighborhood rather than dispersed throughout the city.

3. Rob Hoehn stated:

Hello:

Just wanted to first write in to applaud the efforts to install EV charging on city streets. I appreciate the forward thinking and consideration that has gone in to this effort.

One question: what type of charger will be employed? Will it be a particular charging network?

Thanks

Rob Hoehn

4. Betsy Hands stated

I m glad to see increased access to on street charging but your plan says nothing about the level of charging. How many KW per hour.

There is a real dirth of high speed charging. Is there a plan for installing something between 50-150 kW per hour??

5. Steve Harrington (verbally provided to Caleb Manna on March 11)

Does not feel EV charger is warranted in this location. Mr. Harrington indicated he did not believe anyone in the neighborhood owns an EV vehicle.

Date: March 19, 2024

To: Public Works Commission

From: James L. Gibbons, Director of Policy and Planning

CC: Madeline Suender, Associate Engineer

Subject: BED Pole Mount Charger Program – In front of 33/35 Intervale Ave.

NOTE - BED signature omitted below for space, but all responses were sent by:

James L. Gibbons

Director of Policy and Planning

1 - BED Web Site Contact Form Email – 3-12-2024 9:02AM

Name: Betsy Hands

Email: evhands@gmail.com

Phone: +14067213881

Your Message

I m glad to see increased access to on street charging but your plan says nothing about the level of charging. How many KW per hour.

There is a real dirth of high speed charging. Is there a plan for installing something between 50-150 kW per hour??

BED Reply – Email of 3-18-2024 11:39 AM

Betsy,

BED appreciates your email comments (below) on the Pilot Program for Pole Mounted Chargers. I hope this reply is helpful!

The five Pilot Program chargers are level 2. The cost and electrical infrastructure requirements for Level 3 (true fast charging) are much higher and do not lend themselves well to a pilot program budget. BED is working on deploying more fast chargers as budgets permit and as promising locations are identified (to justify the cost of level three the location needs to lend itself to frequent vehicle turnover).

Please feel free to contact me if you have any additional questions or comments of course.

2 - BED Web Site Contact Form Email – 3-12-2024 4:55 PM

Name: Rob Hoehn

Email: rob@hoehn.com

Phone: +12063727769

Your Message

Hello:

Just wanted to first write in to applaud the efforts to install EV charging on city streets. I appreciate the forward thinking and consideration that has gone in to this effort.

One question: what type of charger will be employed? Will it be a particular charging network?

Thanks

Rob Hoehn

BED Reply – Email of 3-18-2024 10:30 AM

Rob,

First thank you for your comment!

The chargers we will be evaluating in this pilot program are level two chargers that mount up in the air on existing utility poles (and do not occupy any of the green space between street and sidewalk).

They are the Autocoil EV Charger, manufactured by EVSE, LLC. And are on the AmpUp charging app.

<https://evsellc.com/>

<https://ampup.io/>

We hope they prove successful and are robust enough to permit us going beyond the pilot program. Please let us know if you have any other questions or comments!

RHoehn Follow up Email 3-18-2024 1:00 PM

Wow what an interesting idea - love it! I imagine this will be great as it will keep the cable and the unit up and away from snow banks.

Looking forward to seeing it in action.

Thanks

Rob

BED Reply to Follo Up – Email of 3-18-2024 2:09 PM

Rob,

Indeed! We tested it on our employees at BED (the test unit will relocated and be one of the five units in the pilot program) and it was pretty neat.

I hope they prove reliable and we can consider more deployments in future!

3 - BED Web Site Contact Form Email – 3-12-2024 5:01 PM

Email: rachel.boehr@gmail.com

Your Message

Hi, thank you so much for collecting feedback! This is the first I'm hearing about it and I'm grateful that BED is piloting this program and soliciting feedback.

