City Council - Transportation, Energy and Utilities Committee

Tuesday, June 25, 2024, 5:30 PM,

Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401

Join via Zoom: https://zoom.us/j/84603122855
To call into the meeting, including to speak during public comment:
Phone: 312-626-6799, Webinar ID: 846 0312 2855

1. Agenda

1.1. Adopt/Amend Agenda

2. Adopt Minutes

2.1. May 23, 2024

2.2. June 11, 2024

3. Public Forum

4. Deliberative Agenda

4.1. Agenda Planning for TEUC

4.2. GMT Funding & Planning

4.3. Bank and Cherry Concept Plan

5. Director's Report

6. Councilor Items

7. Next Meeting

7.1. July 22, 2024

8. Adjournment

CITY OF BURLINGTON, VERMONT

CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Mark Barlow, **Chair,** *North District*
Councilor Gene Bergman, *Ward 2*
Councilor Evan Litwin, *Ward 7*
Councilor Marek Broderick, *Ward 8*

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council

Thursday May 23rd, 2024 – 5:00PM

645 Pine St – DPW Front Conference Room

--DRAFT MINUTES--

Chair Bergman calls meeting to order at 5:05 PM

- **Agenda**

Councilor Broderick moves to approve the agenda. Councilor Litwin seconds. All in favor, passes unanimously.

- **Minutes of 4.23.24**

Councilor Broderick moves to approve the minutes. Councilor LItwin seconds. All in favor, passes unanimously.

- **Public Forum**

Steve Goodkind, Burlington resident, spoke about Steam pipe resolution and commitments City has made, including TEUC/BED. Asks for how that will move forward with TEUC action.

Councilor Bergman points to first agenda item of the night which may have information on the study, and that TEUC is prepared to take action.

- **Deliberative Agenda**

4.1 BED Budget Related Updates

BED General Manager Darren Springer summarizes key points on action items from District Energy Resolution: Wood Chip Dryer, Third party study on forestry and TEUC/Electric Commission/BED study on future of McNeil.

Councilor Gene Bergman asks about timing on first item.

DS said some low-cost immediate follow-ups including: coating to apply to boiler which aids efficiency; as well as controls optimization. After budget approval would work on a formal RFP with McNeil engineers to issue RFP in FY 25 – first 6 or 7 months.

GB hopes it will be earlier, and asks about stack emission reductions.

DS looking at efficiencies and how to quantify and document efficiencies.

GB asks is draft RFP for forestry study is ready.

DS – not yet, looking to issue in early FY 25.

GB asks if RFP can be shared with TEUC before issuance due to “broad skepticism.”

DS – atypical, but will do so with Committee and want to ensure that certain pieces/experiences will be included in RFP

DS describes McNeil RFP process.

GB asks about District Energy resolution, lines 120 thru 165, and that it would be helpful to reference those requirements of the resolution in RFP. DS commits and will present draft early to TEUC, BED Commission and Council review.

4.2 Reconnecting Bank and Cherry Concept
Engineer Laura Wheelock gives presentation, including history, concepts and next steps for the Reconnecting Bank and Cherry (RBC) project.

Councilor Gene Bergman asks about Cherry St sidewalk width. LW answers 7’ minimum, depending on storefronts and older conditions.

Councilor Marek Broderick asks if Cherry is already an existing double parking lane. LW answers yes.

GB asks about # of parking spaces lost, and asks to have this ready for future public outreach.

LW highlights “festival space” on stretch of Bank St as direct result of public interest.

GB asks about the driveway out of the garage on new St Paul St and sightlines for bicyclists, which LW clarifies is a relatively open street with slight grade. GB underscores importance of good sight line. LW discusses importance of this as a GMT thru-way which alleviates need to cross Marketplace.

Councilor Evan Litwin asks about the process by which we arrived at Bank St rather than Cherry as a festival space. LW discusses importance of Cherry St as a GMT corridor, which Bank does not have. EL has interest in “reclaiming” Cherry St to create more vibrancy, but understands why Bank is a primary festival space. CS discusses the added vibrancy of CPB as helping aid this on Cherry St.

LW asks for TEUC support to bring forward to City Council on June 24, part of a condition of federal spending.

EL has concerns on construction timing and its impact on Burlington School District, still operating in old Macy’s. LW clarifies that this is a condition of federal spending, and a milestone that needs to be met. However, it doesn’t mean “digging in the ground,” and LW says we would not plan to dig while school is in session. EL asks for school consultation, and that principals be intentionally engaged. LW says we will be meeting with BSD.

EL makes motion to approve request. MB seconds,but asks for clarification on approval before public engagement is finalized; and about process if significant changes are made. MB makes friendly amendment: approves preferred design concept presented to TEUC on 5/23/24. EL accepts amendment. Unanimous approval.

