



CITY OF BURLINGTON, VERMONT
CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
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Councilor Franklin Paulino, Chair *North District*
Councilor Jack Hanson, *East District*
Councilor Jane Stromberg, *East District*

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Special Meeting of the
Transportation, Energy and Utilities Committee of the City Council

Tuesday, November 24, 2020 5:30 PM

Due to current physical distancing measures, this meeting will be held virtually.

To view the meeting:

1. Join via Zoom: <https://us02web.zoom.us/j/84603122855>
2. Call in for audio-only – Phone number: 312-626-6799 and Webinar ID: 846 0312 2855

To participate in public comment:

1. You must either join the meeting via the Zoom link above (strongly encouraged) or by calling via the call-in information above.
2. If signed in via Zoom, please use the “Raise Your Hand” feature. This will alert DPW staff that you wish to speak and will automatically add you to the queue. When it’s your turn to speak, your name will be called and you will be unmuted.
3. If you are calling in, please press *9 which will alert DPW staff that you wish to speak. When it’s your turn to speak, your phone # will be called out and you will be unmuted.
4. If you encounter any difficulties when attempting to speak, please email DPWCommunications@burlingtonvt.gov.

–AGENDA–

1. **Agenda**
2. **Public Forum**
3. **University Place Preferred Alternative**
 - Laura Wheelock and Phillip Peterson, DPW
 - 10 Minute Duration
 - Action/Support to Council
4. **Expediting Implementation of Transportation Projects**
 - Chapin Spenser, Director of DPW and Councilor Hanson
 - 15 Minute Duration
 - Information
5. **Councilors’ Update**
6. **Adjourn**



City of Burlington
Department of Public Works

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Memo

Date: November 24, 2020

To: Transportation, Energy, and Utilities Committee (TEUC)

From: Phillip Peterson, Associate Public Works Engineer *PCP*

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer/Asst. Director – Technical Services
Laura Wheelock P.E., Senior Public Works Engineer

Subject: University Place Street Improvements Preferred Alternative

Recommendations to the TEUC:

The Department of Public Works respectfully requests that the Transportation, Energy, and Utilities Committee (TEUC) approve the following motion:

To recommend to the City Council approval of the "Enhanced Design" concept as the preferred alternative to the University Place Conceptual Design phase as outlined in the Agreement between the City of Burlington and University of Vermont and State Agricultural College regarding the Participation in the City's Ten Year Capital Plan.

Background:

The Department of Public Works (DPW) in partnership with the University of Vermont and State Agricultural College (UVM), is working with consultants on developing two conceptual designs for the project area that includes University Place, a City of Burlington accessible public street, and the associated right of way. The Campus Master Plan reads, "University Place is pre-eminent amongst the priority projects for the historic and iconic nature of the buildings involved, its visual prominence, and location at the heart of the campus." University Place is also identified in UVM's Active Transportation Plan UVMoves as a signature project recommendation, specifically stating "University Place Conversion into a multi-modal street." Both UVM and the City are interested in improving safety on the street for pedestrians, bicyclists, and other active transportation users.

The University Place Street Improvements project is broken into three (3) phases; currently we are finishing up Phase One. Phase One – Conceptual Design (30%): The first phase will include two (2) 30% conceptual designs and permitting for University Place. Conceptual design will be in accordance with standards adopted by the City of Burlington as well as planning documents

adopted by both UVM and the City of Burlington. The two concepts will be in two categories; basic and enhanced.

The University Place basic concept would involve basic street reconstruction with minimal changes to the streetscape and curb line. The enhanced concept will include the same reconstruction elements as the basic concept, and could include curb line changes, sidewalk improvements, a crossing plaza, and other enhanced materials. Phase One work started in March of 2020 and is scheduled to conclude in December 2020 with an approved concept.