I live in the Hill section (S Prospect between Maple and Cliff) and there are no chargers here. It would be great to have one further up Maple St. For what it's worth, not everyone in this neighborhood is wealthy and/or homeowners. We are 11 renters in one house and there are many renters, including students, faculty, and workers, here.

It doesn't seem fair that ONE residents just asked for one in front of their house and got one and now there are several proposed for that neighborhood rather than dispersed throughout the city.

BED Reply – Email of 3-18-2024 10:16 AM

Rachel,

Thank you for providing feedback! Asking for feedback is only half the battle!

With regard to the initial locating of the pilot chargers. The person who discussed this with the City Councilor did not end up getting one in front of his house. We only mention that as the instigating communication that caused us to seek the grant. I do not believe anyone on my Team, who identified the neighborhoods even knows who that person was.

Chargers were located in five different neighborhoods that met the grant criteria (both in the North and South ends of Burlington), and in each neighborhood, the final location was selected by BED's engineering Team working with DPW from a parking and electrical feasibility viewpoint.

I sincerely hope that this pilot is successful and that BED is able to follow it with a broader program that included outreach to the community to see where these should be located, and in that case we will not have to deal with grant specific criteria either.

I hope this is helpful and if you have any follow up questions please feel free to contact me.

4 - BED Web Site Contact Form Email – 3-12-2024 5:30 PM

Name: Nancy Rabinowitz

Email: nancy@wildharedesign.com

Phone: +18028623829

Your Message

Hoping these are fast chargers! The slow ones are pretty useless for most people.

BED Reply – Email of 3-18-2024 10:06 AM

Nancy,

First we would like to thank you for taking the time to comment!

The pilot program pole mounted units will be level two chargers. The cost and infrastructure requirements for Level 3 (true fast charging) are much higher and do not lend themselves well to a pilot program budget.

The cost and electrical infrastructure requirements for Level 3 (true fast charging) are much higher and do not lend themselves well to a pilot program budget. BED is working on deploying more fast chargers as budgets permit and as promising locations are identified (to justify the cost of level three the location needs to lend itself to frequent vehicle turnover).

5 - In Person Comment to Caleb Mana – Email received from DPW 3/13/2024 1:00 PM

Verbal communication relayed to DPW Excavation Inspector C. Manna while distributing flyers for public outreach on Monday 3/11. Resident asked for verbal communication to be added to public record.

Steve Harrington

26 Intervale Ave

Does not feel EV charger is warranted in this location. Mr. Harrington indicated he did not believe anyone in the neighborhood owns an EV vehicle.

BED Reply – Email to Caleb Mana of 3-18-2024 10:06 AM

Caleb,

With regard to the comment below, I would ask if you could offer Mr. Harrington the following response to his concerns (no contact info was provided).

The Pilot Program for pole mounted chargers is designed to make it more practical for people to purchase EV's, knowing that some charging may be available in their neighborhood, not just to provide charging for people who already own EV's. Nevertheless BED has provided incentives under its "Tier 3" programs to a number of EV purchasers who live within walking distance of that charger and helping existing Burlington EV owners charge their vehicles is certainly helpful as well.

Fell <SIC> free to contact BED if you have any additional questions or concerns of course.



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director (cspencer@burlingtonvt.gov)
Re: **DPW Director's Report**
Date: February 21, 2024

CHAMAPLAIN PARKWAY WORK PROGRESSES:

On Monday, 3-11-24, the City Council unanimously approved a budget amendment to complete the initial construction contract for the Champlain Parkway and three related consultant contract amendments for the initial and final construction contracts. Minor signal work continues over the winter for this initial construction contract and large work will restart around April 15. We provided a contextual memo for the Council that is attached here. The final construction contract is planned to go out to bid in April / early May. More info: Norm Baldwin, nbaldwin@burlingtonvt.gov.