4.3 Champlain Parkway Project – Final Construction Contract
Director Chapin Spencer offers initial remarks about ongoing Parkway project, and bid process that is underway for Phase 2 – planning on going out to bid in mid-June. Wants to answer some of Councilor Gene Bergman's prior questions, offer additional traffic analysis information and go to Council 6/3 with an informational meeting followed by an award of contract later in summer for Council approval.

City Engineer Norm Baldwin summarizes GB's questions: how does traffic modeling change with rezoned parking lot by "Ride Your Bike" and are Parkway volumes being introduced to King/Maple neighborhood the same? CEB gives presentation in response to these questions.

GB asks to confirm documentation re: "internal capture."

CS says that all of this information, along with background info, will be posted online and in full Council packet in June. CS clarifies that the trip generation estimates are "to" and "from" the future redeveloped site.

CS underscores that REP still relevant to help mitigate future traffic generation.

GB suggests that CPB is going to be a significant traffic factor with 2 hotels and housing. Wants to ask consultant Stantec to factor that in as it will be a "straight shot" on the reconstructed Pine St.

CS does clarify that "background growth" is currently part of modeling.

CEDO Director Brian Pine helps offer estimates on how many future individuals may occupy hotels + housing at CPB. 300 units of housing + 400 hotel rooms, approximately.

GB asks about traffic mitigation in King St neighborhood and to do so in detail and sequencing.

Councilor Evan Litwin asks about Pine St details for Parkway which CS clarifies; follows up asking how Parkway alleviates traffic.

CS says that Parkway will bring additional King/Maple traffic, but not to the level projected, hence mitigation efforts within and outside of the project including advancing REP.

CS leaves to attend a Great Streets public meeting, but summarizes GMT financial update and agrees with GB about need to discuss in future.

4.4 Solar Energy Project
Director Brian Pine & Zachary Nersinger from CEDO join.

BP offers introduction and ZN offers presentation on potential to add solar and battery storage to City properties and offer new revenue source for City.

Councilor Gene Bergman asks to remove "Beltline" from Water Reservoir slide, which BP acknowledges is vendor error.

BP discusses going to Council as a next step to provide site control to Encore, solar firm chosen for project.

GB asks about the arrangements Encore entered into with Brattleboro, South Burlington and other landfill/junkyards.

GB asks if wastewater treatment plant is an option.

BP says not included in the study.

Councilor Evan Litwin asks if going to NPA is an option, and to specifically talking about beautification options (like adding planters, public art, etc) and BP commits to going to NPA, but have to be careful about nearby additions to solar arrays.

5. Director's Report

5.1 GMT Update

Councilor Broderick makes motion to accept communication and discuss at June TEUC. Councilor Litwin seconds. Unanimous approval.

6. Councilor Items

Councilor Broderick asks to add emission reductions to future agenda

Councilor Litwin underscores traffic concerns with Parkway. Councilor Bergman describes the potential consequences of yes or no votes and the responsibility of each Councilor to make that decision.

Rob Goulding commits to circulating most recent South End coordination chart.

7. Next Meeting

Councilor Bergman brings up need to have special meeting before 6/13, per Chair Barlow. Offers 6/11 @ 5:30 with potential for virtual. GB asks DPW to confirm with Mark on a location (and whether virtual or not).

Next regular TEUC: June 25th. Time TBD pending DPW discussion with Chair Barlow.

8. Adjournment

Councilor Bergman adjourns at 7:20 PM.

CITY OF BURLINGTON, VERMONT

CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849

802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Councilor Mark Barlow, **Chair,** *North District*
Councilor Gene Bergman, *Ward 2*
Councilor Evan Litwin, *Ward 7*
Councilor Marek Broderick, *Ward 8*

Inquiries:
Madeline Suender
802.735.5324
msuender@burlingtonvt.gov

Transportation, Energy and Utilities Committee of the City Council
Tuesday June 11, 2024 – 5:30PM
Virtual
--DRAFT MINUTES--

Chair Barlow calls meeting to order at 5:33PM

1. Agenda
Councilor Bergman moves to approve the agenda. Councilor Broderick seconds. All in favor, passes unanimously.

2. Minutes of 5.23.24
Councilor Barlow recommends postponing until next official TEUC meeting.

3. Public Forum
Paul Hines passes along comment from daughter. Driving behind a bus in Burlington, belching smoke. Daughter asked to pass along when electric busses will be coming to the City.

Chair Barlow offers that GMT will be attending on 6/25 and can answer this question.

4. Deliberative Agenda

4.1 Vehicle for Hire Licensing Board and Taxi Ordinance Change Review

Chair Mark Barlow summarizes topic: 3 changes to VHLB ordinances.

Assistant City Attorney Hayley McClenehan says that ordinance can move to City Council who can decide if Ordinance Committee needs further review.