Public Input:

During Phase One the University Place design team presented the University Place concepts to the TEUC, DPW Commission, the Ward 1/8 Neighborhood Planning Assembly, and held a standalone public meeting (see Attachment-1). During these meetings input was taken from local Burlington businesses, residents, and the broader UVM community. Additionally, the University Place design team collected feedback through an online survey for both concepts (see Attachment-2). The general sentiment from these stakeholder meetings was to have the City and UVM to advance the enhanced concept as the preferred alternative. Reasons included:

- The additional safety enhancements with the enhanced concept are necessary to creating a complete street and inclusive project design.
- There are a range of options (from finishes to phasing) under the enhanced design to manage costs in the short-term.
- Constructing the basic design would make it highly unlikely that comprehensive enhancements would be made in the coming decades as it would necessitate removing of much of the previous investment.

Financial:

Within the Agreement between the City and UVM it outlines parameters around which the street would be reconstructed. If the Basic Design concept was chosen the City would be 100% responsible for construction costs \$360,000. If the Enhanced Design concept is selected the cost sharing is a little more complicated but best summarized as:

The first \$130,000 would come from City funds

The next \$1,000,000 would be a 50/50 split of UVM/City funds

Remaining costs above \$1,130,000 are entirely UVM responsibility

The estimates coming out of the Conceptual Design phase are showing that the Basic Design will cost around \$350,000 to construct, not including engineering or inspection which will bring the total cost closer to \$500,000. This would all be City costs

For the Enhanced Design the costs for design, construction, and inspection are estimated as follows:

Design	\$ 327,000
Construction	\$ 790,000 (without any add alternatives)
Inspection	\$ 60,000
Contingency	\$ 180,000
Total	\$1,357,000

Next Steps:

1. Seek approval for the Enhanced Design concept from Board of Finance and City Council, at the respective December meetings.
2. Seek approval by the UVM Board for the Enhanced Design concept in December.
3. Phase Two – Design and (100%) Construction Documents: The second phase will develop design, engineering and construction documents for University Place. This phase of work will follow Phase One and will take the approved concept and move it through design drawings for bidding in the Fall of 2021.
4. Phase Three – Construction: The third phase will be for construction of the proposed improvements. The current schedule has this work occurring in 2022.

Attachments:

1. University Place Concept Presentation.
 2. University Place Concept Survey.
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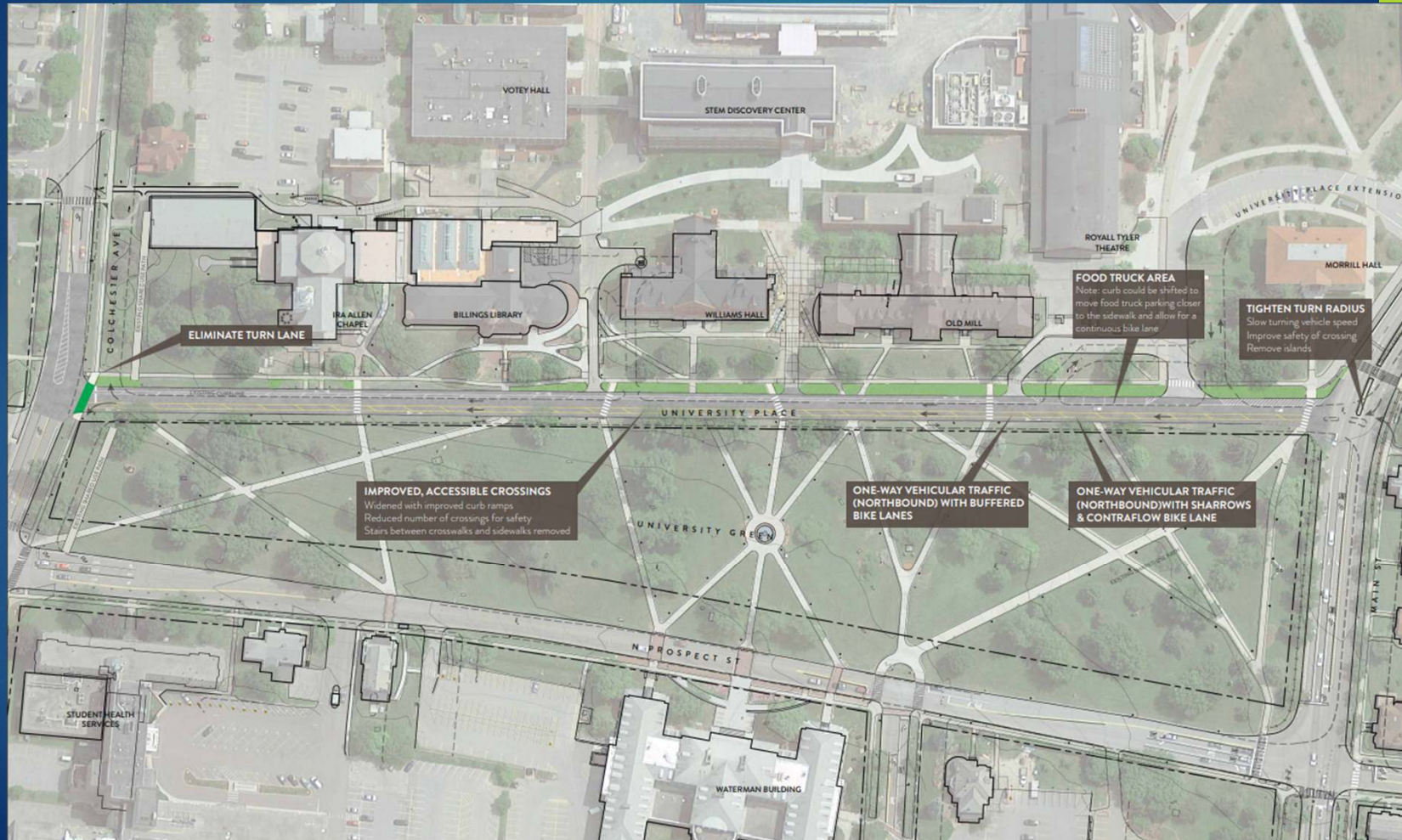
University Place Street Improvements