GREAT STREETS MAIN STREET

Thank you to the Commission's and City Council's support, the Courthouse Plaza parking garage is now open to the public at City rates (\$1.50/hr). Construction information can be found here: <https://greatstreetsbtv.com/main-st-construction>. An expanded project website will be launched soon. More info: Olivia Darisse, odarisse@burlingtonvt.gov.

REGIONAL BIKE SHARE UPDATE

Regional bike share vendor Bird is emerging from bankruptcy and is planning to relaunch their e-bikes in our community on or around March 18. They have promised the Council's Transportation, Energy and Utilities Committee to have a more aggressive effort to limit and quickly address bikes parked in inappropriate locations. More info: Contact CATMA's Katie Martin Katie@catmavt.org.

GMT FUNDING AND FARES

The Council's Transportation, Energy & Utilities Committee has met a couple times to discuss both GMT's long-term funding and the short-term policy decision on Burlington's fare free transit routes. Now that GMT will be using the final amount of COVID relief funding through FY'25, the FY'26 operating budget situation will be dire unless additional financial support can be identified. The TUEC drafted a resolution calling on Chittenden County's State Reps and Senators to implement recommendations from a State transit financing study. The TEUC resolution goes to the City Council on 3-25-24 for their consideration. Also, Burlington needs to decide whether to continue fare free service on the former College Street Shuttle route (Route 11) and extend it to the City Loop (Route 8) as the Council had suggested in 2022. GMT and its Union drivers are advocating to have all routes be regular fare routes for consistency and in consideration of the new, easier and more-equitable fare structure. The TEUC will discuss the fare question at its next 3-26-24 meeting. More info: Chapin Spencer, cspencer@burlingtonvt.gov.

BATTERY ST SCOPING STUDY

The public comment period remains open for weighing in on the two design concepts for Battery Street. Please take time to weigh in on the survey: <https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/battery-street-corridor-scoping-study/>. Both designs improve pedestrian crossings. The primary difference relates to the design of the bicycle facilities and the relative parking impacts. More info: Julia Ursaki, jursaki@burlingtonvt.gov.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

TO: Burlington City Council

FROM: Chapin Spencer, DPW Director

CC: Norm Baldwin, Division Director – Technical Services
Corey Mims, Senior Public Works Engineer
Katherine Schad, CAO
Ashley Parker, Capital Program Director
Michele Boomhower, VTrans Director of Policy, Planning & Intermodal Development
Ande Deforge, VTrans Project Manager
Patrick Kirby, FHWA, Deputy Division Administrator

RE: **Supplemental Champlain Parkway Context**

Date: March 11, 2024

In conversations late last week, a couple City Councilors expressed an interest in having a supplemental memo that provides additional context on the Champlain Parkway project. This memo seeks to provide the additional context.

Design Context:

- Through decades of successful effort across multiple Administrations, the City has been able to right-size the Champlain Parkway project – from a four-lane divided highway to a two-lane 25mph city street that improves lake water quality
- Better environmental stewardship
 - Project removes nearly 12 acres from the combined sewer system
 - Project reduces sediment discharged to Lake Champlain by 6,344 pounds / year
 - Renews municipal utilities (water, wastewater, stormwater, electric) in key areas
- Better multi-modal transportation
 - Adds 2 miles of shared use paths and bike lanes
 - Adds crosswalks, raised intersections, transit shelters
 - Truck traffic in South End will have better interstate access that avoids residential streets
- Future flexibility
 - VTrans has provided written commitment to allow for future modifications along the corridor as the needs in Burlington's dynamic South End evolve

Upcoming Project Timeline

- March 11, 2024 – Requested Council action on budget and contract amendments
- April/May 2024 – Proposed Council work session on final construction contract

- May/June 2024 – Expected Council vote to execute final construction contract
- June 2024 – Home Ave. to Lakeside Ave. section of the Parkway opened to traffic
- July 2024 – Initial construction contract expected to be fully completed
- August 2024 – Final construction contract expected to get underway
- July 2026 – Final construction contract expected to be completed