Paul Hines, Chair of Vehicle for Hire Licensing Board (VHB), summarizes changes.
- if picking up at airport, must use rates
- receipt option
- VHB is small so adds that someone from TEUC could fill in as alternate.

MB asks GB if any feedback.
GB refers to lines 17-18, and how to determine process of deciding who from TEUC fills in.

GB also asks about Article 30, Line 32: “except as provided below”, there should be a reference to what is provided below.

HM walks through options to have TEUC alternate chosen

GB says that specific TEUC member should be determined ahead of time.

MB asks if an option would be to have Chair appoint alternate after contacted by VHB for need for fill in – adds flexibility.

Councilor Litwin wants less restrictions, more flexibility.

HM offers advice on how to structure this.
EL references lines 27-31. Encourages that where City sets rate, that we provide opportunity to offset credit card processing fee.

EL not sure about certain language that says driver “must disclose" the vehicle is cash only before credit card adoption, and instead have sign in vehicle displayed “cash only.”

EL also suggests updated Airport signage.

PH references passenger bill of rights in ordinance, and that some signage in Airport has been updated.

A discussion on timeframe of when the law becomes effective (assuming passage) ensues.

HM suggests setting a realistic effective date and striking the sentence of concern.

MB suggests keeping language, adds language about posting a sign, pass along to Airport Commission to determine how enforcement can work through Ambassador program.

HM points out that this ordinance will affect licenses citywide, wider than just airport administration and enforcement.

GB suggests letting administrators determine where signage goes, and enforcement parameters.

MB suggests fees, like credit card, only be included in meter rate and not as an add on. GB agrees.

HM suggests TEUC make motion to take discussed changes, incorporate into draft ordinance and send to Airport Commission for their feedback.

GB asks further about language in Article 30, Line 32. HM will review.

MB suggests further comments be sent to HM.

GM makes motion on Incorporating feedback into ordinance changes and send to Airport Commission. EL seconds. All in favor.

5. Director's Report
NONE

6. Councilor Items
NONE

7. Next Meeting
Next regular TEUC: June 25TH at 5:30

8. Adjournment
Chair Barlow adjourns at 6:33 PM.

June to November 2024 GMT Board Roadmap: Responding to Fiscal Cliff and Legislative Plan

Clayton Clark, General Manager

Green Mountain Transit

Overview of Board Activities

- Focus is board actions necessary June to November
- Cost Reductions: service and non-service
- Urban and Rural question
- Legislative plan
- Future considerations

Pause to Recognize the Moment

- No additional funds from feds
- No additional funds from state
- We control fares and what we spend/cut
- We influence municipal assessments

Pause to Recognize the Moment

- Waiting to act in the hopes of improved financial circumstances is no longer an option
- Board focus needs to be on existential survival, and that means successfully navigating over the fiscal cliff
- August break not appropriate for this year

Cost Reductions: Years and Considerations

- FY25, FY26, FY27 service reductions
- FY25 non-service reductions
- Driver bids going into effect August, February, and June, with bid process starting 3 months prior
- Draft assessments due to municipalities in November/December
- Municipal assessments collected in July

FY25 Service Reductions Considerations

- $1 saved in FY25 is $3 saved over FY25-27
- Board will need to decide whether willing to decrease FY25 service level with existing FY25 assessments
- FY25 assessments due from municipalities in July 2024
- FY25 reductions should be identified prior to legislative plan due November 2024

FY25 Service Reductions Roadmap

- Board comes to agreement on willingness to change FY25 service in light of FY25 assessments at June 2024 meeting
- Board establishes FY25 savings target at July 2024 meeting
- Staff presents draft reduction plan at August 2024 meeting
- Staff conducts FY25 and FY26 public hearings on reductions in September 2024
- Board approves FY25 reductions at October 2024 meeting
- FY25 reductions implemented in February 2025 driver bid

FY26 Service Reductions Considerations

- $1 saved in FY26 is $2 saved over FY25-27
- FY26 reductions should be identified prior to FY26 assessments for municipalities, due November/December 2024
- FY26 reductions must be identified prior to legislative plan due November 2024
- Reserves depleted

FY26 Service Reductions Roadmap

- Board establishes FY26 savings target at July 2024 meeting
- Staff presents draft reduction plan at August 2024 meeting
- Staff conducts FY25 and FY26 public hearings on reductions in September 2024
- Board approves FY26 reductions at October 2024 meeting
- Service reductions implemented with June 2025 Bid

FY25 Non-Service Reductions

- Non-service savings should be identified prior to legislative plan due November 2024
- Review “new” added cost drivers, with recommendations presented September 2024 to Finance and Board:
  - Additional operating costs for electric battery buses
  - Additional operating costs for transit centers
- Assess urban subsidization of rural
- Review of administration positions