PREFERRED CONCEPT

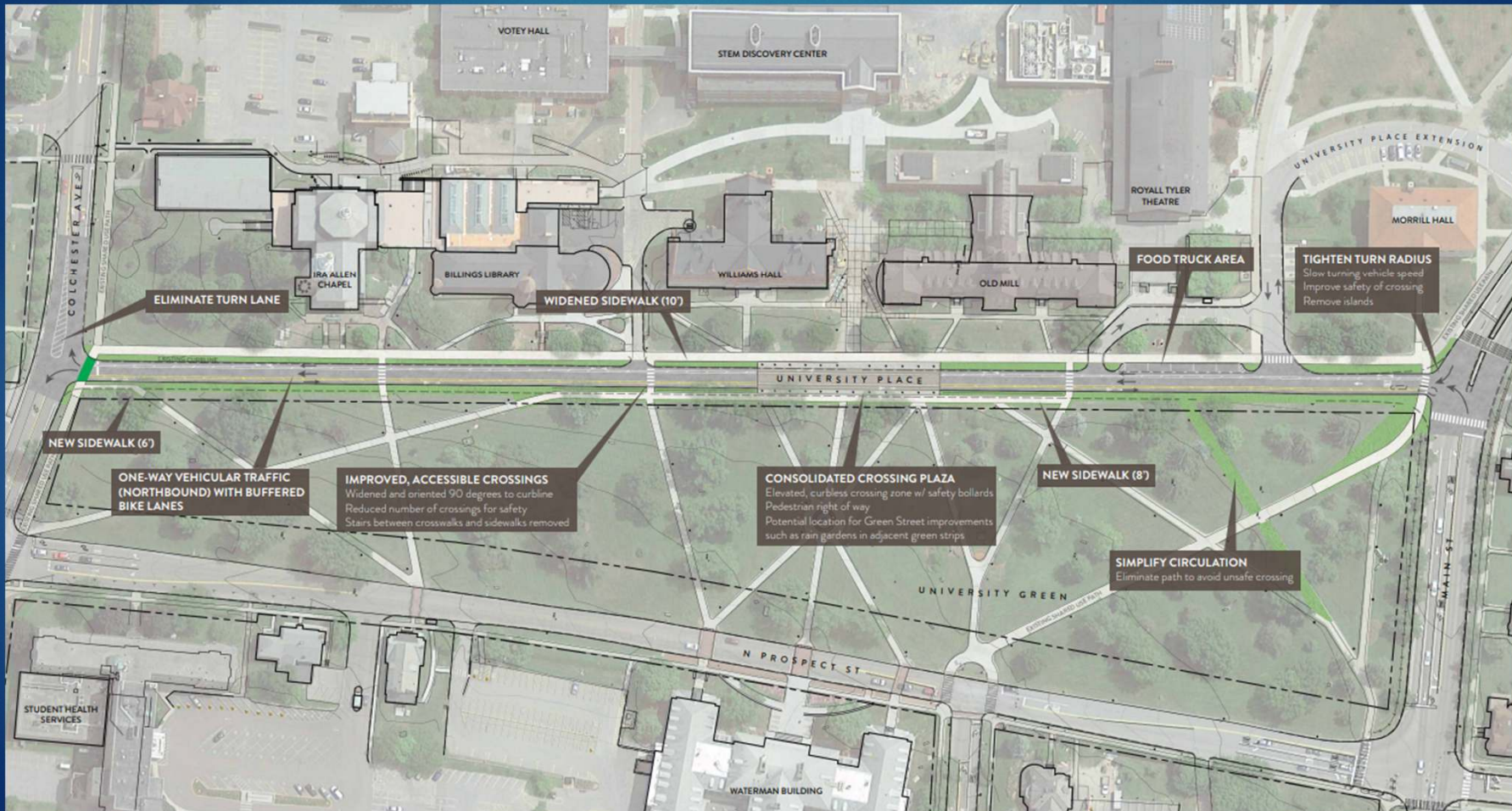
TRANSPORTATION, ENERGY, UTILITY COMMITTEE (TEUC)