Response to King-Maple Neighborhood Concerns

- Yes, traffic modeling for the Champlain Parkway alone projects an overall 9% increase in traffic in the southern end of downtown – but with the Railyard Enterprise Project and other South End projects, traffic in the southern end of downtown is projected to decrease below today’s traffic levels.
- The Champlain Parkway brings a greatly enhanced design to the Maple-King neighborhood to improve safety for all modes. The project features will include narrowed intersections, new signals with exclusive walk signals, removing truck traffic from lower Maple Street, and raised intersections, new crosswalks and new bike facilities along Pine Street.
- DPW Staff have met with representatives from the King Street Center and understand their interest in additional traffic calming features. Curb extensions at the Pine St & King St intersection are included as part of the Champlain Parkway project – and we will explore whether additional calming features are warranted on the King Street block between Pine St and St Paul St.
- The King-Maple neighborhood has benefitted from over \$5M of capital improvements (separate from the Parkway) over the last 5-7 years – one of the areas of greatest capital reinvestment across the City.

Requested 3-11-24 Council Actions:

Councilor Bergman requested a breakdown that shows the portion of each requested action that would go to the initial or final construction contracts. DPW staff has made our best efforts to estimate the amount of work each consultant contract would go to the initial construction contract (underway) and the final construction contract (upcoming).

REQUESTED CITY COUNCIL ACTION	Initial Contract	Final Contract
Utilize \$900K of capital bond proceeds	\$900,000	
Utilize additional \$80K of Street Capital funding*	\$80,000	
Increase design contract (CHA) by \$890,450	\$620,450 (est.)	\$270,000 (est.)
Increase project mgmt. contract (D&K) by \$315,000	\$0 (est.)	\$315,000 (est.)
Increase resident engineer contract (WSP) by \$4,108,984	\$383,411 (est.)	\$3,725,573 (est.)

*The additional Street Capital funds are coming from unexpended contingency funding from 2023’s paving budget and will not be deducted from the 2024 paving scope of work.

Overall Funding Context:

- Total projected Champlain Parkway construction phase cost: \$86M
- City’s two major financial commitments from 1998 agreement with the State of Vermont:
 - 2% of “participating costs” (~\$1.6M, 1.9% of total cost) – the City has agreed to pay 2% of costs that our Federal and State partners deem eligible expenses. These costs are being covered by the City’s street capital funding. It is important to note that this project is delivering far more paving and sidewalk work than the \$1.6M street capital contribution would be able to cover on its own.
 - 100% of “non-participating costs” (~\$5.5M, 6.4% of total cost) – the City has agreed to pay all of the costs for items that our Federal and State partners see as ineligible

(contaminated soils, additional utility upgrades, special elements/finishes). These costs are predominately being covered by the City's capital bonding.

- Total projected City match among all General Fund sources: ~\$7.1M or 8.3% of total cost. This is a very favorable arrangement for the City. Most Federal and State-funded projects require a 10-20% local match plus 100% of non-participating costs.
- Of the projected \$7.1M overall General Fund contribution, the City will need to budget approximately \$2.4M in FY'25 and FY'26 for the final construction contract (~\$738,000 from street capital and ~\$1.65M from General Fund capital). These funds will need to be allocated prior to authorizing the final construction contract.
- Our Federal and State partners have reserved tens of millions of dollars for this coming fiscal year to enable the City to get underway with the Parkway's final construction contract. They have let us know that if the City does not have the final construction contract awarded by sometime in June 2024, the funding may be reallocated for other pressing needs in the State.
- Additionally, the relationship with our Federal and State partners is especially important these days as their financial participation will be critical to funding large upcoming projects including the Burlington-Winooski Bridge (~\$60-80M), Great Streets Bank and Cherry Streets (~\$55M) and the Railyard Enterprise Project (~\$37M).

I hope this supplemental communication is helpful. Reach out with any questions (cspencer@burlingtonvt.gov).