Urban and Rural Considerations

- Recommendation on structure part of legislative plan due November 2024
- Organization Assessment has identified this as the central problem to resolve
- Note: VTrans can choose who it awards rural funds to without statutory change

Urban and Rural Roadmap

- GMT/VTrans meets with adjacent providers May 2024
- GMT/VTrans/Consultants study transfers June-August 2024
- Feedback from staff June-August 2024 meetings
- Finance Committee considers financial reviews of service transfers September 2024
- Staff prepares draft urban/rural plan for September 2024 meeting
- Board adopts urban/rural plan at October 2024 meeting

Urban Municipal Special Assessment Considerations

- GMT has statutory authority to issue a special assessment to urban members, although 100% of the legislative bodies must approve
- Failure to ask municipalities for additional funds a liability with legislature
- November 2024 legislative plan should include that GMT will ask members for FY26 Special Assessment

Urban Municipal Special Assessment Roadmap

- Staff to present Finance Committee draft FY26 Special Assessment at September 2024 meeting
- Board approve FY26 Special Assessment request at October 2024 meeting
- Staff deliver FY26 Special Assessment request with our normal draft assessment in November 2024

Legislative Plan Considerations

- Condition of accepting $630K in FY25
- Draft Due November 15, 2024
- Final Due February 1, 2024
- Service transitions would require a 3-year cost and revenue plan

Legislative Plan Roadmap

- Review drafts August and September 2024 meetings
- Approve at October Meeting
- Could reschedule November meeting before November 15

Board Meeting Outline

Green Mountain Transit

June 2024

- Determine willingness to reduce service in FY25 after issuing assessments (Finance and Board)
- Staff input on urban/rural (Board)

July 2024

- Board establishes FY25 service savings target (Finance and Board)
- Board establishes FY26 service savings target (Finance and Board)
- Staff input on urban/rural (Board)

August 2024

- Board adopts draft FY25 service reduction plan (Board)
- Board adopts draft FY26 service reduction plan (Board)
- Staff input on urban/rural (Board)
- First review of legislative plan (Board)

September 2024

- Financial review of transferring rural service (Finance and Board)
- Board reviews draft urban/rural plan (Board)
- Board reviews FY25 non-service reductions that would require board input (Finance and Board)
- Draft FY26 Special Assessment (Finance)
- Second review of legislative plan (Board)

October 2024

- Approve FY25 Service Reductions (Board)
- Approve FY26 Service Reductions (Board)
- Adopt urban/rural plan (Board)
- Approve FY26 Special Assessment (Finance and Board)
- Approve legislative plan (Board)

November 2024

- Happy Thanksgiving… Consider taking the month off
- Also consider moving meeting earlier in the month in advance of legislative plan deadline on 11/15/24

Beyond October Considerations

Green Mountain Transit

Urban Municipal Assessment Considerations

- GMT lacks a definitive and understandable methodology to justify assessments
- Lack of specificity in municipal assessments undermines municipal partnerships
- Lack of specificity during a period of service reductions will amplify mistrust of GMT by municipal partners
- Anticipate a difficult process

Urban Municipal Assessment Roadmap

- Not enough time to implement assessment reform prior to FY26 draft assessments due in November 2024
- November 2024 legislative plan should include plan to reform assessments prior to issuing FY27 draft assessments
- New assessment methodology needs to be approved by 75% of urban member legislative bodies by November 2025

Fare Adjustments

- GMT FY26 Budget to be approved January/February 2025
- Staff will have 7 months fare data to evaluate if we are meeting fare revenue target
- Consider historical fare revenue portion of revenue and determine if 10% is too low
- Prepare for fare adjustments process beginning in January 2025 if revenue targets not met, with expectation to implement by July 2025
- November 2024 legislative plan should include that we will be assessing fare levels and revenue

ADA/Microtransit

- GMT studying whether new ADA contract, which will begin FY26 on July 1, 2025, should be for ADA/microtransit within the same geographic boundaries
- Microtransit has broader appeal than fixed route, so anticipate additional support from VTrans/Legislature
- If appropriate, microtransit may allow for cost savings by reducing the time fixed route transit operates (late nights, early mornings)
- May mitigate impact of fixed route reductions to riders

MyRide

- MTI funding of local match to end after FY25
- GMT would need to find 10% local match (~$100K) to continue service in FY26, assuming VTrans willing to provide other 10% of local match (it is an 80/20 service)
- Montpelier and Berlin not contributing to MyRide in FY25

FY27 Service Reductions Considerations

- $1 saved in FY26 is $1 saved over FY25-27
- FY27 reductions must be identified prior to FY27 assessments for municipalities, due November/December 2025