NOVEMBER 24, 2020

Basic Concept



Enhanced Concept



Budget – Enhanced Design

Estimated Costs

▶ Design	\$ 327,000
▶ Construction	\$ 790,000 (without any add alternatives)
▶ Inspection	\$ 60,000
▶ <u>Contingency</u>	<u>\$ 180,000</u>
▶ Total	\$1,357,000

Available Funds

▶ City	\$ 630,000
▶ UVM	\$ 547,000 (Minimum)
▶ <u>Contingency</u>	<u>\$ 180,000 (This would be UVM funds per Agreement)</u>
▶ Total	\$1,357,000



University Place Timeline



1. TEUC, 11.24.20; TEUC sponsorship for the University Place enhanced concept as the preferred concept.
2. Board of Finance and City Council; preferred concept approval at the 12.7.20 meetings.
3. DPW Commission approval of enhanced concepts at the 12.16.20 meeting.
4. UVM boards and/or committees TBD.



Questions?

Contact:

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Special Meeting of the
Transportation, Energy and Utilities Committee of the City Council

Minutes – Tuesday, November 24, 2020 5:30 PM

1. **Meeting called to order by Councilor Paulino and started at 5:33 PM.**
2. **Agenda accepted as published unanimously.**
3. **Public Forum**
 - There were no public comments made.
4. **University Place Preferred Alternative**
 - Phillip Peterson (DPW), Laura Wheelock (DPW)
 - DPW requests the TEUC recommend to the City Council approval of the enhanced design concept as preferred alternative to the University Place Conceptual Design.
 - DPW has worked in partnership with UVM to develop two conceptual designs. The enhanced concept is preferred based on public input and review from DPW and UVM staff.
 - Exciting opportunity to complete project while cost sharing with UVM.
 - Councilor Discussion
 - Councilor Paulino – When was last TEUC presentation of this project?
Phillip Peterson: September 22, 2020. This is the fifth public meeting.
Paulino: What were the controversial differences between standard and enhanced?
Peterson: Enhanced design is a different approach. It includes a narrower roadway profile, wider east-side sidewalk, a new west-side sidewalk and higher quality finishes.
Laura Wheelock: Two outreach surveys were conducted with high response, both showing public preference for enhanced option.
Paulino: What did the traffic engineers think of where traffic would go? What about the left turn from Main Street?
Wheelock: Study found that the one-way northbound traffic pattern would accommodate the majority of existing vehicular traffic on the street without a major impact on adjacent intersections. The EB left turn on to University Place would remain, but City can evaluate opportunities to improve striping as part of the State's planned 2022 Main St repaving project. The City and UVM are recommending a joint MOU to adjust boundary lines at the Pearl / Prospect / Colchester intersection to allow for a future construction project to better align the northern and southern approaches and improve intersection performance.
 - Councilor Stromberg – From concept stage to solid design, what is timeframe?
Peterson: Next summer or fall for final design, Construction to bid in a year and FY23 construction completion.
 - Councilor Hanson – Does the enhanced design include bike lanes?
Phillip Peterson: Yes
 - Councilor Paulino moved to support the Enhanced Design recommendation for City Council approval. Seconded by Councilor Stromberg..
All in favor. Passes unanimously.
5. **Expediting Implementation of Transportation Projects**
 - Requested by Councilor Jack Hanson, Director Chapin Spencer (DPW),