FY27 Service Reductions Roadmap

- Staff prepares data necessary for reduction review in June 2025
- Board establishes FY27 savings target at June 2025 meeting
- Staff prepares draft reduction plan to present at July 2025 meeting
- Staff conducts public meetings in September 2025
- Board approves FY27 reductions at October 2025 meeting
- Service reductions implemented with June 2026 Bid

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: Transportation, Energy, and Utilities Committee

FROM: Julia Ursaki, PE, Public Works Transportation Engineer
Laura Wheelock, PE, Division Director of Tech Services/City Engineer

DATE: June 25, 2024

CC: Chapin Spencer, Director of Public Works

RE: Reconnecting Bank & Cherry Concept Approval

Request:

We are respectfully requesting that the Transportation, Energy, and Utilities Committee approve the following motion:

The TEUC approves and recommends that the City Council approve the preferred design concept for Bank Street east of Church Street, Cherry Street east of Church Street, and the new sections of Pine Street and Saint Paul Street between Bank Street and Cherry Street; and further acknowledges the concepts for Bank Street and Cherry Street west of Church Street approved by City Council on May 21, 2018.

Summary

DPW is advancing the Great Streets Reconnecting Bank & Cherry project following the City Council's acceptance of our $15M Congressionally Directed Spending (CDS) and $22M Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants that are funding this project. With our new federal funding, we are adding the blocks of Bank and Cherry Streets east of Church Street to this project, as well as the new blocks of Saint Paul Street and Pine Street (see Figure 1). We are now seeking approval of the preferred design concepts of the new blocks added to the project. We plan to bring this to the City Council for approval on July 15, 2024.

This design concept is the result of over a decade of planning and stakeholder coordination as outlined in the following sections. However, the design leaves room for flexibility in the future

based on discussions with downtowns stakeholders, community input and planning.

Future Flexibility

This concept is based on the City's planning efforts and coordination with stakeholders in the project area over the past decade. However, the design has room for flexibility in the future for what these streets may look like. Community conversations and discussions with downtown stakeholders can inform:

- Programming and events on Bank Street, which is designed as a curbless festival street that can be closed to pilot pedestrian access only for events;
- Studies and considering one-way traffic circulation on the new blocks of Saint Paul and Pine Street; and
- Long term, pedestrianizing additional streets in our downtown.

Additionally, DPW is seeking to reduce the speed limit to 20 miles per hour for downtown streets, which aligns with the City's past planning to prioritize multimodal safety and create a downtown slow zone. This project and DPW's other current Great Streets projects already have a design speed of 20 miles per hour.

Past Council-Approved Transportation Planning

DPW is developing this project based on several Council-approved plans that date back to 2011.

Bank & Cherry Concept Design (Council approval May 21, 2018) provided the concept plans (west of Church Street) to the City Council and the public that showed a multi-modal streets consistent with the Great Streets Standards.

Great Streets Standards (Council approval 2018) bring the needs and experience of the pedestrian first, while ensuring that all other users and uses are accommodated in a delicate balance.

PlanBTV Walk Bike (Council approval 2017) envisions a network of connected bicycle facilities throughout the City. Downtown, this includes bike lanes on Pearl Street and Main Street for east-west connectivity, and Winooski Ave and Battery Street north-south. The downtown core is designated as a downtown slow zone (designed for 20 miles per hour or less) with shared lanes for bikes.

PlanBTV Downtown and Waterfront (Council approval 2013) re-imagined our downtown grid by restoring the clipped blocks of Pine Street and Saint Paul Street. It outlines the benefit of these north-south routes for vehicles to relieve traffic on South Winooski Ave and Battery Street and calls out working with the Burlington Town Center (previous mall owners) to re-imagine how this could work.

Transportation Plan (Council approval 2011) designates downtown as a slow street area. The plan states "The Slow Streets are located within the pedestrian-oriented downtown core bounded by South Winooski Avenue, Maple Street, the waterfront, and Pearl Street. In the Slow Streets, cars, buses and bicycles all share the right of way. Pedestrians get priority, and crossings are frequent and short to help reduce intersection delays for both pedestrians and cars. Cars easily pull in and out of curbside spaces. It is proposed that a 20mph speed limit be adopted for this area."

Past Council-Approved CityPlace Coordination

The City has been coordinating with the previous and current mall owners to implement the Council-approved plans.

2017 Development Agreement defines the re-established blocks of Pine Street and Saint Paul Street as part of the Public Improvements associated with the CityPlace development.

February 2021 Escrow Agreement between the City and developers requires approved concept for the design of Saint Paul and Pine Streets by May 2021. The concepts were presented to the City Council on May 10, 2021 and approved by the Development Review Board on March 17, 2017

November 2021 City Council Approval for 150 Bank Street Agreement for 150 Bank Street property acquisition. This provides access management on Bank Street for pedestrian safety and relocates a driveway for 150 Bank Street on St Paul Street. Easement is closed.

August 9, 2021 City Council Approval 100 Bank Street Agreement for a roadway easement and sidewalk easement under 100 Bank Street for the new block of Pine Street. Easement is closed with the understanding that the roadway easement will be a public street open to vehicles.

June 20, 2023 City Council Approval for Construction Costs for S. D. Ireland's contract for public improvements. They construction contract is based on final design documents submitted in December 2022 that are based on the street concept approved by City Council on May 21, 2018.

CityPlace Permits and Zoning

The developers have gone through the Development Review Board's processes to meet the City's planning and zoning requirements.

Original Permit approved March 17, 2017 which includes the concept design for St Paul Street and Pine Street

Amended Permit approved March 8, 2021 which includes driveway access for the CityPlace parking garages off of St Paul Street and Pine Street

Community Input

May 23, 2024 Public Meeting

These concepts were presented at a public meeting in Contois Auditorium at City Hall and online

via Zoom. Approximately 20 members of the public attended. The project team heard comments about additional locations for pedestrian plazas and rain gardens, integrating public safety into the street design, how bikes, pedestrians, and vehicles will interact on the curbless street, and several clarifying questions. Notes from the public meeting are included in Attachment 2.

June 12, 2024 Church Street Marketplace Commission

These concepts were presented to the Church Street Marketplace Commission. Input included discussion over public safety and use of pedestrian plazas, locations of pedestrian plazas, the need for parking in the project area, public art, public bathrooms, and public safety infrastructure. Needs for access to Church Street were also discussed, including turning radii for delivery trucks and street widths.

Proposed Concept

The proposed concepts are rooted in several years of design and development from the Great Streets Standards and planBTV Walk Bike. For the newly added blocks of Bank Street and Cherry Street, DPW is proposing to continue the existing design concept and cross sections from Bank Street and Cherry Street west of Church Street, which are shown in Figures 3 and 4 below and in Attachment 1. For Saint Paul Street and Pine Street, DPW's street concept is consistent with the Great Streets design for Commercial Minimum streets. Please see the concept drawings shown in Attachment 1.

Key elements of the proposed concept include:

- Burying the overhead utilities on Bank Street between St Paul and Pine Streets (to allow for bigger healthier trees and a cleaner look)
- Planting all new trees and installing either soil cells or other optimum growing mediums for the street trees
- Providing permeable pavers in greenbelt and other technologies to take stormwater from the sidewalk and tree belt to feed the trees
- Installing granite curbs that will have a longer life than concrete
- Adding bump outs that will narrow pedestrian crossings and add planting /activation areas
- Install new lighting fixtures consistent with BED design standards and meet current lighting standards for both the sidewalk and the street
- Adding amenities along the streets including seating, pedestrian plazas, public art, and bike parking