- Councilor Hanson: Goal: Initiate conversation regarding transportation projects, and how to move them through more efficiently from planning to implementation.
- Director Spencer: City has ambitious plans and DPW has successfully put a lot of projects in the ground in a timely and efficient manner. Things that can slow project implementation include diffuse decision making in the City, the community's and Council's expectation of a robust and inclusive engagement process, funding availability, grant requirements when utilizing grant funds, and staff capacity. All this said, DPW is happy to explore ways to further improve the project development process and will continue this conversation with the TEUC.
- Councilor Paulino: Sensitive to Councilor Hanson's concern. Believes DPW delivers many projects of all sizes with a small amount of staff. Believes DPW could use another three to four engineers to better tackle more projects.
- Councilor Hanson: Not a criticism – appreciates amount of work – how do we recognize the urgency of the climate crisis? Within planBTV Walk/Bike, we have a lot of work to accomplish by 2022 (the 1-5 year recommendations) and is an important goal to meet. What does the process look like to complete Main Street?
- Director Spencer: Main Street identified as critical corridor for all modes. We have been exploring using Downtown TIF funds to comprehensively rehabilitate the six blocks between Union and Battery. The Council would need to grant many approvals to advance this effort. We have also been looking at potential lane adjustments ease of Union up the hill to accommodate bike lanes. The DPW Commission would need to approve parking and traffic regulations to accommodate this. Norm Baldwin: Regarding the time frame of a Main Street project, design would take approximately a year and one to two seasons to construct. At \$2.5M per block, it would be a very significant investment. We have voter approval for only two of the six blocks currently. Reluctant to add staff engineers to complete projects to then lay them off. Team size must be sustainable, but can use consultants to add capacity when needed. DPW is also working on significant work to buildings to be completed in the next five years. Glad we are making progress.
- Councilor Hanson: Agree – don't hesitate to ask TEUC for support to complete projects. Sees the bottleneck of staff and finances.
- Councilor Hanson: How to accrue more funds: transportation demand management – new buildings and ban on fossil fuels – these would need a charter change – consider parking enforcement funds.
- Director Spencer: There are options to evaluate. Many funds are currently constrained with the pandemic (such as the Traffic Fund), but happy to discuss and plan with the Council for the long term.
- Nicole Losch: Any large planning project will have an advisory committee. Having public engaged is important for transparency and helps make better decisions. Takes extra time but necessary. Always room for improvement.
- Councilor Hanson: Happy to start discussion of project efficiencies and improving committee processes with Council.
- Director Spencer: Staff is ready and willing to engage with TEUC.

6. Councilors' Update.

- No Councilors had updates.

7. Public Engagement: Call from Dan Pecor: Thanks to DPW and TEUC for taking under consideration his suggestion to use pet friendly solutions for winter sidewalk maintenance.

8. Next TEUC Meeting

- December 15, 2020 at 5:30 PM.

9. Adjourn

- Councilor Paulino moved to adjourn the meeting. Seconded by Jack Hanson at 6:47. The motion passed unanimously.