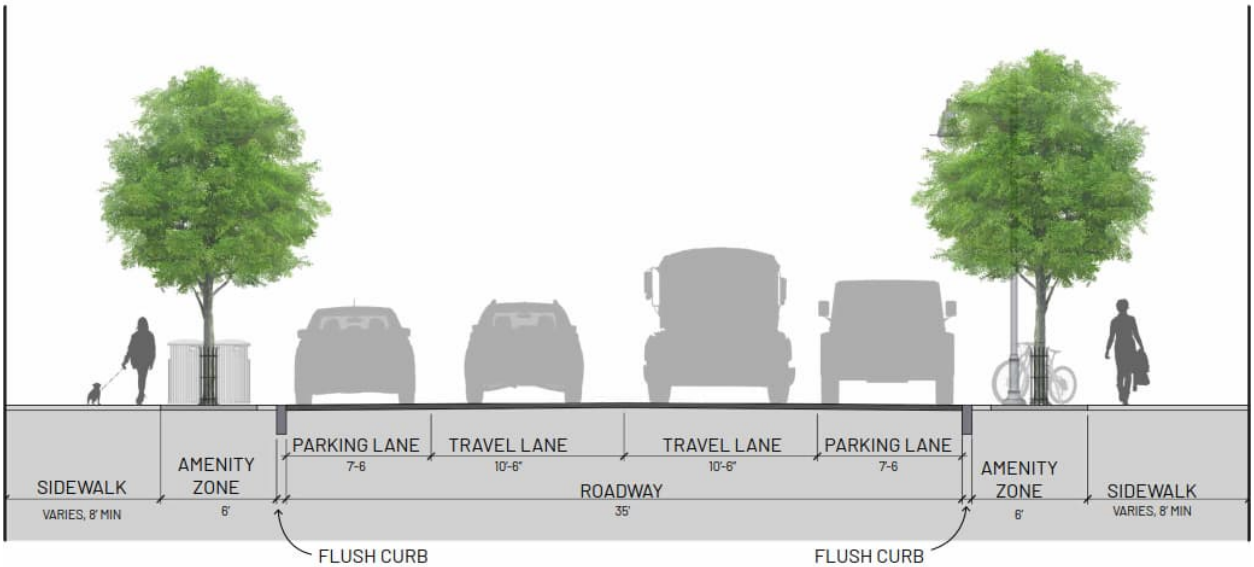


Figure 1. Bank Street Proposed Section

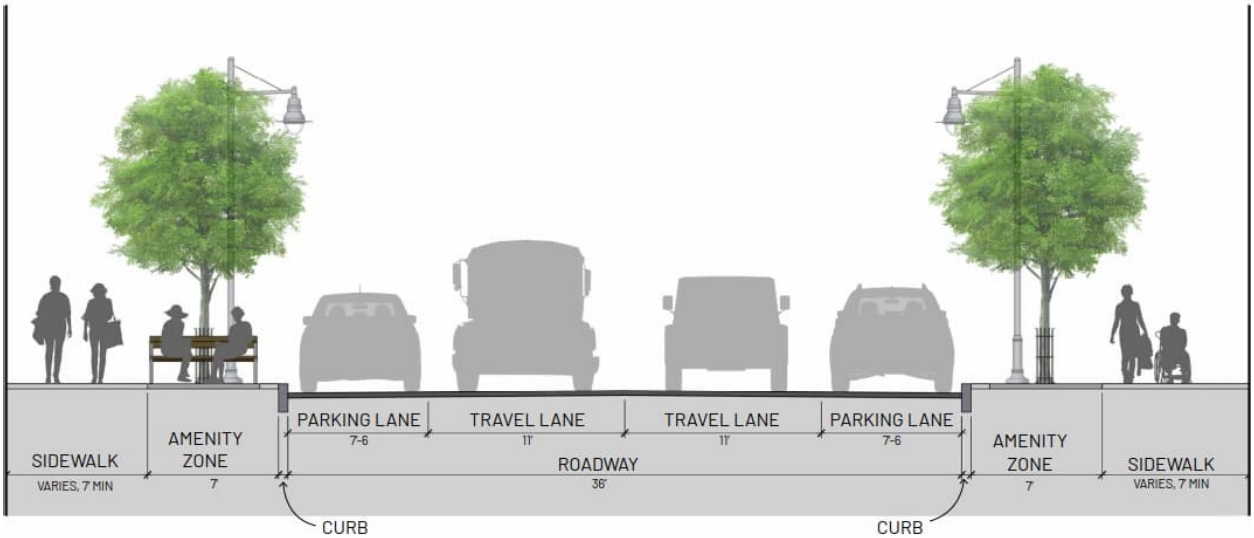


Figure 2. Cherry Street Proposed Section

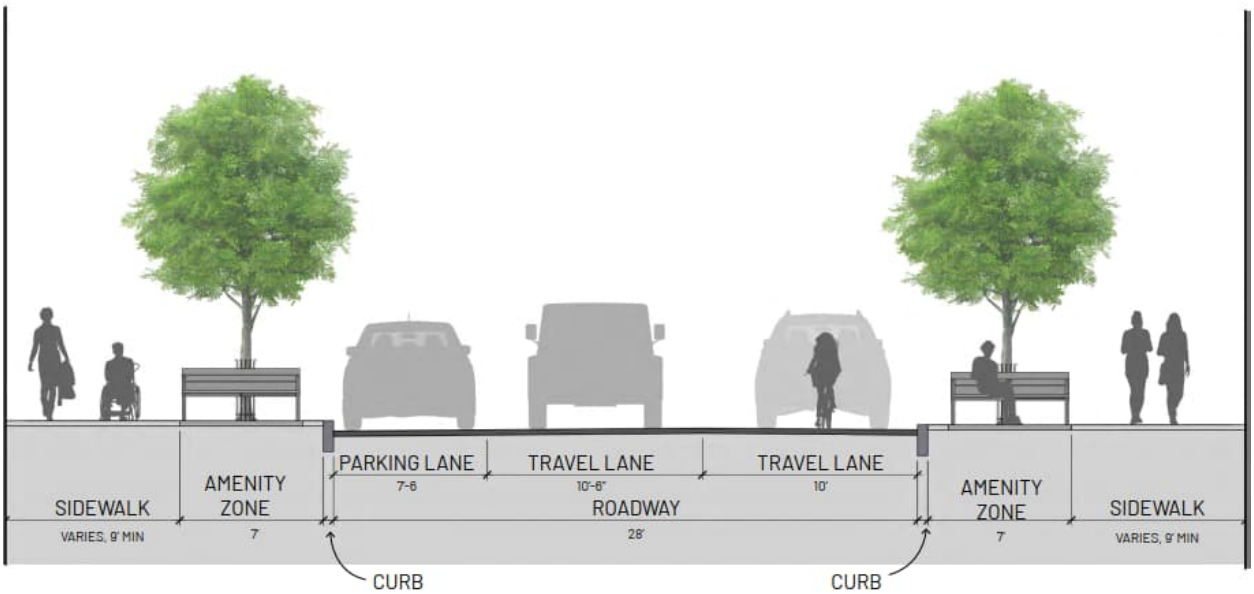


Figure 3. Pine Street and Saint Paul Street Proposed Section

Timeline/Next Steps

The timeline and next steps for this project are as follows:

July 15, 2024 | City Council seeking concept approval

July – October 2024 | Design Development

October 2024 – April 2025 | National Environmental Protection Act (NEPA) review

April 2025 – May 2026 | Final Design, Permitting and Right of Way

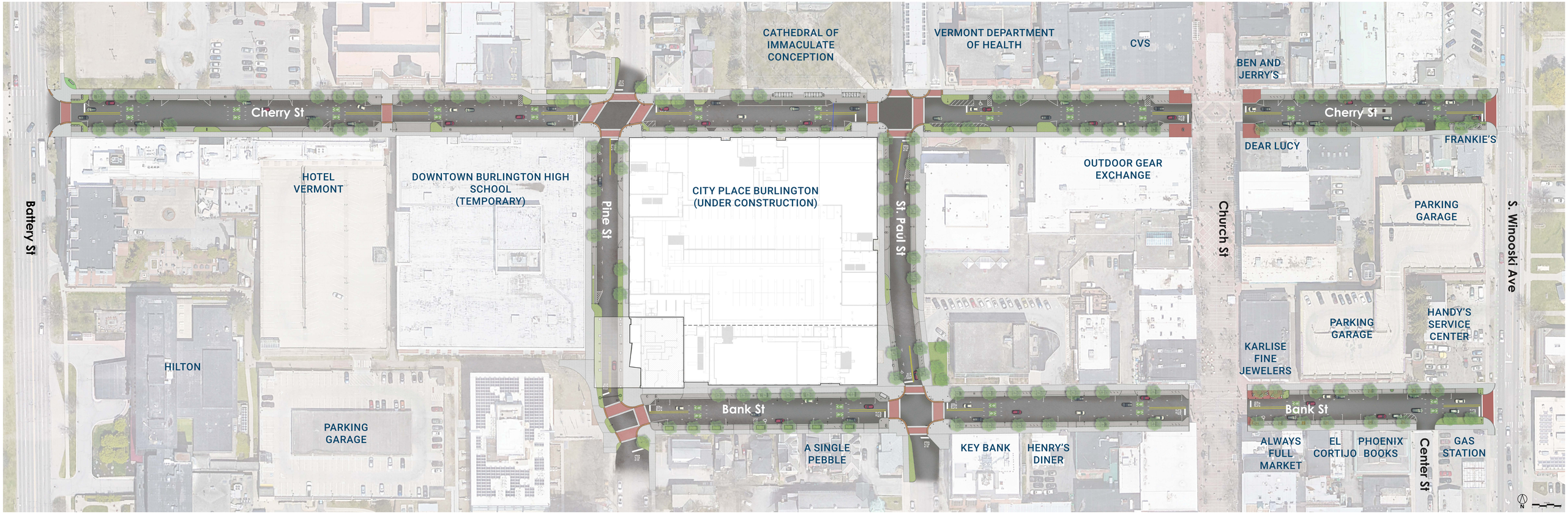
Spring/Summer 2026 | Cherry Street Construction

Spring/Summer 2027 | Bank Street, Saint Paul Street, Pine Street Construction

Additional information and updates can be found on the project website at:
https://greatstreetsbtv.com/gs-initiative/reconnecting-bank-cherry/

Attachments

1. Overall Concept Graphic


CATHEDRAL OF IMMACULATE CONCEPTION
VERMONT DEPARTMENT OF HEALTH
CVS
BEN AND JERRY'S
Cherry St
Cherry St
DEAR LUCY
FRANKIE'S
HOTEL VERMONT
DOWNTOWN BURLINGTON HIGH SCHOOL (TEMPORARY)
CITY PLACE BURLINGTON (UNDER CONSTRUCTION)
OUTDOOR GEAR EXCHANGE
PARKING GARAGE
Battery St
Pine St
St. Paul St
Church St
S. Winooski Ave
PARKING GARAGE
HANDY'S SERVICE CENTER
KARLISE FINE JEWELERS
HILTON
PARKING GARAGE
Bank St
Bank St
A SINGLE PEBBLE
KEY BANK
HENRY'S DINER
ALWAYS FULL MARKET
EL CORTIJO
PHOENIX BOOKS
Center St
GAS STATION